



CALIFORNIA
March 2008

*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB

2008 BAHCC BOARD OF DIRECTORS

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The **BAY AREA HORSELESS CARRIAGE CLUB** "BAHCC" was founded in 1951 by and for the automobile antiquarians dedicated to the preservation of PRE - 1916 ancient motor vehicles. "BAHCC" is one of the numerous Regional Groups of the Horseless Carriage Club of America "HCCA" which has 4600 members nationwide. "HCCA" membership is required of all active touring Bay Area Horseless Carriage Club Members, but is not required for "Associate" members. New membership into our club is invited.

BAHCC TELEPHONE NUMBER FOR TOUR/ SWAP MEET INFORMATION: 510-835-6069

MEETINGS: First Wednesday @ 7:30 PM monthly (except July and December - no meeting) at Piedmont Community Hall, Piedmont, CA near Piedmont City Hall. (Public Phone at the hall: 510-547-9311) April and November are potluck dinners starting at 6:30 PM. Guests welcome. Special presentations at meetings.

BOARD MEETINGS: Third Wednesday (except July - no meeting) at various homes. Members welcome.

ADDRESS: c/o President **PHONE:** c/o President

WEBSITE: www.BAHCC.org

EDITORS NOTES:

We are currently enjoying some beautiful weather as I put together this months edition of the Gazette. It looks like Spring is in the making. This year our March is a bit different and it is hard to know what to celebrate with St Patrick's Day and Easter just a week a part.

With touring about to start, remember to take your cameras along and send me pictures and write ups of the events that you attend. The more contributions the better.

Remember that April is a Potluck Meeting!

Your New 2008 Roster is included with this months mailing. Hopefully all the information is correct. Let us know if we need to make any changes so that we can notify everyone. The Gazette deadline is the 22nd of the month.



Presidents Message March 2008

What a difference a day makes; as I look out my window at a beautiful near spring day one day after our Swap Meet, I can not help but remember just 24 hours ago our club members were braving wind and rain doing their best to make our 2008 Swap Meet a success despite the deplorable weather. As most of you know, after many years of chairing the event, I passed the baton

to Don Azevedo this year, and with the help of Norm Schwartz as registrar, he did an outstanding job of insuring everything ran smoothly. Set-up on Saturday took less than 2 hours with familiar faces working in a well orchestrated, coordinated fashion, and likewise on Sunday we had plenty of help to make sure the event was well-managed and appropriately staffed. We were fortunate to pre-sell most of the main lot in advance – so despite the near rain-out - we will make a bit of money. If today's weather showed up yesterday – it would have been a very lucrative year.

The Green Brass tour will be a pot-luck country picnic on Sunday, March 30 sponsored by Patricia Pava. We will meet at the Rudgear Park & Ride in Walnut Creek at 10 AM and leave at 10:30. Complete details are elsewhere in this issue of the Gazette, plus Erika put a link to the flier on our website events section. If you are planning a future tour please email the information to her as well, so she can do the same for you. Rumor has it that Charles Ebers newly restored Mitchell will make its debut on this run.

Speaking of future tours - while it is not final yet, it does look like the BAHCC in conjunction with the SCVHCC will sponsor a National Tour in Northern CA in 2009. Following our last General Meeting a preliminary planning meeting was held at my home with Jim Boyden and Jerimy Wire representing the SCVHCC plus Don Azevedo, Gary Borges, Erika Kopman and myself representing the BAHCC. Johnny Crowell has also volunteered to participate – but he was unable to join us that night. If you would like to help with this event – please let me - or one of the others know. We do not have a chairperson yet – but I expect in the next month or so we will sort that out.

With the touring season about to start – be sure to take a good look at your car(s) and check that all is in safe operating order. Of course you want to be sure the oil is clean and full, the radiator topped off, the tires properly inflated and with sufficient tread; the transmission and differential appropriately full of the proper lubricant, steering tight, wheels turning true with no loose spokes and both the service and parking brake working well. Going beyond the obvious, it is always a good idea to get underneath and make sure no clevis pins on our mechanical linkage have worked loose. Obviously, with our cars over 90 years old we need to be especially diligent in keeping our horseless carriages safe and roadworthy.

I am told by VP Don Johnson that the entertainment for our March meeting will be a “what’s it” – so look around and bring something that will stump the crowd.

