



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:

As the summer comes to a close we have wonderful memories of the tours that we have been able to enjoy. There are still many things left for our club this year so be sure to check the web site or last months Gazette calendar to keep up to date on anything not mentioned in this issue of the Gazette. Our next meeting is September 3rd with our SWAP MEET the following Saturday, September 7th. History Park will be September 14th. We hope that many of you will join other club members for dinner at the Silver Palace Restaurant in Piedmont at 6:00pm.

A big thank you to all who contributed to this months issue of the Gazette. Remember to have your pictures and articles into the editor by the 22nd of the month.



Presidents Message

Submitted by David Pava - September 2008

Those of you who attended the August meeting had an opportunity to participate in a discussion about extending BAHCC membership to owners of cars built after 1915. Several members expressed their view both for and against this concept - and if so - what the cut-off date should be. Some thought 1931 would be reasonable - to include Model A Fords (and similar cars) while others were in favor of extending the cut-off to 1942 - including all pre-war vehicles. Several members wanted no change. It was proposed that we take a non-binding "straw-poll" at the meeting to get an indication of how our membership feels about this issue.

By a show of hands, very few were in favor of extending membership to owners of up to 1942; a larger group was in favor of maintaining the pre-16 requirement, while the majority of members in attendance favored the concept of a 1931 cut-off date. Of course this informal poll is non-binding, and no change can be made to our By-laws except by defined procedures approved by the board or by two-thirds of our members.

Following the meeting one member suggested that 1922 might be a more appropriate cut-off date, if we were to relax our requirements. That year was suggested as it is the upper limit for issuing Horseless Carriage license plates in California; and that cars built through 1922 have much more in common with earlier cars, than cars of the late '20's and early '30's.

The board took this issue up at our subsequent meeting on August 20. After a very lengthy discussion it was decided not to extend full club membership to individuals who do not own pre-16 automobiles at this time; as we do allow Associate Membership for those who are interested in early cars and our club, but do not own a pre '16 vehicle. It was also stressed that we do need to be more proactive and inclusive with regard to attracting new members and several suggestions were made with regard to how we could implement this. This will be the primary focus of the Membership board position in 2009.

Changing gears, I do not believe anyone has ever included a book review as part of their Presidents Message - but I believe some of us not only enjoy early cars, but also reading about and collecting other artifacts from the horseless carriage age, as well. I recently read *America 1908* by Jim Rasenberger. This is a very well written book that details the dawn of flight, the race to the pole, the invention of the Model T, and the transformation of America to a modern nation. The book presents a wonderful panorama of America (and the world) a century ago - drawing on countless newspaper articles written at the time for source material. I highly recommend it.

Speaking of the turn of the century, I am leading a tour from Petaluma to Sturgeon's Mill on Sunday, October 19. This is an operating steam powered sawmill originally built in the 1880's and moved to Sebastopol in 1924. The huge steam engine that runs the mill previously powered the San Francisco mint. The mill is a massive - in progress - restoration project. It fired up and operated by a group of volunteers and open to visitors only a few times a year. Additional tour information is elsewhere in this Gazette.

Of course, we all know that our "2009" Swap Meet is on September 7, 2008 - and that we need everyone's help for set-up on Saturday morning and at the meet on Sunday.

In closing, with Fall rapidly approaching it will not be long before club elections. I would like to encourage members who would like to run for a board position to contact Chairman, Don Azevedo, me, or any other Board member to express your desire. We would like to encourage those who have not served in the past (and those who have) to do so.

I will see you down the road

David



SNOOPY

by
Esther

Another month has slipped by——It's Snoopy time again

The quilters were on the go again. **Anna M.** and her cousin went to Paducah, KY. For a quilt show. **Mary Lou K.** and her cousin flew to the Boston for a quilt show and a couple of weeks on a sight seeing tour. Great tour and good weather. Do either of you need to borrow a trunk to get your new fabrics home???

Our newlyweds, **Ben & Erica K.** are now settling in. They just celebrated the 1st anniversary——congratulations you two.

John M. is back at work for the school district. He missed work and interacting with the people so when the district got in a bind, John took a temp. position for a few months to help them out. Hey Carollee, how is it with out your hubbie there 24/7 ??????

