



FLYER

September 2026

Vol. XLVIII, No. 9

Calendar of Events

Welcome New Members

President's Message

Website Update - ClubExpress

September Event

October Benefit Car Show

Donna Reed Tour in Review

Orphan's Corner

Classifieds



Calendar of Events	Welcome New Members
SEPTEMBER 2026 Saturday, September 5th – the Freewheelers USS Potomac Tour in Oakland – details on page 4. Saturday, September 26th - The 30th Annual Ironstone Concours d'Elegance in Murphys. OCTOBER 2026 Saturday, October 17th - 38th Annual San Francisco Old Car Picnic in Golden Gate Park. Saturday, October 17th – Great Autos Casual Concours in Rancho Mirage. Sunday, October 25th – Freewheelers Benefit Car Show at the California Auto Museum in Sacramento – details on page 5. NOVEMBER 2026 Saturday, November 14th – the Freewheelers 3rd Annual Car Hop & New Members Lunch in Concord – details to follow. DECEMBER 2026 Sunday, December 13th – Freewheelers Annual Holiday Party in Concord – details to follow. JANUARY 2027 Saturday, January 23rd – Freewheelers Annual Business & Planning Meeting in Concord – details to follow. MAY 2027 Thursday, May 13th – Saturday, May 15th: The 41st Annual West Coast Meet in San Luis Obispo – details to follow. <i>NOTE: Event dates and times subject to change.</i>	Jeffrey Adamsky & Brian Scott Port Richey, FL Brian Gregorio San Jose, CA CARS: 2000 BMW 323i Touring Wagon 1974 Datsun 260-Z Coupe Brendan Herger San Francisco, CA Thomas Kiefer Grass Valley, CA CARS: 1948 Chrysler New Yorker Club Coupe 2011 Cadillac DTS Sedan Earl Rynerson & Michael Shroyer Rancho Mirage, CA CAR: 1987 Mercedes-Benz 560SL Roadster 

2026 Board of Directors	Club Information
President Eric Whitney, 415-902-5165 ewhitney@me.com Vice President Bill Hall, 510-612-3300 williamhall1234@yahoo.com Secretary Jim Finley, 707-208-6678 jamesj.finley@sbcglobal.net Treasurer Jay Remick, 831-601-8080 jayremick@me.com Membership Director Sueko Takahashi, 925-373-1667 sueko.tbert@gmail.com	Freewheelers Web Site www.thefreewheelers.net Advertising As a benefit of membership, Members may run classified ads (for sale) in the Flyer/on the website at no charge. Send information to the Newsletter Editor. For rates for non-members and business solicitations, see the schedule below. To place an ad, please contact one of the Board Members. The Freewheelers Flyer is published monthly by the San Francisco Historical Automobile Society, c/o Jay Remick-Treasurer, 1588 Willow Oaks Drive, San Jose, CA 95125 Articles and/or photographs related to club events and/or vintage car happenings may be emailed to and used at the discretion of the Newsletter Editor. Submissions should reach the Newsletter Editor by the 20th of the month prior to publication. Contributors to this Issue: Eric Whitney, Jim Finley, Gregg Cannella, Bryan Raab Davis, Scott Mikkelsen, Bill Hall, Clint Moore and Christopher Slater. Event photos courtesy of Eric Whitney, Richard Bae, and Bill Peachee. <i>Cover: Jeff Wood's 1984 BMW 633CSi Coupe</i>

Advertising in the Flyer				
Type of Ad	Members: Non-Commercial	Non-Members: Non-Commercial	Members: Commercial	Non-Members: Commercial
Ad for car, equipment, etc. Business Card Size Quarter Page Size	3 issues for Free, then \$10/insertion n/a n/a	\$20 per insertion n/a n/a	n/a \$30 per insertion, \$250/yr. (12 issues) \$60 per insertion, \$500/yr. (12 issues)	n/a \$35 per insertion, \$300/year \$70 per insertion, \$600/year

PRESIDENT'S MESSAGE

Dear Freewheelers,

Another wonderful summer month is behind us, and I want to begin with a big thank you to Ted Downer and Marc Williamson for hosting the Donna Reed Drive Tour and Picnic on August 23. It was truly a lovely day for everyone who turned out. One of the things I appreciate most about the Freewheelers is when members step forward with an idea and say, "I'll do it!" Our calendar—and our club—are better because of members willing to share a favorite road, destination, or experience with the rest of us. Thank you, Ted and Marc!