One final note, I was contacted by the Walnut Creek Harley Davidson Owners Group who are planning a back-road run from Walnut Creek to visit the Veterans Home in Livermore on Saturday, March 8th. They thought it would be fun to invite us to join them and that the vets would love to see our cars. They plan to leave 1425 Parkside Drive in Walnut Creek (I believe that is the Harley Dealer) at 11 AM. For more information call Kevin at (925) 525-5809.

2008 Swap Meet Recap

By Don Azevedo



A great group of members showed up Saturday morning to place directional signs and barricades with caution tape, place trash cans, mark swap spaces and set up the registration tent. With the help of a go-cart and an original Auto Red Bug, Erika and Ben marked lots of spaces. Other faithful members walked around bending over to mark the stalls. We were fortunate the clouds held their contents until later in the afternoon. We were very concerned with the forecast of high winds and what might happen to our registration tent. Norm Schwartz had a great idea that every one embraced about using an enclosed trailer for our

“tent”. John volunteered his “new” trailer and it was soon set up as our headquarters. Wow, was that a great idea; dry, cozy and without drafts. High winds hit about 5:00 Saturday. Norm and I watched the concession stand and were unable to help as it flew apart in the high winds. Sunday was wet, but our trustworthy members showed up to man their stations and help vendors locate their assigned booth. Our car show was a bust as weather kept our loved vehicles under cover. We did have a few day-of-event swappers, but the total number of vendors was indeed lower than past years. The rain came down most of the day, but that did not stop the die-hard swappers from buying and selling their wares. Many of us were soaked most of the day, but we all realized we were working for the club and our hobby and I did not hear a discouraging word. Our tear down and clean-up went without a hitch. Thank you everyone that helped us weather the storm. Members giving outstanding service include Joe Chimelewski, Walter and Ruth Sowell, Norm Schwartz, Dave Pava, Joe Sernach, Fred Byl, Ed and Karen Archer, Frank and Mark Forbes, Gary Borges, Bill and Kaaren Brommer, Bill Cassiday, Charles Ebers, Doug Durein, Johnny Crowell, Rich Green, George and Genelle Azevedo, Don Johnson, Joyce Azevedo, Muriel and Eric Lundquist, John and Carolee Morrison, Don Ritchie, Frank Swansen and Erika and Ben Kopman. Our efforts will fund our club’s many tours and outings this year.



BAHCC Members Spotlight



1. Your Name: **David Pava**
2. Your Spouse: **Patricia Pava**
3. E-mail address: **David@Pava.com & Patricia@Pava.com**
4. Children's Names: **David-Aaron, Adam & Michelle Patricia-Julie, Tracy & Michael**
5. Where are you originally from? **David-born in San Francisco Patricia-born in London, England**
6. What we do for a living? **David-VP Sales & Marketing-Software for Retailers and part-time college instructor. Patricia-Manager Crime Prevention Unit, Contra Costa County Sheriff.**
7. What type of antique cars do you have? Make and model? **1912 Cadillac "30".**
8. Favorite car owned? **1912 Cadillac "30".**
9. Dream car you would like to own? **A Packard Super 8 from the 30's, a Curved Dash Olds, and a non-condensing Stanley.**
10. What brought you into the old car hobby? **My Dad took me to concourses when I was very young and the fascination developed then. In the mid 60's when I was in high school I bought my first old car, a 1937 Plymouth for \$65. I have owned antique cars ever since.**
11. Why did you join the HCCA? **In my 20's I owned a 1927 Ford Roadster and I traded up for a 1914 Ford Touring. I stayed active in the "T" club and joined the HCC then. I have been a member of the HCC (and the BAHCC) for about 30 years except for a brief period of time when I worked in San Diego and joined the La Jolla Group. I had a '13 Buick Model 25 at that time.**
12. Any other clubs you belong to? **I am a member of the AACA-but not active. While not auto related-I am also a member of the NRI Flying Club.**
14. Funny car story? **Many years ago while trying to keep my '14 T in high gear going up the hills between Moraga and Castro Valley- (with former member Roger Huffman) the car tipped up on two wheels and tossed my 5 year old son and Rogers son-who were both kneeling on the back seat-out of the car and onto the hillside. Fortunately, other than scratches and a few bruises they were not hurt-but we took a lot of heat from our wives that night.**



POTLUCK DINNER
APRIL 2, 2007

SET-UP @ 6:30 - DINING @ 7:00

It s Potluck time again. Let s all come out for a delicious meal with other club members and friends.

