



*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:

I hope you are all getting out and touring with the great weather that we are having and the wonderful venues that are happening. Thank you all tour heads and clubs for your hard work and planning for our enjoyment.

Our next tour is the 4th of July Parade in Piedmont. Check with the Morrisons for the details.

Thank you to those of you who sent pictures and articles for this month's issue. Members love to hear your stories and see your pictures so always feel free to submit an article or a picture of some event that you have been to or have a special interest in writing about. Maybe some of the ladies of the club have some interesting tips on clothing that they would like to submit. Please submit pictures and articles to Muriel. The Gazette deadline is the 22nd of the month.

REMINDER: NEXT GAZETTE COMBINED JULY/AUG



Presidents Message June 2006

As I reported last month, the Board Meeting decided to permanently move our Swap Meet to September ... and we now have a date; September 7, 2008. There will be no swap meet in February 2009. We hope by doing so that the likelihood of better weather will make the event more successful for our vendors and in-turn for our club. We plan to do a mailing to all past vendors in the near future advising them of the date change, and we expect our decision will be well received.

Mark your calendars now – we will need your help with set-up on Saturday the 6th of September, and of course on Sunday. Kaaren Brommer has also graciously volunteered to coordinate members selling coffee and donuts at the meet which will generate additional income.

Continued progress is also being made on the BAHCC **Golden Gate Wine Country National Tour** scheduled to start on Sunday, May 17, 2009 with check-out Friday morning May 22. Our headquarter hotel is the Doubletree Hotel Santa Rosa. The tentative tour schedule includes a local shakedown tour on Sunday in the Sebastopol vicinity, winery visits and a tour of the Valley of the Moon and Sonoma on Tuesday, a bus trip to San Francisco on Tuesday, with some special surprises, Jenner by the Sea on Wednesday and Calistoga on Thursday; followed with the Banquet that evening. It should be a great pre-'16 tour. Erika is working on a web-site to promote the tour the beginning of which is already on bahcc.org – check it regularly for updates; all the registration materials will be on our site soon. The tour is also the first 2009 tour listed on HCCA.org.

On the topic of tours – the Sturgeons Mill tour I was contemplating for May 31 did not materialize. Due to short notice and the conflict with the National Tour in LA many of our regular touring members could not attend. I may try to schedule this one again later this year – with a bit more advance notice. Our next tour is July 4th in Piedmont and we still need volunteers to coordinate a few more tours this year. Please contact our Tour Chairman, Dan Azevedo if you can help – he would appreciate it!

If by chance you have not been receiving your HCCA Gazette lately, you may want to contact the National Office. I do not know all the details, but I do know there is / was an issue with the National Membership database and that some member's records may have been inadvertently deleted.

I am looking forward to seeing you down the road,

David

JUNE BIRTHDAYS

MORRISON	John	1-Jun
FORBES	Tanya	3-Jun
CROWELL	Johnny	6-Jun
HENNINGSEN	Scott	7-Jun
MARLER	Gloria	8-Jun
PRATT	Fred	14-Jun
DUREIN	Doug	19-Jun
MCCRUMB	George	27-Jun
HOLTHAUS	Terri	29-Jun

JUNE ANNIVERSARIES

SILVEIRA	J W	Barbara	601	June 1, 1952
MCEACHERN	Dan	Mary	606	June 6, 1987
MORRIS	Mike	Judy	612	June 12, 1976
GULARTE	Bill	Lee	613	June 13, 1954
MARLER	Ric	Gloria	614	June 14, 1975
SWENSON	Frank	Dailyn	615	June 15, 2006
BYL	Fred	Nancy	620	June 20, 2000
LUIS	Al	Alice	622	June 22, 1937
CALDEIRA	Chet	Kay	626	June 28, 1980
SHERMAN	George	Fran	626	June 26, 1946
CRUZ/ZYLSTRA	Harold	Marge	629	June 29, 2002



SNOOPY

By

Esther

Well I guess I wore my typist/editor out last month with that long Snoopy column. I don't have much information this month so I'll start out by climbing up on my soap box.