And now, September begins with a splash as the Freewheelers set sail aboard the USS *Potomac*! Registration is open, so check your email and sign up if you haven't already. We'll start the day with a drive tour before gathering at Jack London Square for our two-hour cruise around San Francisco Bay. If you'd like to join us for the drive tour but not the cruise, you're welcome to do that too—just be sure to sign up so we know how many cars and people to expect. After more than a decade since our last visit to the *Potomac*, this should be a very special day.

And here's another chance to get together: beginning Friday, September 4, from 5–7 p.m., we're launching a Freewheelers Drop-in Happy Hour at Club 1220 in Walnut Creek. We'll meet on the first Friday of each month, and there's no big agenda—just drop in, have a drink, catch up with friends, and perhaps meet a few Freewheelers you don't already know. Come for twenty minutes or stay for two hours. It's simply another opportunity for us to spend some time together.

There are some other exciting things happening behind the scenes as well. Our transition to ClubExpress for website hosting and club administration has officially begun. You won't see everything change overnight, but as we approach 2027 membership renewal, you'll begin hearing much more about the new system and how we'll use it. There may be a few bumps along the way—there always are when something changes—but we think this is an important investment in the future of the club.

At the same time, we're also turning our attention to our past with the launch of The Freewheelers History Project. A team of us will begin digging through decades of newsletters, photographs, club records, event materials, news articles, memorabilia, and whatever other treasures we can uncover to organize and preserve the history of the Freewheelers. There are a lot of stories tucked away in closets, garages, filing cabinets—and our collective memories—and it's time we start bringing them together. We'll have more information soon, including opportunities for members to help.

Meanwhile, our calendar keeps rolling along. October brings our Benefit Car Show at the California Automobile Museum in Sacramento, followed by our traditional New Member Lunch and Car Hop in November and our always-fun Holiday Party in December. And before we know it, we'll be gathering again in January for our Annual Business and Planning Meeting, putting our heads together and dreaming up what we'll do in 2027.

That's one of the things I love about this club: there's always another road to travel, another car to discover, another story to tell, and another reason to get together.

Thank you to everyone who keeps showing up, pitching in, and sharing in the fun. There's always something to look forward to with the Freewheelers—and I hope to see you at as much of it as possible. Until then, keep the shiny side up!

Warmly,

Eric Whitney

President, Freewheelers Car Club

PRESIDENT'S MESSAGE

WEBSITE UPDATES

ClubExpress Update: Moving Ahead

—By Eric Whitney

Our transition to *ClubExpress* is moving ahead swimmingly, and much of the groundwork is now underway for what will eventually become a significantly more integrated way of managing Freewheelers club business.



So, why are we making this change? Over the years, the Freewheelers have relied on a number of separate systems and processes to manage membership, events, email, payments, recordkeeping, and other club business. They have gotten the job done, but as the club has grown and technology has changed, we've wanted to bring more of these functions together and make them easier for both members and the people volunteering behind the scenes.

ClubExpress is designed specifically for membership organizations like ours. It will give us modern internet and data security, better tools for email and member communications, and a much more efficient way to maintain our membership records. Members will eventually be able to review and update much of their own information, helping us keep our records accurate and current without relying on someone else to make every change.

Privacy and security were also important considerations in choosing *ClubExpress*. Our membership information belongs to the Freewheelers—not to *ClubExpress*. *ClubExpress* does not sell, trade, or provide member names, email addresses, or other personal information to outside businesses for marketing purposes, nor will it contact our members except in connection with official club business. Members will also have control over what personal information they choose to make visible to other members. In an age when personal information has become a commodity for so many online services, we think those protections are particularly important.

Event management is another major reason for the move. Our goal is to make the process much more seamless—from receiving an event announcement, to signing up, making a payment when necessary, tracking attendance, and following up afterward. Instead of moving information between several different systems, much of it can happen in one place.

There are also administrative benefits that most members may never see, but which will make a considerable difference to the Board and the volunteers who keep the club running. Membership management, financial recordkeeping, renewals, event administration, communications, and reporting can all be handled through a common system, with better continuity as Board members and volunteers change over time.

Most importantly, this gives us the opportunity to modernize the club's administration and finally provide some of the capabilities we've talked about—and wanted—for a long time.

There is still plenty of work ahead, and we'll be introducing *ClubExpress* gradually rather than changing everything at once. Over the next several months, you'll begin seeing more of the new system as different features are brought online. We'll continue to keep you up to date and let you know when to begin watching your email for information requiring action on your part. For now, things are moving ahead nicely. More to come!

Drop In, Have a Drink, Stay Awhile!