FOOD INSTRUCTIONS:

MAIN DISH ----A-G
SALAD-----H-O
DESSERT-----P-Z

The Club supplies the coffee/tea, soft drinks and Ham.
Secret chefs will prepare the Ham.

Please bring your own dishes, table service, glassware and decorations.
Remember to wear your name tags!

March Birthdays

KOPMAN	Ben	3/2
BORGES	Gary	3/3
ARCHER	Ed	3/4
HIRONIMUS	Gene	3/13
VOLQUARDSEN	Lee	3/13
MCCLISH	Don	3/14
NELSON	Marion	3/18

March Anniversaries

JOHNSON	Don	Pam	March 7, 1964
REAK	Ron	Bea	March 21, 1964
MARIN	Curtis	Dianne	March 25, 1977
STONER	Dave	Donnis	March 31, 1990

GREEN BRASS TOUR

CHOUNARD WINERY POT LUCK PICNIC

Sunday, March 30, 2008 10 AM

Meet at the Rudgear Park and Ride in Walnut Creek
We will depart at 10:30 - Trailer parking is available
About 60 miles total – mostly level - one small hill

Bring whatever you want for lunch plus an appetizer,
salad or desert to share. Also bring tablecloths,
plates, utensils, napkins, etc.

The club will provide the traditional coffee & donuts
before departure &
Soft drinks, water and a bottle of Chounard Wine to
share for each table.

Questions? David or Patricia Pava 925-932-2923

THE BLUE ROOM: Some places called it the “blue room” but most recently VEEP Don Johnson had a surprise in the “green room” according to Doug Durein.

Apparently during the setup at the recent BAHCC swap meet, the porta-potties were delivered to the CSU campus right on time Saturday morning. As the truck was delivering some to a different area, Doug and his crew worked on getting these portable “loos” lined up straight.

Grab one, line it up, Grab another, line it up, Grab the third one, but this time it was heavier, and as they tried to manhandle it, someone inside said “Whoa, wait a minute, “This ones occupied””. Out came none other than Muriel’s Brother Donnie, who had gone in without Doug’s crew knowing it.



1958 VERSUS 2008 ECONOMY CARS

Eric Lundquist Dec. 26, 2007

50 years ago at age fourteen I had a keen interest in new cars. From 1950 through 1968 I could name all the cars, the individual models, pricing, engines, and manufacturers. Each year my dad and I looked forward to visiting the "General Motor's Autorama" at Brooks Hall in San Francisco where GM's full line of cars plus their "concept" cars.

Today, all automakers exhibit at the annual Thanksgiving auto show at the larger Moscone Center in the City. During my early years, I also visited the local car dealers and picked up car brochures which I read from cover to cover. Recently, in reflecting back 50 years ago, I was challenged to do a comparison of 1958 and 2008 models. Its amazing the changes in the past 50 years. In 1958, major changes were just starting in the car business, primarily, with the acceptance of foreign cars which is the focus of this article.

My first car (also actually my mothers first car, she hadn't driven since she hit a cow in an old Ford) was a coral colored 1958 Volkswagen delivered at the VW factory in Wolfsburg, Germany in June 1958. My sister and were really lucky, since in the summer of 1958, dad closed his office for two months, and took the family on a 4000 mile automobile trip throughout Europe. Wow what a trip. My job was to be navigator, map reader, and road sign watcher. Mother and my 10 year old sister in the back seat were the sightseers, with the various "ooh's and aah's" at the sights we saw.

In the evenings, I read (and re-read) the VW owners manual, and by the time mom's "bug" arrived two months later in San Francisco, I had memorized every square inch of that car. Christine, our 27 year old daughter still has Mom's 1958 bug, which has been restored twice. The arrival of the "bug" began my long fascination with new cars, and the various changes from year to year.

1958 for cars was an early adolescent year for a new breed of cars, "the small economy cars". With the exception of the Henry "J", Willy's, and other minor brands, the US automakers didn't offer any "small, economical cars". Gas was \$0.30 per gallon and who cared.