Joe is still looking for a water tight trailer (a garage on wheels) to store one of our cars in. Any one know of a reasonably priced one?

Two very good bits of news——

First, **Joe & Rae A.** joined us on the social tour. It was comforting to see how well Ray looks and how wonderful she is getting along. And of course, Joe was just beaming.

Second, **Jan Neil** received wonderful news. After an 18 doctor tele-conference where they reviewed all her records, they unanimously agreed that she is now cancer free. Her doctor told her to “keep up what ever she is doing!”

We should be hearing a big HALALULA from Piedmont one of these days. The new wheels for **Sowell's** caddie are in Sacramento being painted as I write this. He will soon have them on the car and then the Caddie will be ready to tour again.

Not sure, but I think the smile might finally be gone from **Don J.** face. He drove Crowell's Simplex from Niles to the Bar-b-q in Sunol. Now that must have been a great thrill as Don was beaming from ear to

ear. Humm-I wonder if there will soon be another car in the Johnson's garage?

Speaking of the **Crowell's**, their son happily drove there big beautiful V-16 Cadillac to the Sernachs, (the last stop on the ice cream social) so every one could see it. This is the car that the 4 Crowell's toured with in Europe earlier this year. Wow, what a gorgeous machine!!!!

David P. came to the tour without Patricia, seems she had a terrible cold and didn't want to spread germs among the other guests. David was driving his newly acquired Packard, another very beautiful car in the club.

The **Lundquist's** had to bow out on the tour. Seems Eric had to play Mr. Toad on Saturday and Muriel had to take his place at a very important meeting We missed them and all the other regulars that usually attend but had other commitments.

The club invited Santa Clara members to join us on the tour but it seems that Ken Ryan had a tour going on the same weekend so they weren't able to attend. We still had a good turn out with 11 cars and 45 people on the tour plus **Al & Alice L.** and **Joe & Ray A.** joining us for lunch and ice cream.

So glad that **Jim & Kathy Ryan** & son Matt and wife Jessica brought down two antiques to join us on the tour. Good that they could join us and it was fun visiting with them.

There were 3 generations of **Azevedos** on the social. **George & Genelle**, their son, **Don & Joyce**, and their son Alex and his friend. She told Joyce she had a very good time and thought that all the members were so nice and friendly. We all already knew that huh!, but it's still nice to hear.

Joe and I would like to thank every one for helping to make the social such a success. First and foremost, Doug & Susan D., our co chairs, and **Steve & Diane H.** for the wonderful “bar-b-q picnic in the park” It was a spectacular spread and a lot of work. Also Phyllis P. who came early, stayed late and gave a helping hand where ever needed, Jenelle A. for those tasty cream puffs, and all the rest of you for coming out for the tour.

So long till next time!!!!

SNOOPY



BAHCC - Sturgeon's Mill Tour
Sunday, October 19, 2008
 Depart 10:30



Meet 10 AM - at Petaluma Marina – 775 Baywood Drive – 1 block southeast of 101 and 116 /
 Lakeville Road in Petaluma
 Exit 101 going north at 116 / Lakeville Road - turn left and then right on Baywood

Sturgeon's Mill is an operating steam powered sawmill considered one of the last great mills of its kind. It was originally built in the 1880's and was moved to its current site, 2150 Green Hill Road Sebastopol, in 1924. The steam engine that runs the mill previously powered the San Francisco mint. The mill is a massive – in progress - restoration project. It fired up and operated by a group of volunteers and open to visitors only a few times a year.

For more information see: <http://www.sturgeonsmill.com>

Bring your own picnic – or purchase a barbeque lunch at the mill.

Members are strongly encouraged to drive a horseless carriage – but later cars are permitted on this tour.