I have a big problem with antiquers holding up modern cars. We all know what we should do and most of us do it, but there are a few folks who just don't go along with the program and they give all the rest of us a bad name. That's something we don't need. We followed a guy on the last tour that shook his head in agreement when the subject came up at the drivers meeting but while driving along that day, he never ever checked on all the cards he was holding up. Come on guys, keep your eye on the rear view mirror and just move it over. On the Old California Tour, one out of state driver got pulled over by the CHP. He reminded him that you can get a ticket if you are holding up 5 or more cars. He was lucky, just got a warning.

Number two is

Let me tell you it was hot at the start of the Old California tour up in Oakhurst and it got hotter each day. Antique clothes were requested but not required. I figured that I've paid my dues on that one and it was so hot I wore modern clothes. However, on the first day quite a few of the ladies dressed in antiques. The second day (hotter) there were less. The third day (hottest) there were only a few. Ann Gurnee & Kay Caldeira wore them every day no matter how hot, now that's real serious touring. They looked great too. I must say when requested for the banquet, it makes the evening a wonderful elegant time. No jeans or T shirts, just nice evening wear.

The Jobses and the Ehlers and their committee did a wonderful job of putting on the tour. Heard a few grumbles about the steep hills and rough roads and of course the hot—hot— weather, but come on guys, you were in the mountains. At every meal we ate delicious food. The first two night they had BBQ sausages & hot dogs and all kinds of chips & dips and fresh veggies. Absolutely no need to go out to eat.

After our Sunday brunch on a beautiful golf course, every one got into their air conditioned tow vehicles and headed home. Everyone except Joe and I. We got to drive for 5 hours through the valley in 100 plus degree heat in our Model A. You see, Joe decided that it would be neat to

drive to and from the tour in the A rather than trailer. I can't believe how much heat can come thru the floor boards on that car.

Sam & Ann G. won peoples choice with their beautiful Stevens Duryea

Modesto club allows cars up to 1941 so we got to see some beautiful 1930's cars. Mercedes, Buicks, Pierce Arrows etc. But that's another soap box subject that I'll save for another day.

Won't say much about the Blossom tour as Don A. is writing an article for this issue but I have to pass on congratulations to the Zimmermans, They won peoples choice with their great looking 12 Franklin. Love that front end!!!!

Here's some member news——**Phyllis P.** enjoyed her recent trip to Bogotá, Columbia. She visited her daughter and family. Very green and beautiful she said and to many sights to mention.

Sam & Ann G. won peoples choice for pre 16 cars at the Old California Tour. They were driving their beautiful Stevens Duryea. Congratulations.

It was good to see **Al & Alice L.** at the last meeting. Al said his leg is feeling a little better—good news!!!

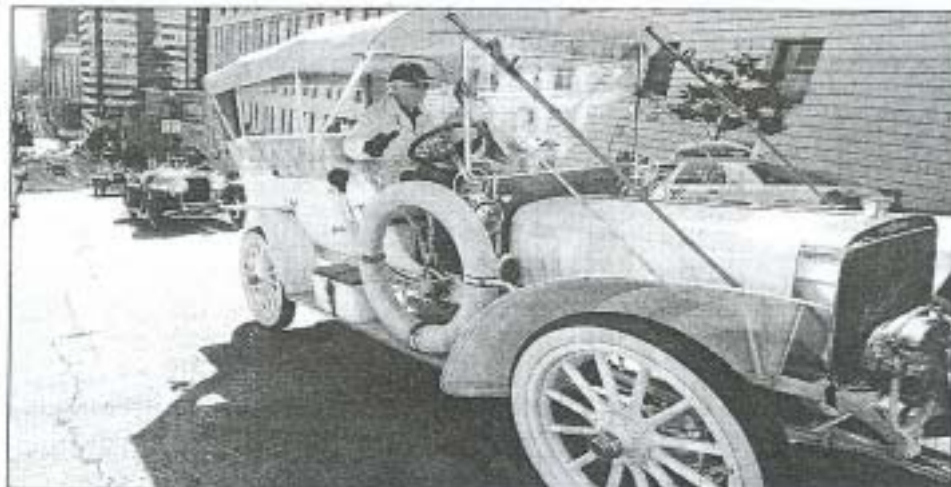
Bill Ortman sold his cute 2 Cyl. 04 Ford to Fred Enstrom from Escondido. Glad it went to a touring member even though it went out of our area. Who knows, we may see it on tour sometime.

