



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB

2008 BAHCC BOARD OF DIRECTORS

David Pava	President & Treasurer
1104 Chiltern Drive, Walnut Creek, CA 94596-6444 925-932-2923 david@pava.com	
Don Johnson	Vice President
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Norman Schwartz	Swap Meet
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Susan Durein	Sunshine
510-523-4993	
Erika Kopman	Web Master
510-717-2397	
Muriel Lundquist	Gazette Editor
650-342-9988 Fax: 650-401-8711 muriel@documentprocessors.com	

Activities for the Calendar

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)

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:

Our BIG Gazette news this month is our newly drawn artwork on the front and back cover of this months Gazette. For years we have been using a scanned image of an old copy of our Gazette. Now, thanks to the skillful efforts of Erika Kopman, we have an Adobe Illustrator version, which will enable the editor to produce a cleaner looking copy. Be sure to thank Erika for her work in creating this for us. By the time you receive this months Gazette you will be getting ready for our first tour of the season. The Green Brass tour will be a Potluck and picnic on Sunday, March 30th. We hope you are all planning on attending. Check out details in last months Gazette or call Dave or Patricia Pava if you need more information. Please submit pictures and articles to Muriel. The Gazette deadline is the 22nd of the month.



BAHCC President Message April 2008

The hills are green, trees are blooming, the weather warming – alas spring is here - and that means it is time for the Green Brass Tour. Based on sign-ups to date, it looks like we will have an excellent turnout on Sunday, March 30 for our potluck winery picnic. Contact Patricia or me for more details. If your pre '16 car is not up to it, bring one of your other collector cars, or follow behind in your daily driver.

We still need volunteers to sponsor several more tours this year. At this point there is nothing scheduled between the Green Brass tour and the Blossom Tour in the beginning of May and then nothing again on our club schedule until Friday, July 4th in Piedmont. Let's not have the year go by without at least one club tour a month during the spring, summer and fall!

On the topic of tours, the HCCA has granted us permission to sponsor a National Tour in 2009 and several of our members with the help of SCVHCC members have volunteered to help. A second planning meeting is scheduled for next Monday, March 24, where we hope to select a Chairperson, refine possible location and dates, plus assign specific task responsibilities to committee members. At the moment two general venues are being considered; Petaluma / Santa Rosa or Santa Cruz / Monterey. There has been discussion about doing it as early as a few weeks after the Bakersfield Swap Meet in late April or early May 2009, but there seems to be growing interest in considering later in the year when the weather is much more likely to be warmer and rain free.

Speaking of rain, I do not need to tell those of you who helped with our swap meet that we certainly saw plenty of it on February 24. This makes three years in a row that rain has impacted our meet - and no surprise - our gross revenue has decreased each year, to the lowest it has been since I have been keeping records (quite awhile). The silver lining in the (rain) cloud is that we made almost as much money this year as last – primarily because we spent much less on advertising. Taking all that into consideration, and after considerable input from many of our members and in particular the key people who do most of the work on the swap meet, the Board has decided to focus on moving it to a time of year that is least likely to be rained out. Norm Schwartz is doing a bit of market research to determine how our regular vendors feel about this, plus he has identified the driest potential dates, based on years of historical weather data. We are taking a close look at the September / October timeframe and want to be careful not to conflict with Hershey or local Good Guys events. So we do not go 18 months or more without a Swap Meet, we are looking at the possibility of doing a second one this year, or maybe the last February meet next year - along with a second one later in 2009 – but with our National Tour possibly in the same general timeframe – that may not be the best option. Stay tuned – this is certain to be a major topic of discussion in the next few months.

Our April 2 general meeting is a Pot Luck Dinner and Auction. Please support the club by bringing something for others to bid on. Items need not be new or automotive related. We have seen high prices bid for homemade quilts, home baked pies, and dinner parties sponsored by club members. I plan to contribute a dinner party for four at our home, and some other items I set aside this year. Come early; bring your appetite, your assigned food item, dinnerware and tablecloth, plus your checkbook (no we don't yet take pay-pal).