The United States market for automobiles seemed insatiable. In the 1950's, the domestic market was dominated by the US Big 5 who produced ever larger cars, the 1958 cars being almost the largest cars (and least fuel efficient) ever produced. But these new US models, having been completely redesigned following WWII, were sleeker, more modern looking cars, with bigger engines, but they were huge, 1958 Cads, Lincolns, Chryslers, approached 20 feet long, and got very poor fuel economy. Even the smallest Ford and Chevy's in the early 1950's were large six passenger sedans with gas mileage at 15-20 mpg at the most, but most got only 8-10 mpg.

European brands were starting to imported into the US. This included Mercedes-Benz, Volvo, and other "luxury" cars, but the majority of the imports being smaller "economy models" including: Volkswagen Type 1 known as the "bug" or beetle", Renault "Dauphine", DKW Auto-Union, Peugeot model 403, Borgward, Panhard, Opel, NSU, Saab, Volvo, Fiat model 500 plus Datsun and Toyota from Japan. The VW and Renault were well marketed nationally and fit a "niche" for smaller, inexpensive cars that offered good gas mileage, a market not targeted by the US automakers. Marketing (distribution and service) were the keys to selling imported cars in the 1950's, and VW was t the top of its game.

In 1958 there were no "safety standards", no "economy standards", no CAFÉ (corporate average federal fleet mileage standards), no CARB ("California Air Resources Board"), and no Federal standards. Ralph Nader was just a boy, and Corvair was probably just on the drawing board. Because of the lack of "interference" by regulations and regulators, the US auto market was an easy access for all for the new brands and the manufacturers that could and would support their entries to the US market. 1958 was also when the US automotive started to loose its supremacy. Sad, and irreversible as we know.

While advertising media could make lemon pie from lemons, it took some wampum and determination from the foreign manufacturers to do a good marketing effort and win the Americans' hearts in developing a US market for what in Europe was the standard European car. European cars were sold through independent US dealers, not through factory stores, and usually those individuals that bought the franchises had many to choose from. Some brands wouldn't and didn't survive and the franchise's folded. Other luckier franchise owners, if they had purchased a VW franchise, would see twenty or thirty good years of sales. Contrast that to today dealers (Lithia is a national franchise for Chrysler, Putnam on the Peninsula has numerous multiple brands, but in 1958, each of the brands had its own dealer, each brand had its dealer network, and each despite the obvious redundancies then, everything remained separate.

So, during this pre-adolescence of the foreign cars, if the brand was to survive, the cars be dependable, serviceable, and any "recalls" or mechanical problems fixed in a hurry under warranty. Lastly there had to be enough support from the factory so that problems could be solved and resolved, without upsetting the buying public. Most importantly, the cars themselves had to be "acceptable" to the American public and road conditions. VW Bug was an unorthodox design, but was "trendy, cute, and dependable", kind of like the new Mercedes "SmartCar" which is now being introduced into the use starting Jan. 2008.

In 1958 I studied the VW "Beetle" and Renault "Dauphine" which were in 1958, direct and serious competitors to one another. Our family had the VW "bug" while my friend Allan Hughes' family had a Renault "Dauphine". Endless hours were spent by both of us under the hoods of each vehicle, long before we had our licenses, long before either of knew how to drive, and long before any of us had any mechanical understanding of how the car operated. But, we were kids, and kids were interested in things mechanical.

The VW "beetle" was introduced to the US in 1949, but the VW dealer network and advertising didn't pick up speed until 1955-1956. VW was well advertised, well funded and began to take off. By 1958, VW introduced a newer "square rear window Bug" (the 1957 and earlier models had oval windows,) with several other needed modifications. The 1958 Bug became an instant success. Its nearest competitor, the "Dauphine" took off as well.

Both cars had good fuel mileage, VW's slogan was "one penny a mile" (gas was \$0.30 and the VW got 30 miles per gallon). This was especially important as most families in 1958 were one car families, and the economy cars became the "second car" for some, and at \$1295, a "first car" for others. No cars manufactured by US automakers targeted this "niche", and the "niche" was wide open.

The Dauphine, a four door (VW was two door), was a water cooled rear engine car that got slightly better gas mileage. It was priced about \$200 less than the VW, and although the Dauphine would not stand the test of time (mechanical problems, inadequate dealer support), but the Dauphine was certainly a better and more modern looking car than the VW. It was kind of ugly, but the “bug” was ugly too. Dauphine was also a more conventional car as it had four doors, while the VW only had two.