Joe took the first place award for publications in the Registry category. He's the Editor for the 1&2 Cyl News magazine.

Our REO engine is in and running as of today. Needs some fine tuning and some clutch adjusting etc. but should be ready to parade on the 4th in Piedmont. And, the new jugs arrived for the Patty. They weren't quite right and we need to do a little machining on them. Hopefully, she will be on the road soon.

With great sadness I report that **Frances Lagorio** passed on last Friday, May 23rd. We will miss her wonderful smile on tours. Fran put up a 2 ½ year fight but finally lost the battle to cancer. Please include Jim and family in your prayers. We send them our deepest sympathy.

That's it till next time———Snoopy



BRANT WARD / The Chronicle 2004

A collectible auto like this Stevens-Duryea vintage car can command a serious tax hit from the IRS if not handled properly. A tax preparer can help save you money.

If you collect it, the IRS will most certainly take its cut

Seek legal tactics to lessen the amount you will pay in taxes

By Arden Dale
WALL STREET JOURNAL

Oil paintings, old cars or Elvis' guns: Whatever you collect is a tax bill waiting to happen.

Capital gains, estate and gift taxes may all come into play depending on whether you decide to sell off parts of the collection or bequeath it to an heir.

Experts advise that you start by deciding your tax status: collector, investor or dealer. Tax rules recognize these three categories, and deductions are handled differently for each under the Internal Revenue Code.

A collector, for tax purposes, is one who buys and owns items primarily for personal pleasure. An investor, on the other hand, buys chiefly to make a profit. A dealer is in the business of buying and selling.

For the average person, the big distinction is between collector and investor. Collectors can't take a deduction for keeping up a collection because expenses are considered personal under Section 262 of the code. Investors, however, may deduct costs as expenses incurred in the production of income under Section 212.

To prove that you are an investor, for example, you must be able to show that you are tracking ups

and down in the value of your objects. It's a good idea to get appraisals on a regular basis and subscribe to journals that help keep a pulse on the market.

"It's always good to keep businesslike records, keep an inventory and watch market trends," said Ralph Lerner, a partner in the New York office of law firm Sidley Austin. "If you don't, then you look more like a collector."

Once you've established your tax status, give some thought to what you are planning to do with the collectibles in the long run.

If you sell them, you will pay a special 28 percent capital-gains tax, nearly double the current 15 percent rate for long-term capital gains on other investments.

Don't hold your breath waiting for the capital-gains rate on collectibles to be lowered. A perennial fight over this issue keeps the legislative pot stirred; a bill now in the Senate would cut the rate from 28 percent to 15 percent, but many in the art business don't expect that to happen anytime soon.

"I think it's exceedingly unlikely to move this Congress," said Robert Kerr, senior director of government relations at the National Association of Enrolled Agents, which represents a group of tax preparers federally licensed by the Internal Revenue Service.

Another option is to swap one collectible for another. A strategy called a like-kind exchange can let you do this and defer capital-gains tax. Such exchanges, often used with real estate, can also be used

on stamps, coins, gems and other collectibles. It's tricky, though, and may be used only by investors.

How do you do a like-kind exchange? "Very carefully," said Claudia Hill, an enrolled agent who owns the tax services company Tax Mam Inc. in Cupertino. "While the law allows it, the difficulty is in assuring the assets being exchanged are 'like kind.'"

If you don't plan to sell, you need to think about estate and gift taxes because the collectibles will be included in your estate at their fair-market value. (Determining fair-market value requires a number of actions, including having the items appraised.)

Estate-tax planning is complicated, especially right now, because a 2001 law phased in a series of complex changes. This year, a tax of as much as 45 percent will be levied on estates worth more than \$2 million. In 2009, the threshold will rise to \$3.5 million. In 2010, the tax will be lifted completely for a year, but reinstated at a lower threshold in 2011.