Happy touring,
David



HORSELESS CARRIAGE CLUB OF AMERICA

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FAX (661) 325-4570
E-mail: office@hcca.org

March 7, 2008

Muriel Lundquist
250 Roblar Ave.
Hillsborough, CA 94010

Dear Muriel

This newsletter award was presented to you at the HCCA National Convention and Tour in Ocala Florida but since you were not in attendance I agreed to bring it back to California for you.

We all know that the Regional Group newsletters are the thing that holds our Regional Groups together but not everyone appreciates how much work the editor does to put them out. As an ex editor myself, I certainly know how much work it is and speaking for the HCCA National Board, I want to thank you for your effort and congratulate you on this earning this well deserved award.

Sincerest regards,

Jim Boyden
HCCA National Vice President

***GASLIGHT GAZETTE
MURIEL LUNDQUIST - EDITOR
Horseless Carriage Club of America
Bay Area Region
FIRST PLACE***

DEDICATED TO THE PRESERVATION OF THE HISTORICAL AUTOMOBILE SINCE 1937

2007

BAHCC Members Spotlight

1. Your Name: **Joseph Chmielewski**

2. Your Spouse: **Deceased**

3. E-mail address: **None**

4. Children's Names: **None**

5. Where are you originally from? **North Dakota**

6. What we did for a living? **Born and raised on a farm, then went to World War II. Been a machinist my whole life, until retirement.**

7. What type of antique cars do you have? Make and model? **1909, 1912, & 1914 Model T Fords.**

8. Favorite car owned? **Old Model T's.**

9. Dream car you would like to own? **Curved Dash Olds.**

10. What brought you into the old car hobby? **When I was about 11 years old I rode in a 1911 Mercer. I thought that I would own it some day.**

11. Why did you join the HCCA? **Because I like real early cars.**

12. Any other clubs you belong to? **Model T Ford Club.**

13. What event or tour would you like the club to do? **Just what we are doing now.**

14. Funny car story? **All of them.**



Northern California Regional Group Horseless Carriage Club

Swap Meet
Sunday, April 27, 2008
Always the Last Sunday in April



American River College
4700 College Oak Drive, Sacramento

New! Antique Motorcycle Area

By The Fort Sutter Antique Motorcycle Club

- Largest Spaces in Sacramento 20' X 23'
- Oldest Swap Meet in Town, Over 50 Years Old
- Car and Motorcycle Parts and Related Items Only
- Car/Motorcycle Display Area

- Rain or Shine
- Vendor Spaces \$20
- Cars for Sale Spaces \$10
- No Reserved Spaces
- Gates Open 5am till 1pm

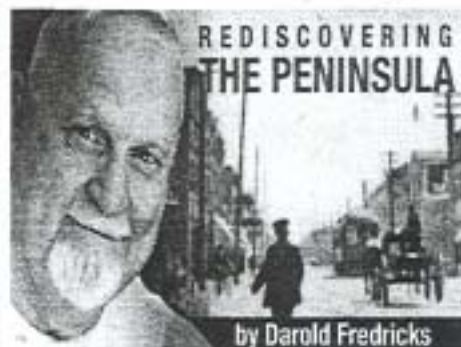
Directions:

From Interstate 80, exit Madison Ave East,
at College Oak turn right, then left at Myrtle,
the college will be on the right.