Sign-up at the September or October meeting or RSVP to
 David Pava 925-932-2923 / 925-933-9792 x106 - David@Pava.com

BIRTHDAYS



COSTA	Tony	1-Sep
FORBES	Frank	1-Sep
HOPKINS	Clyde	6-Sep
STANFIELD	Wayne	9-Sep
LUIS	Alice	11-Sep
ORTMAN	Bill	18-Sep
GIBSON	Doris Kindberg	18-Sep
GULARTE	Lee	20-Sep
SILVERA	Sharon	20-Sep
BOYDEN	Jean	25-Sep



ANNIVERSARIES

BUTLER	Layden	Jean	September 20, 1986
AZEVEDO	Don	Joyce	September 21, 1974
AZEVEDO	George	Genelle	September 25, 1945

MIKE AND SHARON SILVERA'S PONDEROSA RANCH COLLECTION

In Sept. 2004 when MR TOADS TOURS was "being formulated", Muriel and myself and another couple visited the Ponderosa Ranch in Incline Village, NV to look at their "Yellowstone" bus. The "old car collection" consisted of mainly pre WWII vehicles, and two large touring cars, one a 1925 Yellowstone Bus, and the second a 1936 GMC "Yellowstone" or "Yosemite" bus, along with dozens of other vehicles dating from 1910 through 1950. Our visit provided ideas for the tour buses that we eventually built for MR TOADS TOURS.

The Ponderosa Ranch, opened in 1967 and closed in Sept. 2004. It was the movie home and set for the Television Series "Ponderosa" which included the Cartwrights' Ranch House, Frontier Town, Silver Dollar Saloon. It had been turned into an amusement park and included an ice cream parlor, horseback riding, museum, amusements, hay rides, plus the antique auto and carriage collection. Photos of Adam, Little Joe, Ben and Hoss Cartwright were everywhere. alamedainfo.com/
Ponderosa_Ranch_Incline_Village_NV website for photos of the ranch before it was sold in Sept. 2004.

At the time of our visit, the ranch had been sold and we were probably last visitors to see it. The "Ponderosa" vehicles were "unattended", dusty, tired and forlorn. The owner, a Mr. Anderson was proud of his collection, and made sure that mechanics turned the engines over yearly, and kept the radiators full of anti-freeze so the vehicles would not deteriorate (too much).

At the 2007 BAHCC Christmas party, Dick (and Jackie) Silvera who live in Gardnerville, NV and Dick is Mike's cousin, told me that Mike and Sharon had within the past year acquired the entire Ponderosa collection. So, in early February, I eMailed Mike indicating my interest in seeing it. Mike's response was instant, "Come on up, Sharon and I would love to show you the collection". So, when the opportunity came in August (a friend's wedding was scheduled for late Saturday afternoon), we notified Mike, and spent Saturday afternoon at their beautiful home in Minden, saw their 3000 sq. ft. garage (under the house) with the marvelous collection of Durocars, Speedwells, motorcycles, snowmobiles, race cars, etc. and then followed Mike and Sharon seven miles to their new 10,000 sq. ft. warehouse on the outskirts of Minden to the new home of the Ponderosa collection that they have named the **Carriage House Americana Transportation**.

The attached photos show the collection (without dust), along with the many cars, steam tractors that weigh 33,000 pounds and have 8 foot tall rear wheels on them, and memorabilia that was part of the Ponderosa collection plus other cars recently acquired including a Franklin (which was to be sold at Hot August nights 2008) and a "barn fresh" older 1914 Cadillac that had been sold originally in Gardnerville, NV.



Mike said that the movement of the Ponderosa collection was the hard part, and had to be accomplished in 60 days. He and Sharon did most of the moving with the

exception of the large tractors which required a low boy. Mike steered the vehicles, and Sharon ran the loader to pull them off, and then moved around the front of the vehicle to re-position them inside the building.



Not an easy task, and according to Mike, most of the car placement was easily done. Great job Sharon. Another item to add to your resume. Tractor driver.

Regarding the Acquisition, according to Mike, the new owner of the Ponderosa Ranch, was not interested in having an auction (which would have meant having everyone in the world attend), and through a neighbor of Mike's, contacted Mike who had an interest in only two cars. Mike said the new owner's representative insisted on Mike viewing all of the cars, and then gave Mike the Butterfield Auction List to study. Mike ended up buying everything, on the condition that everything be moved within 60 days which was no easy task.



When we visited the new warehouse, Mike said that there were still several cars still at the Ponderosa Ranch that he has purchased, awaiting additional space in the warehouse.

Mike is hoping to acquire another 5000 sq ft of space next to his for the rest of the collection.

When cleaning the cars, Mike was surprised that the dust that had accumulated was very fine and did not turn to "mud" when wet, hence all that was required for most vehicles was a good dusting and power washing. (I am sure that there was much more to it than that, and Mike is being modest). The entire move and clean project took over a year, and was just finished recently.