The estate-tax return is due nine months after death, according to Jere Doyle, senior vice president of Bank of New York Mellon Corp. A shortage of cash may force a sale of the collectibles to pay the estate tax.

Failing to anticipate the estate tax can make heirs' lives miserable, Doyle said. "The estate tax is one reason why a charitable gift of collectibles is a good idea. The amount given to charity is deductible for estate-tax purposes."

EXTENDING THE LIFE OF MY WOOD WHEELS

By Clay Perrine T27281 of Colleyville, Texas



We were at the 2006 VCCA Anniversary Meet in the high, very dry altitude in Grand Junction, Colorado and I was enjoying touring around in my 1927. One day while going around a curve, I heard a prominent clicking sound. That evening during "car talk" I mentioned the sound and was told that it was probably loose spokes in my wheels. A quick check of the wheels proved the diagnosis to be correct, as I could grab the spokes and move them by hand.

What to do now with two more days of touring ahead? Someone suggested watering the wheels to make them swell and temporarily tighten the spokes. I made a fast trip to the store to buy a spray bottle, filled it with water and soaked the wheels. With repeated spraying of the spokes this proved to be a quick fix.

We finished the touring without any further problems but now it was time to decide on a permanent cure. I located a shop in Oklahoma within a few hours of home and took the wheels to them for respoking. It was early September and I told them I was not in a big hurry but I would need them by March. About the middle of March I checked with the shop. They said they had not started them as I had stated I was in no hurry. My answer was, "that was five months ago." They had no plans to fix them in the near future and I needed them for the upcoming touring season so I retrieved the wheels and took them home.

In discussing this with some fellow club members it was mentioned that a product called Quik-Poly could be used to repair loose spokes. Quik-Poly is a water



Mystery! One rear wheel spokes have notches, one rear wheel spokes do not. Why?

thin mixture that penetrates the tiniest crack or crevice. It has a very short work time of 3 to 5 minutes. It is extremely important to read, understand and



1 1/2" strips of sandpaper for sanding spokes.



Spokes before starting.



Sanded spokes.



Sealing between spokes and Mortite sealer tips.

follow the directions for its use. I found the product listed from Restoration Supply Company and quickly ordered it.

My left rear wheel was so loose you could grab the rim, shake the wheel and hear the spokes rattle. I removed the brake drum and carefully sanded all the spokes. The sanding is quite labor intensive as all surfaces must be sanded completely to remove the old finish. I used sandpaper cut into strips approximately 1-1/2" wide and used them like a cloth for polishing the toe of your shoe. I sanded each side of the wheel and then turned it over and repeated the process on the other side.

Next I drilled 36, 1/8" holes, to allow the penetration of the Quik-Poly. Two holes between each spoke and one where the spokes seat against the steel hub. To keep the Quik-Poly from running through the wheel and out on the floor I used Mortite caulking strips to seal around the hub on the outside of the wheel, around the heads of the wheel bolts, between the spokes and built a dam around the inner area where the brake drum attaches in order to keep the liquid retained until it cured. I carefully leveled the wheel to insure an even application as I poured the material within the dam area. I used a toothpick to poke into the drilled holes to make sure each hole was full of liquid. With all of the careful sealing the Quik-Poly still managed to find a small crack and



Sealer Dam.



Sealer prevents Quik-poly from leaking.

leaked a very small puddle under the wheel. The material, as it cured, seemed to expand slightly because at each drilled hole site a small raised tip became evident. After curing, a sharp putty knife was used to remove these tips and clean around the wheel bolts. On the back side of the wheel, after scraping off all the Mortite there was a lip around the edge of the thin puddle of Quik-Poly. Sand paper and the putty knife were used to remove this lip. What was left was an approximate 1/16th" film of cured Quik-Poly where the brake drum mounts. The wheel now seems to be completely solid and hopefully will prove itself during the upcoming touring season.

To finish the wheels I purchased a good grade of spar varnish – the kind that is used on wooden boats. Compressed air was used to blow all the sanding dust out of the cracks and crevices and then I wiped the wheels with a cloth dampened with mineral spirits to make sure they were clean so the varnish would penetrate and adhere. Then I applied two coats of varnish to completely seal the spokes. I even applied the varnish to the ends of the spokes where they protrude through the rims. This sealing of the spokes is important so they will not gain or lose moisture, that will cause swelling and shrinking and eventually loosen the spokes.