Contact: Robin Pharis (916) 985-3569
www.ncrghcca.com

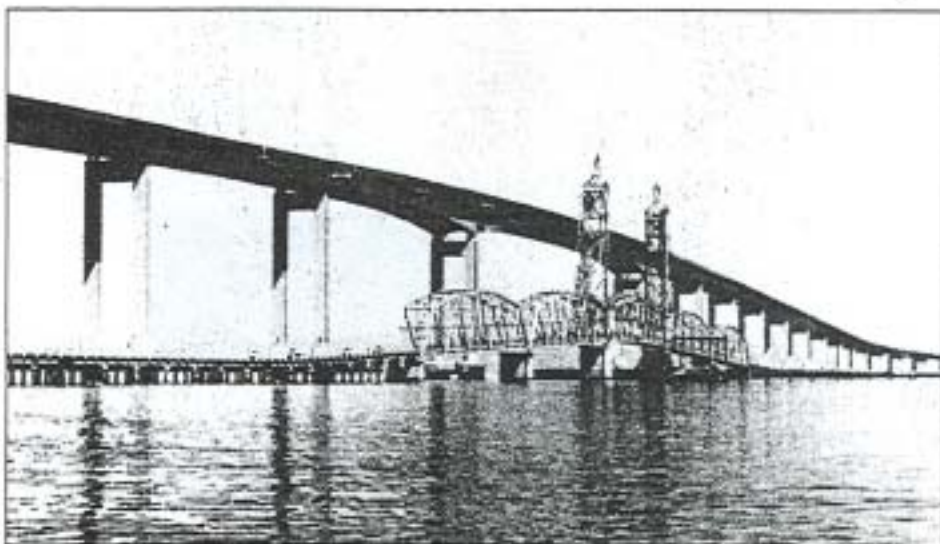
The bridges of San Mateo County



Henry Ford's company produced its 10 millionth Ford in 1924. In the 1920s, the automobile age was met in San Mateo County with enthusiasm and gusto. The roads needed to move these automobiles from point to point were woefully inadequate, however. The trip from San Francisco to Oakland had to pass south through San Jose to reach either city. In 1911, the state Department of Transportation and Highways began searching for methods of improving the roads and bridges that the increasing number of cars demanded.

Due to the need to circumvent the Bay more quickly, the first bridge to span the Bay was the Dumbarton Bridge. A private company, Dumbarton Bridge Company, financed and built the 1.2-mile bridge in 1927 that paralleled an existing railroad bridge built by the Southern Pacific in the early 1900s.

Much concern for a route across the Bay that was closer to the tip of the Peninsula went unheeded until a private concern opted to finance building a bridge between San Mateo and Hayward. (A bridge from Hunters Point to the East Bay had been rejected earlier by state officials and the Navy as being too dangerous). Amid the mud flats at the edge of the Bay, on March 1, 1928, construction of the seven-plus mile, \$7.5 million San Mateo-Hayward toll bridge began. Construction was fast and uneventful. The piles and deck slabs were poured with cement made from oyster shells dredged from the Bay's bottom. The oyster



Construction of the original seven-plus mile, \$7.5 million San Mateo-Hayward toll bridge began on March 1, 1928 and was opened on March 2, 1929.

shells had accumulated in the shallow Bay over thousands of years and made a plentiful supply for many years for the Portland Cement Company in Redwood City.

To support the bridge's deck, 4,854 piles were driven into the bedrock and over 10,350 tons of reinforcing steel and 2,910 tons of structural steel were used. There is a deep channel in the middle of the Bay that allows sea-going ships clearance, and over this a cantilevered span with a 300-foot-wide "gothic" draw section was to be built. It lifted up 32 feet and allowed a 135-foot clearance for the passage of ships. This feature would later be the reason for the redesign and construction of a new bridge to open in 1967. The daily time loss by an average of 2000 motorists waiting for it to open and close before allowing them to proceed in 1929 was not deemed important, but by 1966 about 5,600,000 cars crossed the bridge yearly and this wait became intolerable.

On March 2, 1929 the bridge was opened and, although it was connected to Bayshore Boulevard by way of Third Street instead of 10th Street as many desired, it was declared an instant success. The revenues, however, disput-

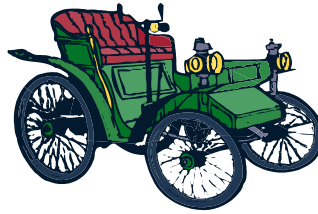
ed this optimism. The company lost \$ 232,500 the first year and never improved its bottom line. The Depression cut into travel times and the \$.40 toll proved too steep. Fewer than 2000 cars daily used the bridge — less than 750,000 per year. It was not until 1947 that the daily use exceeded 2000 cars.

In 1951, the state bought the bridge. By 1955, the daily use exceeded 9,000 vehicles and there was pressure for a new bridge, this time without the draw bridge. This meant the elevation of the center of the new bridge had to have at least a 132 foot clearance. Six lanes were designed for the new bridge and it would be hooked up with the proposed 19th Avenue Freeway, thus avoiding the winding Third Street road.