We're trying something a little different! Beginning Friday, September 4, Freewheelers will have a Drop-in Happy Hour on the first Friday of every month from 5:00–7:00 PM at Club 1220 in Walnut Creek.

This is in addition to our regular monthly events, and there's nothing formal about it—no registration, no agenda, no tire-kicking required! Just drop in when you can, have a drink, catch up with friends, and perhaps meet a few Freewheelers you don't already know. Stay for twenty minutes or stay for two hours. And feel free to bring friends!

Club 1220 is also fairly close to Walnut Creek BART, so you can leave the car at home and completely disregard the awfulness that is Bay Area Friday traffic.

It's simply another opportunity for those of us who enjoy seeing each other to do it a little more often. We hope you'll join us!

Club 1220 Club1220.com

1220 Pine Street, Walnut Creek, CA 94596, (925) 938-4550



WEBSITE UPDATES

FREEWHEELERS *on the Bay*

RICHMOND-TO-OAKLAND DRIVE TOUR

★ **& USS POTOMAC CRUISE** ★

SATURDAY, SEPTEMBER 5, 2026

10:00 AM

TIRE KICKING, COFFEE & DOUGHNUTS

Safe Harbor Marina – Richmond

1340 Marina Way S, Richmond, CA 94804

Join us for coffee, doughnuts,
cars and conversation. No charge.

11:00 AM

RICHMOND-TO-OAKLAND DRIVE TOUR

Richmond Waterfront → Ferry Point →

Point Richmond → Port of Oakland → Middle Harbor

A leisurely drive with great views along the
waterfront and through the Port of Oakland.

11:40 AM

ARRIVE MIDDLE HARBOR PARK

Middle Harbor Shoreline Park, Oakland

Those joining us only for the drive can
say their goodbyes here.

11:50 AM

CARAVAN TO JACK LONDON SQUARE

Those with tickets for the USS Potomac will caravan
to the Washington Street & Embarcadero West Garage.

We plan to arrive at the parking garage at 12 noon.

★ **USS POTOMAC** ★

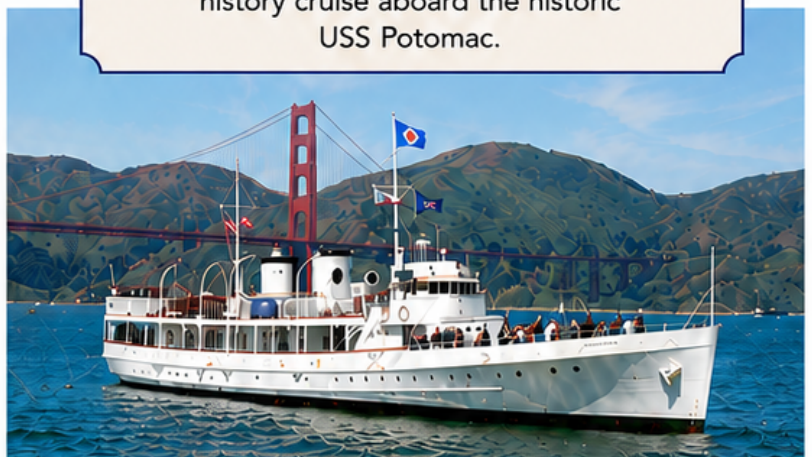
Franklin D. Roosevelt's Presidential Yacht

2-HOUR SIGHTSEEING & HISTORY CRUISE

Around San Francisco Bay

TICKETS: \$65.00 PER PERSON

Includes a two-hour sightseneing and
history cruise aboard the historic
USS Potomac.



**Tickets must be purchased in advance
through the link in the club email in order
to receive the reduced group rate.**

If you do not join us for the drive tour,
you may also meet us at the dock
no later than 12:15.

Sorry, no refunds if you miss the boat!



LUNCH AND PARKING ARE ON YOUR OWN.

Please note that parking in Jack London Square is expensive (expect \$20+),
so carpooling and cost sharing is encouraged.

The Washington Street and Embarcadero West Garage,
101 Washington Street, Oakland is the nearest parking garage to the USS Potomac.

★ **QUESTIONS?** ★

Contact Jim Finley
jamesj.finley@sbcglobal.net

Contact Gregg Cannella
glamgfc@msn.com

OCTOBER EVENT



Malaise Daze Car Show

October 25, 2026

California Automobile Museum

All Makes Welcome - 1972-1995

Freewheelers & Malaise Motors

Annual Benefit Car Show

- Low-key fun and novelty prizes
- Wear period attire (if you like)
- \$50 entry fee includes lunch

Malaise Motors International
The "Quiet Enjoyment" Car Club



Scan me!