Mike had a pin strip touch up several vehicles as well. One



vehicle that was re-painted striped was the “1925 Yellowstone Bus” which was orange and had a “surrey” top. Charlie Lundquist’s (our son) company, MR TOADS TOURS has authenticated 1924 Yellowstone Bus, and Mike’s bus really

didn’t look to be a 1925 due to differences in the cowl and side doors. Our 1924 had doors on the right side only, and had a distinctive cowl. The “1925” Ponderosa had no cowl, and doors on both sides.

Further checking by myself through the West Yellowstone Museum (the Yellowstone Bus experts and who have all the old paperwork) revealed that the “Ponderosa” bus is probably pre-1922 which is the year White Motors switched to bodies with only one side doors; also, the serial number did not match any of the Yellowstone Park buses. Mike will have to do some digging to authenticate this “1925” bus, but it certainly is an interesting piece.

The other Ponderosa “Yellowstone” bus was a 1936 built by GMC. The 1936 is still in storage at the Ponderosa Ranch awaiting more room at the Minden warehouse. I remember it well, as it had a neat canvas top that slid back to open and allow passengers to stand up and see the scenery. The GMC buses were 18 passenger, (6 rows) and very long and very wide, but none the less “interesting”.

In addition to the car collection, Mike and Sharon also acquired a large farm tractor collection along with at least a thousand car parts including headlights, car accessories, 600 license plates, radiators, and other parts. Mike said that everything is not yet “inventoried”, but at least it is positioned in the warehouse



so that if you know what type of part you are looking for, it is usually together with others like it. See photos of the racks with the headlights.



Mike is making room for more “stuff” by selling some parts on eBay, and said that it is fun to deal with the collectors via the internet. He also has all of his parts and accessories for sale to any interested car



enthusiast. Contact Mike if you’re looking for that hard to find part, especially lights.



We imagine that the next Silver State Tour which Mike and Sharon help sponsor will include a visit to the Silvera “Ponderosa Ranch” **Carriage House Americana**

Transportation collection, and recommend that you see this collection when you are in Nevada. Thanks again to Mike and Sharon for a memorable visit back to Ponderosa Ranch.

Eric and Muriel Lundquist Aug. 22, 2008



Ice Cream Social Tour

By Joyce Azevedo



Nothing evokes fond memories of summers past like the musical invitation of the ice cream truck or “Good Humor” man of years gone by. We can all remember rummaging through our pockets or the cushions of our car seats to come up with enough change to buy a frozen treat. For others living in the Berkeley area it was going to Ortman’s Ice Cream Parlor for his delicious ice cream.

A close second to that fond memory is the annual ice cream tour that the BAHCC group puts on every summer. Personally, my first memories of touring with the Bay Area club revolves around meeting at the Sernach

home for donuts and coffee, taking a leisurely tour through the nearby hills and a return trip to Ewing Drive for lunch and ice cream.

On Saturday August 23, 2008, we once again made our annual pilgrimage to Joe and Esther’s house to indulge in our need for touring and eating. After eating donuts and kicking tires on some new vehicles that we had not seen before we departed for a tour of the back roads around Pleasanton, over to Castro Valley and the beautiful Palomares Road and those last 5 miles into Niles.



The merchants in Niles were very hospitable and wanted us to spend more time (and money) than we were able to spare. While there a gentleman out for a drive in his Kissel spotted the tour group and stopped to chat and find out what we were all about. He expressed an interest in pre-1916 automobiles so we invited this prospective member to join us for lunch. Lunch was 7 miles down the road in the diminutive town of Sunol.



Lunch featured hot burgers with all the fixings, various salads and cold watermelon. The

Dureins and the Hoffmans were hard at

work putting on a great spread of vittles. Esther talked the ladies into trying a yard game she had brought and a couple of teams paired up. The first team to reach 10 points (Pam Johnson and Mary Lou King) each won a bag of Hershey’s chocolates.



The highlight of our day was to see Rae and Joe Anino joining us at the lunch in Sunol. Nothing thrills our hearts more than a fighter who beats the odds and Rae is a walking miracle. She mentioned that only 5% of the individuals who go through what she went through survive. We are so proud to know her and so blessed that she is doing so well. Way to go, Rae.