On July 17, 1961, construction began on the \$70 million bridge and it was completed in six years. A section of the original bridge, on the west side of the Bay, was saved to be used as a fishing pier.

Rediscovering the Peninsula appears in the Monday edition of the Daily Journal.

Reminder!



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!

BIRTHDAYS APRIL 2008

SCHWARTZ	Adria	3-Apr
NICOLAUS	Stan	4-Apr
MCEACHERN	Dan	5-Apr
STONER	Dave	6-Apr
WATERMAN	Annie	7-Apr
ANINO	Joe	1-Apr
HOLTHAUS	Don	11-Apr
LUNDQUIST	Muriel	11-Apr
MARLER	Ric	12-Apr
SHERMAN	George	12-Apr
ZIMMERMAN	Chet	15-Apr
KOPMAN	Erika / Ben	18-Apr
PAVA	Patricia	19-Apr
MORRIS	Judy	21-Apr
MARIN	Dianne	25-Apr
AZEVEDO	Don	27-Apr
FORBES	Lynn Johnson	29-Apr

ANNIVERSARIES APRIL 2008

BERTOLOTTI	John	Joan
April 3, 1976		
RYAN	Jim	Kathy
April 22, 1967		
SCHWARTZ	Norman	Adria
April 15, 1978		
LAGORIO	James	Frances
April 19, 1953		
SILVERA	Mike	Sharon
April 22, 1978		
HIRONIMUS	Gene	Judy
April 27, 1973		



1924 YELLOWSTONE BUS No. 255

Yellowstone Bus No. 255 was one of the few that survived a disastrous fire on March 30, 1925 consuming 88 vehicles stored in the Yellowstone Park garage. White Motor Company, the manufacturer, put on a third shift, and produced 60 replacement 12 passenger buses which arrived on June 9, 1925 two weeks before the touring season started.

Yellowstone Transportation Company had 350 of these buses to pick up passengers (the rich ones) at the railheads: Cody and Jackson, WY; Gallatin, West Yellowstone and Gardner, MT. The railheads were miles from Yellowstone National Park and the ride in sometimes took 4 hours. The Yellowstone Tour lasted 4-5 days long, and headquartered at the Yellowstone Park Hotel. The Hotel served only to those who took the tour in the Yellowstone Transportation Company vehicles, and you had to be able to “afford it”. For tourist who drove their own autos into the park, their lodging was in tent cabins. They were not even allowed inside the hotel lobby. The hotel still stands and among “Old Faithful” is one of the highlights of visiting Yellowstone National Park.

Throughout the 1920’s and 1930’s the Yellowstone Transportation Company flourished, bringing the “rich and famous” on kind of an “American Safari”. Buffalo roamed, the scenery was beautiful, there was fishing, and all sorts of outdoor adventures. The Hotel was magnificent. The onset of World War II brought a screeching end to the fun at Yellowstone Park. Tourism dried up, and by 1942, most of the vehicles were sold, their bodies removed, and the vehicles converted to farm wagons. New trucks were not available during the war years making these vehicles very useful to the farmers.

Yellowstone Bus No. 255 apparently found its way into private hands, and ultimately judging from the signage, became part of the Imperial Casino in Las Vegas where it might have done special tours around Las Vegas. It spent several years at the Imperial Car Museum at the Casino, and ultimately, Yellowstone Bus No. 255 was sold at auction, and purchased by a “White Bus” restorer in Bozeman, MT. We spotted the ad in Hemmings, and within a week viewed the bus in Spokane, WA. It was delivered to the Bay Area Thanksgiving Nov. 2006.

Restoration included re-use of the original frame, body, radiator shell, fenders and rear suspension. A new top and windshield were built 4 inches taller than the original to allow for much easier entry plus better sightseeing. Toadster #4 as we call it, has a “fixed” convertible top, side curtains and heaters. The old cars didn’t have heaters. Driver conveniences include a modern Ford drive train, air ride suspension, power steering, power brakes, and an electric “handicapped” parking brake, plus Hydrogen injection (from Canada) hence this vehicle is “green”.