Benefit Car Show in Sacramento

On Sunday, October 25, 2026, Malaise Motors International and The Freewheelers invite you to the **Malaise Daze Car Show** at the California Automobile Museum (CAM) in Sacramento, a percentage of the proceeds benefiting the CAM.

We're doing it NorCal style for 2026!

Malaise Daze will start in the beautiful California Gold Country on 10/22 with everyone arriving in their own good time, followed by dinner and drinks. The next day, we'll take in Railtown 1897 and the famous Ironstone Winery, where a special guest will be joining us. On Saturday, we'll caravan to Sacramento to take in the California Automobile museum, followed by a fab video arcade night, 1980's style!

The main event, The Malaise Daze Car Show, will take place on Sunday, also at the California Automobile Museum. Dinner at a private home to follow.

See you there!

If you're interested in entering a car in the car show, scan the QR code above to go to the registration webpage - \$50 per car, includes lunch served at the CAM.



OCTOBER EVENT

AUGUST EVENT IN REVIEW

Donna Reed, Reservoirs and a Mysterious Lack of Edsels

—By Eric Whitney

Twenty-nine Freewheelers, 18 cars, perfect convertible weather, a couple of reservoirs, a picnic, and a soft-serve ice cream truck. Really, what more could you ask for on a Sunday?

On August 23, the Freewheelers gathered bright and early in Morgan Hill for a little tire-kicking before setting out on the Donna Reed Drive Tour and Picnic, wonderfully hosted by Ted Downer and Marc Williamson. After the usual inspecting of cars, catching up with friends, and figuring out who had arrived in what, we headed out for a leisurely drive through Morgan Hill and the countryside surrounding Chesbro and Uvas Reservoirs.

And what a wonderfully varied collection of cars we had:

The Germans were particularly well represented. Jeff Wood and Brian McCann arrived in Jeff's handsome BMW 633CSi Coupe, while Mercedes-Benz gave us three generations of open-air motoring: Bill Bliler in his 2009 SLK 300, Jay Remick and Michael Amodt in their 1979 450SL, and Eric Whitney and Richard Bae in their 1986 560SL. Andrew Smith added some Stuttgart spice with his 1989 Porsche 3.2 Carrera G50 Targa, while Christopher Slater brought things thoroughly up to date in his 2021 Porsche Cayenne GTS.

The Americans certainly weren't going to be outdone. Bill Schoemann arrived in his stately 1985 Cadillac Eldorado Biarritz Coupe, joined by Bob Zapotosky in his 2017 Cadillac XTS and David Schnitzer in his stunning 1976 Cadillac Coupe DeVille. Darryl Green brought his award-winning 1960 Imperial Crown Southampton Coupe—a car that has never exactly mastered the art of blending into the background—while Bill Peachee, Keith Cambra, and Sueko T-Gilbert cruised in aboard Bill's 2011 Chrysler 300C.

Then there was Larry Camuso and Kirk Wentland's award-winning 1975 Lincoln Mark IV two-door hardtop, resplendent in a shade that looked suspiciously like Jungle Red to these eyes. Our hosts, Ted Downer and Marc Williamson, led the Buick contingent in their 1970 GS convertible, which was exactly the sort of car the weather ordered.

For something a little more compact, Scott Newland brought his cheerful 1979 Volkswagen Super Beetle convertible, and Mike Zampiceni arrived in his 2016 MINI Cooper S. Adding some unmistakable French personality were Peter Anning and Jim Mulvaney in a 1989 Citroën Deux Chevaux (2CV)—proof that horsepower is hardly a prerequisite for making an entrance. From Japan came Terry Vargas and Johnny Zych in their gorgeous 1978 Datsun 280Z, while Sandy Edelstein and Scott King represented the newest end of our automotive spectrum in their 2026 Hyundai Santa Fe.



Quite a parking lot!

(continued on next page)

AUGUST EVENT IN REVIEW



The route itself was deliberately unhurried, winding through the countryside around Morgan Hill and alongside Chesbro and Uvas Reservoirs. With blue skies overhead and plenty of sunshine, those of us fortunate enough to have brought drop-tops had very little excuse for keeping them up. Eventually we made our way to Morgan Hill Centennial Recreation Center, where blankets and chairs came out, lunches appeared, and we settled in for a few hours of eating, visiting, and the sort of tale-telling that inevitably gets better with each retelling.

And then came the ice cream truck.