This turned out to be a lot of work but it got the job done for a whole lot less money than paying to have a respoke job.



Mortite caulking strips to seal around the hub.

Blossom Tour 2008

By Don Azevedo

The Santa Clara Valley Regional HCCA sponsored this year's Blossom Tour in Gilroy, my home town. I was looking forward to tour very familiar roads. I thoroughly enjoyed the entire tour including the routes and scenery, participants, activities, meals and even the weather.

Thursday began with a venture to Eric and Ramona Anninger's retreat on the east side of the valley with a great overview of Gilroy and the southern portion of Santa Clara Valley. Climbing up Roop Road toward Coyote Lake and going up the hill into Eric's property was a challenge for some vehicles in the group, but what a reward when we reached our destination. Many parked above the museum at Eric's beautiful home. The museum was open and what a treat to visit his collection. Eric has added vehicles and special exhibits that enhance the museum. Thursday evening Joe, Esther and myself provided the attitude and spark adjustment social hour and no one went away hungry or thirsty.



Friday morning Jeremy Wire gave us our marching orders in the driver's meeting and soon we were off on a leisurely tour to the north around Uvas and Chesbro Reservoirs. Traffic was very light to nonexistent and again the scenery was delightful. We stopped at the Wings of History Aircraft Museum in San Martin and had a very enjoyable guided tour of the hangers that were filled with historic airplanes. The group then toured to south of Gilroy and entered the Castro Valley Ranch. This 8,000-acre ranch was once a part of Henry Miller's 1.25 million acres cattle ranching empire in California, Nevada and Oregon. The current owners have kept the property as an operating ranch. We traveled about 4 miles into the property on paved to improved roads to a large ranch house where caterers were cooking up a storm for our group. Passenger Don Johnson and I decided to let the others get a head start on the food, so we exchanged an inner tube in one of my wheels with a spare tube that would hold air. Food was great and the large oak trees and beautiful countryside wanted one to stay here the rest of the day. But alas we cranked up the engines and toured back to the hotel to kick tires, relax and enjoy another social hour.

Saturday we took off to the south taking back roads to Hollister and on to San Juan Bautista. Leaving San Juan Bautista we took the historic San Juan Grade and Old Stage Roads in route to Scott Henningsen's restoration shop in Spreckles. Scott welcomed us to his facility and we viewed restored vehicles and projects in progress. Scott has quite a facility. Ken Ryan successfully encouraged Scott's father, Dean, into starting a very large 60 HP one-cylinder stationary engine. Scott and brother, Brent helped Dean and soon the miss-and-hit engine was running to everyone's amazement. One-cylinder engines are Dean's love and he has quite a collection. We were soon back on the road, retracing our steps to an Juan Bautista and Hollister, where we stopped at San Juan Oaks Golf Club for a delightful lunch. After lunch we returned to the hotel and prepared for the evening banquet in Morgan Hill.



Mama Mia's hosted our banquet Saturday night. Women were elegantly adorned and many men had penguin suits for the evening. Jeremy was the master of ceremonies and covered the duties like a pro. Everyone had a very enjoyable evening and the food was excellent.

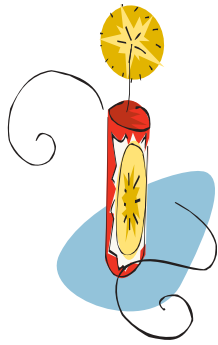


Sunday's tour took the group up Roop Road toward Coyote Lake and the Gilroy Hot Springs area. The group returned to the valley via Jamieson and Canada Roads. Again the tourists were treated to great views of both San Benito and Santa Clara Valleys. Lunch was at Hecker Pass Winery where farewells were shared.