The vehicle weighs in at 5240 pounds, slightly lighter but the same dimensions as a Chevy Suburban. The vehicle moves at highway speeds, and is nimble in getting up and down the steep hills in San Francisco. The special lettering of 1924 Yellowstone Bus No. 255 and pin striping makes this vehicle a piece of “eye candy”. It is truly a head turner, and has been well received by our patrons.

Eric and Charlie Lundquist, Mr. Toad, and Toad, Jr. for MRTOADSTOURS.com

**BAHCC General Meeting Minutes of
Wednesday, March 5, 2008**

President Dave Pava declared the meeting officially open at 7:48 P.M., welcoming longtime member Jack Kopp who had traveled in from San Martin, as well as, the many other regular attendees from near and far. Two newsletters were put out for interested readers to check out - the "Horseless Page" (Twin Cities HCCA Regional Group Ltd.) and the Wichita, Kansas, "Spark Plug". And the upcoming March tour signup sheet was sent around for completion, along with the Club Reference Binder.

Birthday good wishes were extended to Ben Kopman, Ed Archer and Gary Borges, along with anniversary congrats directed to Pam and Don Johnson.

Karen Archer made a motion that the BAHCC General Meeting Minutes of February 2008 be accepted as published in the BAHCC Gazette with no further review. The motion was seconded by Erika Kopman and voted on by the membership as "approved."

Treasurer Dave Pava reported that the BAHCC Swap Meet showed a small profit despite the deplorable wet weather conditions. He has noticed a decrease in the dues revenues with fewer members names on the roster, but generally feels we are financially secure. The Board will be preparing a new 2008 Budget for review and approval. Please see the secretarial binder for financial report reference copies.

Everyone expressed their sincere thanks to Don Azevedo and Norm Schwartz for a job very well done — a Swap Meet Event with great organization and attention to detail. Thanks for all of your efforts !

The membership then took up a discussion revolving around the future of the Swap Meet. It was suggested that we consider changing the date (? October - hoping for better weather) by surveying the vendors for accurate feedback, think about alternative activities to draw interested participants and customers and recognize the history we've established over the years as a "beginning of the year" meet. Norm Schwartz volunteered to do the survey and pass the info on to the Board for it's review and recommendations.

Tours and Events:

March - Vets /Walnut Creek to Livermore Harley Fun Run.
March 30 - Green Brass/ Chouinard Winery Pot Luck Picnic
April - Bakersfield
May -Gilroy -Blossom Tour - Santa Clara Valley/Bay Area Reg HCCA
May - Ford V-8 Swap Meet - Hayward/Cal State

June - Endurance Run/Lowland Tour/ San Jose
July - Fourth of July Parade / Piedmont
August - TBA - plan not set
October - Sonora - National Fall Leaf Tour
Please see the regular calendar for dates and details.

Doug Durein gave the Sunshine Report - everyone doing well. Carolee Morrison's Dad has had a stroke and she and John have traveled north to visit with the family. Esther Sernach reported that Doris Kinsburg is still under the weather. We send our well wishes to all and their families.

According to Eric Lundquist our membership numbers last year were 92 - this year 88. No report of new activity regarding Authenticity work, said chair Bill Cassiday.

Vice President Don Johnson outlined the evening's entertainment involving members "what's it ?" items. (Which turned out to be: an upholstery pick, weaver's warp/weft sett measure, California style picture hanger, antique wooden scribe for bead moulding, 1887 plow plane 45 and rabbit plane.) Don also reminded everyone about the April meeting Pot Luck Dinner and Auction. Check the Gazette for the food item you should bring and remember to pack up those donations for the sale. Ed Archer will direct the proceedings as auctioneer along with Don Azevedo's able assistance.

Muriel Lundquist, Gazette Editor, completed a combo mailing by coupling the 2008 BAHCC Membership Rosters with the March Gazette. Please let her know if you need any additional copies. Also continue to send stories, pictures or antique car items for the newsletter by the 22nd day of the month deadline.

Erika Kopman has done a great job with the Website. It features useful member references, event flyer info plus maps and calendar click-on hot links. Check it out !

Old Business: The National HCCA has given it's sanction for the 2009 National California Tour to be co-hosted by the BAHCC and the Santa Clara Valley HCC. The next order of business is to form a steering committee to gather ideas and set some guidelines for the tour. Johnny Crowell has offered his home for the meeting on Monday, March 24, 2008. Any and all members are welcome to attend and join in the effort.