Other cars which tried but didn’t make it included the DKW and early Saab’s which were small economy cars with a 2 cycle engine (oil needed to be added to the gasoline to lubricate the cylinders which was nuisance as well as smelly). These two cycle cars would be called “gross polluters” today. NSU, another German was too small, and others, Borgward, Peugeot, and Citroen, were just not properly supported by the manufacturer.

By 1960, American manufacturers developed the “Chevy Corvair”, Ford Falcon, Plymouth Valiant as “economy cars” to compete with the foreign imports. These were smaller American cars, all six cylinder cars, offering better (but not good) gas mileage, maybe in the 20’s, but not the 30’s like the VW and Dauphine. In 1958 the Japanese cars were in their infancy, and poorly distributed and marketed. But all of Japanese brands introduced then have survived including Datsun (now Nissan) and Toyota, although they weren’t a match for VW or Renault in the 1950’s..

Now, flash forward to 2008 and look at the comparison and contrast of what has happened in 50 years. First, there is a host of new cars available that didn’t even exist in 1958. There the Kia and Hundai are from Korea; from Japan come the various modes from Nissan including its luxury model, Infinity, various models of Toyota including its luxury model Lexus, and also some models which will be imported from China beginning 2008. VW is the only European firm still in the US as an “economy car”, although Volvo, Saab, Jaguar, and others have good dealer presence in the US, but their offerings are certainly not “economy cars”.

The 2008 cars have the same four wheels, but their creature, safety, engineering and technology are way different from 1958. Virtually all 2008 cars now come with standard features including power steering, power brakes, power windows, power door locks, air conditioning, automatic headlights, and safety equipment including front and side (some models) airbags, disc brakes, AM-FM Stereo radio, and radial tires. Most of these features were not available in 1958. Also, all 2008 models offer automatic transmissions; some of which are standard. The 1958 economy models were stick shift only.

The 1958 cars carried limited warranties, some 12,000 miles, some 24,000 miles. Chrysler’s 2008 cars have unlimited drive train warranties, most others are 100,000 miles. So today, while it is not unusual to expect any 2008 car to last 200,000 miles without any major overhauls. In 1958 it was unusual to get a VW to last 80,000 miles without a complete engine overhaul, due to its air cooled engine. Among the reason for this, oils are better now, manufacturing techniques improved, engineering far advanced, now allowing expectations of 200,000 miles, and virtually hassle free driving.

Engine horsepowers in 1958 for VW was 36hp for the VW 4 cylinder 1192 cc horizontally opposed air cooled engine. Top speed was 68 mph. The Renault “Dauphine” had a 27hp water cooled in line four cylinder engine; top speed about 70 mph. Presently the VW “Rabbit”, the “beetles” successor has standard horsepower of 180hp - 4 cylinder. Renault stopped marketing in the US about 20 years ago, however their present European versions are more stylish than current US models.

2008 fuel economy for the economy cars improved over the older models, largely because of the adoption of fuel injection, computer programming of fuel delivery and mixture, plus new engineering technology of variable cam shafts, ability to cut off cylinders when not needed, etc. Computers weren’t around in 1958, and none of this was possible in 2008, but with gasoline at \$0.30, nobody cared.

Now lets take a look at the costs then versus now, including cars, gasoline and wages:

	1958	2008	# of Times
Volkswagen “Bettle” or equiv.	\$1295	\$20000	8x
Gasoline (per gallon)	\$0.30	\$3.35	10x
Wages per year (family of four)	\$5000	\$36000	7x

So apart from the obvious, the car now costs considerably more in terms of family income than it did in 1958, and with 2008 gasoline prices sky rocketing, the need for the economy car is now more than ever. And, the economy cars in 2008 are considerably more plentiful from various manufacturers than ever before. US and foreign manufacturers now advertise how many of their models (including the large models 10 get 35+ mpg.) Incredible.

Due to the gasoline prices, over ten times more expensive now than in 1958 (\$3.35 today versus \$0.30 then), and the price of cars, \$20,000 now versus \$1295 then, roughly eight times more, and lastly, the average income now of \$36,000 versus then of \$5,000, seven times,

So, now after 50 years we find that we are blessed with a vehicle that still has the same utility purpose, e.g. to get from one place to another, but with proportionately more comfort, more safety, more horsepower, and more efficiency. But on the downside, the relative cost of the car is far of a portion of our budget than before, as is fuel costs. So despite the “improvements”, we are technologically better off, but are we really any better off? Who knows.