Participants brought some great vehicles. We had Fords, Buicks, Pierce Arrows, Stevens Duryeas and Cadillacs. We also had an Oldsmobile, Overland, Stoddard Dayton, EMF, Franklin, Cole, Mitchell, White, and Chalmers. BAHCC members (not also being members of the Santa Clara Valley Regional Group) included Rich and Ellen Green, Fred and Nancy Byl, Bill and Lee Gularte, Sam and Anne Gurnee, Bruce Zillmer and Diane Matthews, Joe and Esther Sernach, Eric Lundquist, Don Johnson and myself. Thank you Santa Clara Valley Regional Group for a good tour. All your efforts were successful and appreciated.



Thank you to Don Azevedo for the article and pictures and to Richard Green for contributing his pictures



4TH OF JULY PARADE IN PIEDMONT

Details at the meeting or call John Morrison

UPCOMING EVENTS AND TOURS

June 1-7	“California Dreamin” National Tour (Southern California Reginal Group)
June 4th	June Meeting in Piedmont 7:30 pm (Join members for dinner at the Silver Palace Restaurant, 6516 Moraga Avenue 6:00pm)
Jun 7 & 8	Speedster Run and Lowland Tour (SCV Model T Ford Club)
Aug 3-7	National Tour in the Redwoods (Eureka Regional Group)
Sept 7-11	Brassquatch Tour in Pacific Northwest (Skagit-Snohomish Regional Group)
Sept 14	Antique Autos in History Park (SCV Model T Ford Club)
Oct 1 - 5	Fall Leaf National Tour (Sonora Regional Group)
Oct 9-11	Hershey

Following our May meeting we tried our LUCK at BINGO. Here are a couple of pictures from the evening. We look forward to seeing all of you at our next meeting when entertainment chairman Don Johnson will be showing the video “Tin Lizzy”.



A B C s of Good Club Membership

Adapted from “The Running Board” publication of the Sioux Falls Regional Group, HCCA, Sioux Falls, SD

- Attend your club meetings and functions
- Be a working member
- Communicate-Don't depend on mutual mind reading
- Develop a plan of action
- Express yourself with honesty at meetings, not after meetings
- Familiarize yourself with each program
- Gain insight-read your club newsletter
- Have an adequate knowledge of parliamentary procedure
- It is your duty to vote on matters, but don't feel compelled to do so. Remember though, by not voting, your silence indicates you favor the matter being voted on.
- Join in discussions at meetings, Join in Group activities, you will learn and have fun doing it.
- Kindle that spark of friendliness and enthusiasm within yourself.
- Listen to and respect the opinion of others.
- Membership is everyone's responsibility
- National HCCA Gazette is your news line
- Opportunity for service out of love of what we are doing.
- Pay your dues on time-the earlier the better.
- Question reports and actions you do not fully understand
- Relax, have some fun.
- Support as many functions as possible.
- Take an active part in meetings.
- Unite your talents and ideas with other members to insure successful ventures
- Willingness to change
- X marks the spot for new members to sign
- You-the member-are the most valuable asset of the regional group of HCCA
- Zealous members make our organization prosper and grow.

**BAHCC General Meeting Minutes
Piedmont Community Hall
Wednesday, May 7, 2008**

The Call to Order came at 7:45 P.M. with President Dave Pava striking the gavel to begin the meeting. He welcomed everyone and asked that visitors introduce themselves. Mark from Danville stood and told us he is an ACCA member and owns a 1916 Maxwell and a 1926 Ford Truck and is interested in joining our chapter. He was directed to talk with Doug Durein who will furnish him with a membership form.

May birthday "best" wishes were offered to attending members, Phyllis Pottle, Eric Lundquist and Doug King, with many birthdays and anniversaries noted in the May Gazette. Dave acknowledged that the BAHCC General Meeting Minutes for April 2008 had been published in the May Gazette and Joe Sernach made a motion, seconded by Eric Lundquist, that they be approved as printed. All voted in favor of the motion.

Next, Dave gave the Treasurer's Report reflecting the impressive amount collected at the April club auction. At present we are in a comfortable and solvent position. Dave said he is currently working on a new budget for review by the Board at it's next meeting. Please see the Treasurer's Report reference copy available in the Secretarial Binder for details.

Communications for the month included several club newsletters, a reminder about the Concours d'Elegance on Sunday, June 22, 2008 and an invitation from Lloyd Riggs of the AACA, inviting us to join a Sunday, May 11, 2008, Mother's Day Tour in Walnut Creek.