New Business: Ben and Erika Kopman are moving and need a space to store their 1914 Model T. Give them a call asap if you have someplace to offer.

General Announcements:

The Gold Country Regional Group (Nugget) has closed it's club.
Bill Brommer shared an article about collector/mystery

writer Clive Cussler's extensive auto collection. Johnny Crowell gave an overview of his upcoming May European auto tour with his 1932 V-16 Dual Cowl Cadillac. Hope we get to hear some of the stories that will come from this 22 day 2200 mile family vacation tour.

And Eric Lundquist gave some details about his newest vehicle - 1924 Yellowstone beauty - seats 12.

Don Azevedo made a motion to conclude the meeting and Ben Kopman seconded the motion at 9:10 P.M.

Ed and Karen Archer provided the delicious desserts of Dryer's ice creams, chocolate cake and cream puffs.

Minutes by Kaaren Brommer, Secretary

BAHCC Board Meeting Minutes of
Wednesday, March 19, 2008
Location: Don and Pam Johnson's home.

Attending Members: Don Azevedo, Kaaren Brommer, Bill Cassidy, Don Johnson, John Morrison, Dave Pava. Absent Member: Doug Durein

President Dave Pava brought the "Roland Zillmer" gavel down and opened the meeting at 7:30 P.M. He asked that the February 20, 2008 Board Meeting Minutes be read for review. The Board voted to approve the minutes as read.

Copies of the Treasurer's Report were distributed and Dave Pava explained the Swap Meet spreadsheet balances which included a four year comparison study of previous swaps costs and profits. Some items of discussion encompassed membership recruitment, dues collection, fund raiser events, future collaborative club responsibilities (National HCC 2009 Tour w/ Santa Clara Valley), facilities fees and tour event charges. The Board will expect a 2008 budget proposal draft from Dave Pava at it's next meeting and then plan to present it to the membership for it's review and vote of approval and adoption.

A Treasurer's Report copy is filed in the Secretarial binder for reference.

Communications notes:

Re: the Hillsborough Concours de Elegance.

Re: the San Francisco Milia Tour, Sunday, April 27, 2008.

Re: V-8 Ford Club Swap Meet at Cal State Hayward, May 3, 2008 -they have requested that we advertize the event in our Gazette.

Don Johnson talked about his plans for upcoming Club post-meeting entertainment.

In April the meeting begins with a Pot Luck Dinner and features an auction with member donated items - car related, as well as, other creative gifts, tasty treats and surprises. He hopes everyone will grab a bidding card, enjoy the evening and go home with some unique treasures.

Patricia Pava (along with Dave) is hosting the March Green Brass/ Chouinard Winery Pot-Luck Picnic Tour on Sunday, March 30, 2008. This promises to be a great start to the year's touring schedule and a perfect way to enjoy the nice spring weather with friends. Please see the flyer in the Gazette for all of the details and time schedule.

Old Business:

2009 HCC National Tour - Planning committee meeting at Johnny Crowell's home on Monday, March 24, 2008, at 7:00 PM. Our BAHCC members will join with the Santa Clara Valley HCC members to discuss the "who, what, when, where and why" details of this special tour. Many volunteers will be needed to fill the various jobs associated with this large tour package, as the committee begins the process of selecting committee chairs, job assignments and contract arrangements, as well as, a general time frame, map location, hotel, restaurants, tour routes, trouble trucks, etc., etc.

New Business:

Future swap meet: Plan to follow-up with Norm Schwartz on his vendor survey re: other date options. Looking forward suggestions: Establish a scholarship on behalf of the BAHCC or create an educational "hands on" program or support youth interest in the hobby.

President Dave Pava closed the meeting at 8:51 P.M. Thanks to Don and Pam for the delicious cake and ice cream dessert.

Minutes submitted by Kaaren Brommer, Secretary
3/21/08

FIRST CLASS MAIL

BAY AREA
HORSELESS CARRIAGE CLUB
C/O 1384 Rollins Road
Burlingame, CA 94010



CALIFORNIA
BAY AREA