As if someone had arranged it specifically for us, a soft-serve van appeared at the park to provide a devilishly wonderful finish to the afternoon. After a sunny drive in our old cars and a picnic with friends, soft-serve ice cream seemed less like an indulgence and more like an obligation.

There was, however, one rather glaring omission...for an event called the Donna Reed Drive Tour, you might reasonably have expected an Edsel or two. After all, Donna Reed was famously featured in Edsel advertising, and the Freewheelers roster is hardly suffering from a shortage of Edsels.

(continued on next page)

AUGUST EVENT IN REVIEW

Number of Edsels in attendance?

Zero.

Not one.

Apparently, they were all home hiding in their garages, overcome by stage fright. But who cares? We had 29 Freewheelers, 18 terrific cars, beautiful roads, perfect top-down weather, a lovely picnic, and an afternoon spent with people we enjoy.

Our thanks again to Ted and Marc for putting it all together, and to every Freewheeler who came out and made the day what it was.

Great cars and great friends—and yet another reminder that some of the best times we have as a club happen simply because people decide to show up for one another.

As for those bashful Edsels? We'll tease them out another time. 



AUGUST EVENT IN REVIEW

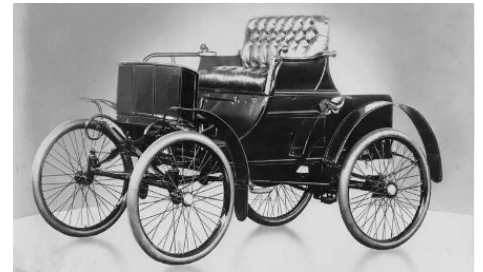
Packard – the undisputed King of Orphans (part 1)

—by Clint Moore & Christopher Slater



Founded in 1899, the Packard Motor Car Company quickly rose to prominence for its high quality and precision engineering. By the 1920s, the American elite knew that if you didn't own one of the "Three P's" (Packard, Pierce-Arrow or Peerless), you hadn't arrived. Packard even had the distinction of being the sole domestic independent luxury car make to survive the Great Depression, yet in the postwar era, the company was plagued by poor business decisions and stodgy design choices, leading to its demise. This is a brief history of one the world's most storied brands and it all started because of a resentment.

In Warren, Ohio in 1898, James Ward Packard, founder of the Packard Electric Company, became acquainted with George L. Weiss, an investor in the Winton Motor Carriage Company. Both had purchased Winton automobiles and commiserated over quality and reliability issues they were experiencing. When J.W. penned a letter to Alexander Winton suggesting how his carriages could be improved, an incensed Winton responded that if Mr. Packard was so full of ideas, he should build his own car! Soon thereafter, J.W., his brother William Dowd Packard and Weiss formed a partnership named the Ohio Automobile Company. Luring Winton's plant manager to come work for them, they vowed to build a "practical" automobile and on November 7, 1899 the first Packard Model A rolled out of the shop to be tested in the Ohio snow. (Side note: the Packard Electric Company was purchased by General Motors in 1932 and merged with Delco Electronics).



The first Packard

Word of Packard's quality product spread quickly. From the time production truly started in 1901 they sold barely more than 80 cars but by 1903 the company was renamed the Packard Motor Car Company and moved to the world's first steel-reinforced concrete plant in Detroit. By 1907 they were filling orders for more than 2,500 vehicles a year! J.W. was so confident of his product in 1901 when a potential buyer contacted the company for information about the car, he told his secretary to reply that the gentleman should "ask the man who owns one," thus Packard's trademark slogan was born.

Aside from luxury, Packard also became synonymous with innovation. Among the ideas implemented at Packard were:



- First automatic spark advance (1899)
- First H-pattern gear selector (1899)
- First rumble seat (1908)
- First 12-cylinder engine (1915)
- First hydraulic shock absorbers (1926)
- First backup lights (1927)
- First pressurized cooling system (1933)
- First power-assisted hydraulic brakes (1936)
- First air conditioning (1939)
- First use of torsion bar suspension (and only car with full torsion suspension) (1955)

Packard was not only invested in building automobiles; its executives were also heavily involved in promoting the transportation industry as a whole. Henry B. Joy, who took over and grew the company in its early days, made a name for the car by setting cross-country records in a 1902 Model F known as "Old Pacific." Later, Company President Alvan J. Macaulay was instrumental in generating both funding and enthusiasm for the Lincoln Highway project. Tune in next month to get the rest of the Packard story!

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ATTENTION: Special Storage Rate for Club Members!

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3. Mail to:

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c/o: Jay Remick

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San Jose, CA 95125-4452

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(Note: All name badges come with magnetic attachment.)

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