We always talk about getting more young people involved in our hobby so it was great to see four pre-30 year olds on the tour. Frank Swenson and his son attended as did Don & Joyce Azevedo's son Alex and our neighbor Andrea. Once we arrived at Sernach's for our yummy dessert Christine Crowell's son Michael arrived with the 1932 V-16 Cadillac that carried the Crowell clan all over Europe earlier this summer. We were also glad to be greeted by Al and Alice Lewis when we returned to the Sernach's home.

David Pava drove his gorgeous, recently-acquired 1936 Packard and John Morrison and Carolee brought out their 1935 Ford Convertible Sedan. Other cars included our fearless tour leader Joe in his 1908 REO, the Don Azevedo's 1911 EMF, the George Azevedos in their 1914 Model T that recently participated in the 100 year birthday party for the



Model Ts that was held in Indiana. The Byls drove their 1915 T and Bill Cassidy brought out his old faithful 1914 Model T. Don & Pam Johnson were chauffeured in the Crowell 1914 Simplex and Don even gave it a spin around the block in Niles. Doug and Mary Lou King brought out their hot little 1914 T Sport Roadster and the

Ryans (Jim & Kathy and cousins) and more Ryans (Matt & Jessica) came all the way from the Sacramento area to join us. Lynn Kissel in his cute 1924 Kissel joined us for lunch and ice cream and is a prospective new member. Other passengers included Ruth and Walter Sowell, Phyllis Pottle, Charles Ebers and Bill Ortman. Thanks folks for all the extra effort!! It was a very enjoyable day.





“Rollin’ in Vegas”

2009 HCCA National Tour and Convention

Join us for fun and touring in sunny Las Vegas

February 22-26, 2009

- **Boulder City, Hoover Dam, Black Canyon, Colorado River and Arizona View Points**
- **Red Rock Canyon & Bonnie Springs**
- **Gas Light Tour of “The Strip”**
- **Shelby Cobra Manufacturing Plant, Imperial Palace Car Collection, Ethel M Chocolate Factory, and much more.**

For a reservation, send a \$50 check made payable “HCCA Vegas 2009” to:

Jean Boyden
18695 Carriage Hill Drive
San Jose, CA 95120

For more information contact:

Bill Carpenter (702) 641-6890
Carp6240@aol.com or

Jim Boyden (408) 268-4872
jimboyden@aol.com

HAYWARD SWAP MEET & CAR SHOW

THE ORIGINAL BAY AREA SWAP MEET SINCE 1952

All Makes & Models of Cars & Parts For Sale

**CAL STATE UNIVERSITY, HAYWARD, CA
SUNDAY, SEPTEMBER 7, 2008, 6 AM – 2 PM**

Rain or Shine – Every Bay Area Car Club Invited!

POTLUCK DINNER

November 5, 2008

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

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

FOOD INSTRUCTIONS:

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

**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 you name tags!**

Pre-16 Only Or Not

submitted by Johnny Crowell

At the last general meeting an old subject resurfaced. I first heard the arguments for changing our bylaws to include later cars on our tours nearly twenty-five years ago. Strangely, the arguments have changed very little. I see merits in parts of both sides of the discussion.

At the meeting there did not appear to be an advocate for NOT making a change. I do not want to become a spokesman for that position, because I have some mixed views, but I want to make sure that we carefully consider the ramifications of changing the policies that have served us well for the last half-century.

The reason given for making a change is that our membership is decreasing and aging. It is suggested that by increasing the car cutoff date for being a full member and for touring we can increase membership and attract younger members.

It is argued that pre-16 cars have become too expensive for new members to purchase, that few younger people “know” or “understand” brass cars, and that there are not enough of these cars available. It is also suggested that by getting new members in, we could show them the fun of pre-16 touring. Thus, goes the argument; we should change the acceptable years.

Everyone must certainly agree that simply changing the acceptable cutoff date will not by itself add one single member to the club. Its not like news reporters will rush to tell the public that we have made the change. Any change will need to be coupled with a campaign to solicit new members and serious efforts to “sell” our club to other car collectors. If all that happens is that current members that would now rather drive later cars on club tours, can, we will have accomplished nothing but seeing to it that **LESS** pre-16 cars tour. After all, I guess it is easier to drive newer cars. Brass cars do require effort.

