

Fred Bausch is a Native San Franciscan:

THE EVENT TOOK PLACE IN 1934

Eight years later in 1942, Fred's family moved about twenty miles south of San Francisco to the suburbs. That move, however, kept the family in what is known as the San Francisco Bay Area. It would take many hours to drive around San Francisco Bay. Fred's love for the bay runs deep. One does not easily shake off the beckoning call of the magnificent bay which is the focal point for many cities and towns outside the city limits of glamorous San Francisco.

Back in 1944, Fred's father bought a half interest in a grocery and delicatessen business. Along with the business came a Martin-Parry-bodied, 1929 Ford express-delivery truck that was used to home deliver groceries. At the age of twelve, each evening, Fred would walk a few blocks to meet his dad who was driving home from work in the truck. At this impressionable age, Fred was allowed to drive those few blocks home, learning to drive early. In California in the 1940s, Junior Operator's Permits were issued at age fourteen.

Dexterity at the wheel eventually allowed the truck to become a date wagon in high school. The cab was barely wide enough for two adults. So you can imagine the logistics of piling two couples into the cab on a double date with the girls wearing billowing crinoline petticoats.

Thus began Fred's interest in old cars and trucks that continues today. In 1948, our budding auto enthusiast had a rather unique car-related experience. The Tucker Motor Car Co. built a small display building not far from the Bausch family home. When a Tucker was displayed there for several days, Fred was a frequent visitor. He was able to get very well acquainted with the Tucker. Even at the age of fourteen he found its advanced design and styling features fascinating.

As a teenager, Fred was the personification of what was called a shade-tree mechanic. Once he ran into a telephone pole and bent the front bumper of the trunk. It was a simple matter to pull up to the sturdy old pepper tree in the back yard, tie a rope around the bumper and the tree and back up until it was straight (try doing this with a Cadillac).

Being a bit of a hot rodder, breaking axles in the old truck became a bad habit. To remove the rear axle housing and replace the axle, Fred would jack up the truck, a bit at a time, using an old scissors jack (not OSHA approved) and wood blocks until it was about three feet from the ground. He then wrapped a one-inch rope around the truck bed and over a

sturdy branch of the aforementioned pepper tree. The next step was to let the jack down and with the back of the truck hanging from the tree, replace the broken axle. The truck survived the hanging, was eventually restored and at last word was on display at a northern California winery.

During high school, Fred had taken a variety of shop courses, plus his two-year college career focused on an industrial arts major. Years later, his mechanical abilities and a keen interest in mechanical things got him started in collect-

ing antique clocks—as a hobby. Eventually he started doing clock repairs as well. In May of 1967, our man opened a clockshop in San Carlos specializing in the sale, repair and restoration of antique and vintage clocks. Now, almost thirty-two years later, he and wife Penny are still in the clock business. The partners take great pride and pleasure in their work. They travel frequently, in the States as well as Europe, searching for old clocks to display and sell in their shop. Every now and then something special comes along and a clock does not make it to the shop—their personal collection



of timepieces continues to grow.

A CLC member since 1980, Fred drives a 1929 LaSalle 328 5-Passenger Sedan on many Northern California Region driving tours. He has driven it all over California, even up and over the Sierras to the Carson City Grand National in 1990. When the weather is too hot, cold or wet, a 1977 Seville offers splendid creature comforts on region driving tours.

Fred has been very active in the NorCal Region, as it is commonly called, serving first as a board member for many years and then two terms as region director. Now, as the western regions vice president, he is the liaison between the twelve western regions and the national club. A major part of a regional VP's job is to tend to the needs of the regions in the geographical area, especially newer provisional regions needing quick answers and guidance.

Fred also serves on the newly formed board of the Cadillac-LaSalle Club Museum and Research Center, Inc. He looks forward to the time when the CLC will have its own facility to store and display its Cadillacs, LaSalles, memorabilia and archival material.

Those who know Fred, enjoy the company of a linguistically witty and charming individual. These characteristics, combined with the tendency to work very hard and efficiently, are an asset to any organization. The western regions have and will continue to benefit from Fred's tenure as their VP. □