

The 2010 Pumpkin Tour, Oct. 17 – Touring with Memories of our Friend

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Thanks to the enthusiastic participation of the membership, the annual Halloween tour of the Bay Area Horseless Carriage Club was a smashing success. Although rain eventually overcame us in the afternoon, it was not enough to water down our touring fervor.

Just a couple of days before the tour, we unexpectedly lost to illness a BAHCC member and dear friend, George Azevedo. Members of his family in two cars had signed up for the tour. It is a powerful reflection on the kind of man he was that the family decided to follow through with the drive as something that George would have wanted. We dedicated the tour to the memory of our friend with comments at the drivers meeting delivered by club president Kaaren Bromer.

Gathering at the Rudgear Park and Ride in Walnut Creek at 9:00 am, we enjoyed donuts, coffee, juice and stimulating conversation. After a brief drivers meeting and dedication, we started at 9:30 am on our 60-mile-loop excursion. David Pava (driving a spiffy, shiny, red, freshly restored 1909 Ford Model "T" Speedster) led us to his nearby home for a quick comfort break.

We travelled back roads to Livermore past the Round Hill Country Club and through Blackhawk and then made an extended stop at the pumpkin patch of G&M Farms in Livermore. Given preferred parking, our arrival resulted in a mini public exhibition for the many farm visitors.

Just before noon we started engines and toured through the Old Tower neighborhood and restored downtown of Livermore, motoring to our next stop at the Duarte Garage and Lincoln Highway Museum. Members of the Livermore Heritage Guild who operate the museum supplied picnic tables for our lunch. The skies had turned heavy and a light rain started. Thoughtfully, our picnic tables were setup indoors next to a big, red, 1944 Mack fire truck, rather than under the weeping willow tree outside as was originally planned.

Members of an extended crew of volunteers are in the middle of a frame-off restoration of a 1920 Seagrave fire truck. Working in the Duarte Garage, the restoration has progressed to the stage that they were ready to start the vehicle's mighty engine, a six-cylinder, 1000-cubic-inch, cross-flow engine. After a brief introduction to the effort by spokesperson Irv Stowers, the

mighty Seagrave motor was started. The engine roared to life to the delight and applause of all present. This was the first public start of the engine in over 50 years.

Through articles in local newspapers, the public had also been invited to the garage for the BAHCC visit to inspect the Seagrave restoration effort. Our visit resulted in collection of an additional \$850 for the continuation of the restoration work. Just as, or maybe even more important, the visit of the horseless carriages shed some much appreciated public light on the Seagrave restoration effort. In the weeks before our visit, a great amount of new excitement and renewed dedication was generated within the Seagrave restoration team.

Here is the list of people and cars that participated on the tour and helped honor the memory of our dear friend George Azevedo.

- Ed and Karen Archer, 1906 Locomobile
- Joe and Esther Sernach, 1909 Paterson
- Charles Ebers with passengers Bill Cassidy and Bill Austin, 1910 Mitchell
- Mike Lawrence and Renee Hood, 1911 Mitchell
- Bill and Kaaren Brommer, 1912 Ford Model "T" Delivery Car
- Alex Azevedo and Lindsey Bell with Lindsay's aunt & uncle as passengers, 1914 Buick
- Lynn and Jeanne Kissel, 1914 KisselKar Touring
- Dan Erceg with passenger Tony Wolleson, 1916 Pierce Arrow 38C4
- Doug and Mary Lou King, 1928 Ford Model "A" Sedan Delivery
- Don and Joyce Azevedo, 1929 Ford Model "A"
- JW and Barbara Silvera, 1932 Ford Convertible
- Don and Pam Johnson, 2006 Buick

Our inimitable BAHCC web mistress, Erika Kopman, was a passenger on the tour. Andrew Kissel (#1 son of Lynn and Jeanne Kissel) drove the trouble truck.



At G&M Farns in Livermore, our cars seem to be afloat in a sea of orange.



Parked outside the Duarte Garage, our cars glisten from the light rain.



Kaaren Brommer offers encouragement while Bill Brommer affects a quick field repair.



Wet skies are not enough to dampen the spirit of Bill Brommer and others on the tour.



Lynn Kissel, our tour leader, is captured during a refueling stop.



David Pava (right) brings his shiny new 1909 Model "T" Speedster to our morning rendezvous point. It appears that Charles Ebers (left) is communicating a tall tale to Doug King and David at our morning rally point.



Charles Ebers tries, with limited success, to use a strategically placed willow tree to keep the water off his 1910 Mitchell.



Irv Stowers, member of the Livermore Heritage Guild and spokesman for the Seagrave restoration effort, directs starting of the engine.