Bill Cassidy indicated that he had sent the Club Project Binder on it's way around the room for members to peruse and make additions, if desired. Doug Durein, commented for Sue Durein re: the Sunshine Report - saying that Jan Neal has done remarkably well with her therapy and will soon complete her follow-up care and surgery. Doug was happy to accommodate our visitor, Mark with any membership related questions or needs. And Bill indicated all was "good" in the Authenticity department.

Vice President, Don Johnson, announced that the evening's entertainment would be a spirited game of Bingo (or two or three) with mystery donations as the prizes. Joe Sernach offered to assist Don with the calling of the numbers. Good luck everyone!

Editor, Muriel Lundquist, expressed her thanks to the members who submitted so many wonderful tour photos for the Green Brass Tour and the Chickasha Swap Meet. Did everyone notice the "new" Board members photo in the May issue? Handsome group.

Muriel's looking forward to the Blossom Tour report and pics for the June issue and maybe a story from Johnny Crowell about his families' European road trip odyssey.

Erika Kopman, Webmaster, reported that she had listed the "regular" items and updated the current calendar with upcoming events info.

Dave asked for post-tour impressions from volunteers: Joe Sernach told of the 1 & 2 Cylinder Wildflower Tour, in Oakdale, CA, Chaired by Joyce & Leroy Francies, April 17 to

20, which hosted some 49 cars of all varieties, who started their day by kicking tires at Don & Lillian Ritchey's garage and cooling off with root beer floats and fresh popcorn. On the following days they drove the scenic back roads, ate tasty catered lunches, took guided tours to old gold mining historic areas and visited the restored Knight's Ferry Covered Bridge. A delicious steak dinner on Saturday night was served in Phyllis Pottle's United Methodist Church Hall with a tour wrap-up gathering on Sunday at the Oakdale Golf & Country Club for brunch. Thanks to everyone - it was a wonderful, enjoyable tour.

Eric Lundquist offered a detailed account of the Blossom Tour hosted in part by the Santa Clara Club in Gilroy. He said there were 29 cars and 50 people who participated in visiting the Anninger's home/car collection, took in the Aerospace Museum, enjoyed the Castro Ranch, which is a working cattle ranch encompassing a mere 8000 acres, drove through the "East of Eden" movie countryside, stopped by the Henningsen's in Salinas and drove the Hecker Pass to a tasty winery luncheon. A busy tour - lots of fun.

Dave addressed the Future Tours list:

A Sturgeon's Saw Mill Tour in the Sebastopol area on June 1 - is in the works. Dave would like a volunteer to assist him with the morning coffee/doughnuts, etc. This is a very interesting historic site with a steam powered mill which may be included on the HCCA National 2009 Tour agenda. See the clip board sign up.

Old Business: The Committee is hard at work pulling together the plans for the National Tour titled "Golden Gate Wine Country Tour", May 17-22, 2009. The headquarters will be at the Flamingo Hotel, be open to 100 + cars, tour through Sonoma, Calistoga, Jenner/Occidental and include a San Francisco tour option. A milestone tour!

New Business: Norm Schwartz is busy confirming our September Swap Meet University reservations and vendor notifications. More info as a date is set.

New/ Old Iron — Restoration Report: Bill Cassidy and Doug Durein told everyone about their working with Steve and Diane Hoffman on their 1912 Buick. The list included: a radiator test, block check, new gas line install and carburetor problem troubleshooting. It has no tail light or horn at present. Also of note: Phyllis Pottle sold her 1914 Model T and Bill Ortman sold his 1904 Model F Runabout.

John Morrison, asked folks to make suggestions for the types of drinks he should add to the Hospitality table to accompany the delicious dessert treats.

Doug Durein made a motion that the meeting end, seconded by Erika Kopman - all voted in agreement and Dave gaveled the official closing at 8:35 P.M. All members were then invited to move to the Bingo tables to enjoy a game or two and have some fun.

Minutes submitted by Kaaren Brommer, Secretary 5-19-08

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



CALIFORNIA
BAY AREA