Eric

BAHCC Board Meeting Minutes of Wednesday, February 20, 2008 (Unapproved)

President Dave Pava opened the Board meeting at 7:30 P.M., this month hosted by the Brommers. Members in attendance were: Dave Pava, Don Johnson, John Morrison, Don Azevedo, Bill Cassidy, Doug Durein, Kaaren Brommer and Bill Brommer.

The January 16, 2008, Board Meeting Minutes were read and approved with two corrections. 1) Jim Boyden did not send a letter, he "contacted us"; and 2) ACCC has an "s" (plural for clubs).

Dave Pava gave the Treasurer's Report discussing the current balances and potential income from the swap meet and remaining membership dues. It was noted that less was expended this year for the meet's advertising budget. Next month the Board will tally the event's fiscal success, review our financial position and then set a budget plan.

Don Johnson said everyone seemed to enjoy seeing the Model T Ford entertainment video at the February meeting and that he plans to ask members to bring "what's it?" items to the March gathering - always a good challenge and fun to guess with the best. Don Azevedo offered some theme suggestions to consider: bring a friend night, chili pot luck dinner and/or bingo game with white elephant prizes.

Doug Durein plans to utilize the old membership forms at this weekend's swap meet, but feels we should update the information and print a new batch of forms. The Board agrees. It was also noted that several Board members addresses and phone numbers listed in the Gazette for reference need to be corrected and that the names of deceased members and or spouses should be removed from info in the roster, on the website, regarding member-ship, shown on phone trees and/or birthday/anniversary lists.

Bill Cassidy will complete authenticity research whenever a new member's form is directed to him. John Morrison says everything is A-OK in the hospitality area. Don Azevedo says all of the details have been reviewed and he looks forward to this Saturday's setup and Sunday's Swap Meet event at Cal State East Bay at Hayward.

The Board talked about upcoming Tour Events:
March 30, 2008, Sunday - Chouinard Winery Pot Luck Picnic.

Meet at 10:00 A.M. Rudgear Park & Ride in Walnut Creek, depart at 10:30 A.M.

Bring whatever you want for lunch plus an appetizer, salad or dessert to share. Also bring tablecloths, plates, utensils, napkins, etc. The Club will provide coffee,

doughnuts before departure & soft drinks, water and a bottle of Chouinard Wine for each picnic table. Contact Dave or Patricia Pava for details.

April — Plans not set.

May — Blossom Tour, May 1-4, 2008, Gilroy, Santa Clara Valley/Bay Area Reg HCCA

June — Plans not set.

July 4 — Piedmont Parade, John Morrison/ Walter Sowell - details later.

August - Plans not set.

September - History Park in San Jose

October - Plans not set.

November - Plans not set.

Communications: Letter from Association of California Car Clubs, Inc., thanking us for our recent donation and support. Member certificate included.

Invitation to participate in a road trip event on March 8, 2008, sponsored by the Walnut Creek Hogs (starting at Harley Davidson - Park side & Main) traveling out to visit the Veterans in Livermore.

Palo Alto Concours on June 24, 2008, featuring Corvettes and Alfa Romeos.

Old Business: Dave Pava, Don Azevedo and Erika Kopman, met with Jim Boyden and Jeremy Wire to discuss a 2009 joint Bay Area/Santa Clara HCC National Tour. Jim Boyden will attend the National HCC meeting this week in Florida and request a sanction.

New Business: The Board's monthly meeting calendar has been changed as follows:

March 19 meeting will be hosted by Don Johnson (not D. Durein).

April 9 meeting will be hosted by Doug Durein —
Cancel April 16 meeting date.

Bill Cassidy made a motion to close the meeting, seconded by John Morrison. All Board members agreed. Meeting ended at 9:10 P.M.
Minutes by Kaaren Brommer, Secretary
(February '08 Financial Rpt on file)

BAHCC General Meeting Minutes of Wednesday, February 6, 2008

President Dave Pava promptly opened the February meeting at the Piedmont Community Hall, at 7:40 P.M., welcoming Gary Borges and all other attending members.

Secretary Kaaren Brommer was asked to read the January 2008 General Meeting Minutes which were approved as recited.

Communications to share included: the Horseless Herald (Santa Clara Valley), Spark Plug (Augusta, Kansas), Brass Dispatch (Fiddletown), postcard flyer regarding the Hillsborough Concours (May 4) and info about the

Auburn/Cord Museum. Dave also announced that three clip-boards were in circulation for reference and sign-ups (swap meet job times, club tent/booth and 2008 tours/tour suggestions.), as well as, the Club Project Binder. Then birthday cheers were offered to Charles Ebers and Dave Pava and anniversary congrats to Bill and Kaaren Brommer.

Next on the agenda came the Treasurer's Report with Dave indicating funds are still incoming and outgoing from the swap meet related activities and unpaid membership dues. A new budget will be next and at the "top of the task list" for the Board.

Doug Durein related that Jan Neal has been going through some chemo treatment which has currently helped her condition and is now back home recuperating. We'd also like to encourage members to drop a hello note to Frances Lagorio who remains under the weather. Don Azevedo told of his Mom having a "trip and fall" calling for some dental repair. Sunshine and get well wishes to all.

In the area of Authenticity, Bill Cassiday, commented there was nothing new to report.

Doug Durein indicated that he has one Membership application in the "works".

And, Vice President, Don Johnson plans our evening's entertainment with a video showing the Model T Ford Club at the New Mexico State Fair in a "Quick - Take Apart" demo of how a team can break down a T to parts and then reassemble to running!

Web Master Erika Kopman has updated the webpage with events info, board meeting data and plans in the future to create a members only "password protected" address/phone number listing for quick reference. Check out her efforts - for your use and convenience.

Under Old Business: Erika reminded everyone about the Alice Ramsey cross country tour planned for June 2009. More info soon, maybe we can join in the celebration.

We need a volunteer for the annual Green Brass event for March — anyone ?

Don Azevedo says he's looking for a helper to run the swap meet car display area.

Restorations/ Auto Projects: Bill Brommer indicated he has taken on the task of building a new delivery car body - like his bakery truck. More wood bending coming up ! He's also purchased a 1950 Willys Jeep to use as a mover for his car trailer. Bill also shared his recent Classic Car magazine articles outlining the new EPA restrictions involving painting and car restoration processes. Charles Ebers says he's still putting parts on his Mitchell. Joe Sernach told about a recent phone call from a man in Montana re: the passing of Tony Astrogano. The man had just purchased a '27 Reo from Tony and wondered if Joe (as a friendly Reo owner) might help him get in touch with someone in the area who could help him settle the sale. Being a generous and resourceful fellow, Joe offered to check it out. Joe read the obituary, found out about a special honorary service at the El Cerrito theatre/ city hall was set for noon, got a phone number, told the "caller" and in the end the attorney helped the Montana man complete the sale. Great detective work Joe!

New Business: Dave Pava asked the membership if they approved of the idea of participating in a joint effort with the Santa Clara HCC to sponsor a 2009 Bay Area National Tour. Jim Boyden says if the BAHCC Membership and Board favor the idea he will move forward to get national club sanctions/approvals. Dave also said we will need volunteers to assist with a planning committee and help run the joint Tour. The BAHCC members said, yes, they were willing to join in - let's do it.

John Morrison thanked Joyce and Don Azevedo for providing the unique desserts. They were charming individual cakes shaped like antique cars and decorated with delicious candy and frosting details - one for everyone. Mmm good.

A motion was made to close the meeting by Joyce Azevedo and seconded by Fred Byl.

The meeting ended at 8:44 P.M.

Submitted by Kaaren Brommer, Secretary (note: Treasurer's Rpt copy in Sec binder).

Activities for the Calendar



Sunday, March 2 - Sacramento Swap Meet
Sunday, March 9 - Day Light Savings Time Begins
Monday, March 17 - St. Patrick's Day
Sunday, March 23 - Easter Sunday
Sunday, March 30 - Green Brass Tour
Sunday, April 6 - Woodland Swap Meet
Thurs – Sat, April 10-12 - Bakersfield Swap Meet and Tour
Thurs – Sunday, April 17-20 - Western Gaslight 1 & 2 Cylinder Tour
Thurs – Sun, May 1-4 - Blossom Tour Gilroy
Thurs – Sunday, May 15-18 - Blooming Spring Tour (Old California Tour)
Mon – Sat, June 2-7 - California Dreaming Tour Los Angeles (National Tour)



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