Making the change might cause us to lose some members.

Whatever your feelings are, there are club members who hold the pre-16 rule to be the very essence of the club. Making this change will probably lose some of them. We need to make sure that we don't lose more than we gain. Adding a few new members, allowing current members to drive newer cars, and losing a few members to the change is hardly the recipe for great tours.

It is true our membership is aging. Adding 25-50 year old members would be great. While most would agree that they as a group don't know that much about “brass cars”, I don't believe that they know that much about cars from the twenties or early thirties either. Remember that 57 Chevy's were used cars when a 50 year old was **born**.

Changing the cutoff years would do little to educate anyone about brass cars. To interest others in Pre-16 cars is our responsibility and it is an obligation that I believe we have failed in. To change cutoff years does not address that failure it only avoids it once again.

The argument that brass cars have increased substantially in cost is also open to debate. After adjusting for inflation and comparing the costs of other collector cars it appears that pre-16 cars have actually become more price competitive. Remember that the young potential members we are after; currently collect muscle cars, vintage

racecars, classics and hot rods that usually cost more than the average brass car.

The argument that by allowing post-16 cars on our tours would somehow encourage others to see the fun in brass car touring is at best goofy logic. What we would be doing is showing what brass car touring was not.

The argument that there is an inadequate supply of early cars has some merit. We all know that not all members list all of their pre-16 cars in the HCCA Roster. We also know that there are many who still own brass cars but are no longer are members. We also know that there are others with brass cars that have never been members. Nevertheless the Roster shows that there are almost twelve thousand cars listed. That's enough for every member to have two cars **AND** our national membership to increase by 50%! We do however, as a group, tend to fawn over large collections that eliminate potential cars for new members. As a group we tend to not get information on available cars to potential members. It is doubtful that there are less brass cars today then there were at the highest point of club membership. The issue is what do we do to get those out on the road.

There are many steps that we could take to increase membership other than changing the nature of our club. If we had all made a concerted effort to sell our club, and we had failed, making the change might be in order. Since the change will only work if coupled with a significant public relationship campaign, it might make sense to try the campaign first and make the change only after it fails.

Sometimes being unique is what is important. The private golf course that becomes public may have more players, but the experience may be of much less value. To become just another old car club might leave members wondering what special value there is to BAHCC. After all, the ACCA offers quite a few advantages. Why become a poor copy of someone else? The 1 and 2 cylinder tours have done quite well. They had a very nice tour down in Monterey a while back. What if I used the same arguments (hard to find/ afford/ keep a 1 cylinder running/ don't understand them). Should I be able to bring a Simplex instead? If I brought my later brass car, then others could too. Some with 1-cylinder cars might not want to tour with more advanced cars. The tour would disintegrate slowly. Is that really so much different from what we are considering here?

What years should we accept if we do change? At the meeting we were not offered to opportunity to vote on the year line our own national club has selected. The HCCA has set up a Nickel touring group. This seems like a reasonable compromise and test. While these cars have their own tours and don't tour on brass tours, it does allow a way to help get members without experience or running cars to still enjoy the club. Shouldn't we try to support our own club by first trying this approach? It is harder to move the cutoff backwards than it is to move it forward.

Suggestion. Move very carefully, before changing critical fifty-year-old rules.

WHAT IS A GRANDPARENT?

(taken from papers written by a class of 8-year-olds)

Grandparents are a lady and a man who have no little children of their own. They like other people's.

Grandparents don't have to do anything except be there when we come to see them. They are so old they shouldn't play hard or run. It is good if they drive us to the shops and give us money.

When they take us for walks, they slow down past things like pretty leaves and caterpillars.

They show us and talk to us about the colors of the flowers and also why we shouldn't step on 'cracks.'

They don't say, 'Hurry up.'

Usually grandmothers are fat but not too fat to tie your shoes.

They wear glasses and funny underwear.

They have to answer questions like 'Why isn't God married?' and 'How come dogs chase cats?'

When they read to us, they don't skip. They don't mind if we ask for the same story over again.

Everybody should try to have a grandmother, especially if you don't have television because they are the only grownups who like to spend time with us.

They know we should have snack time before bedtime and they say prayers with us and kiss us even when we've acted bad.

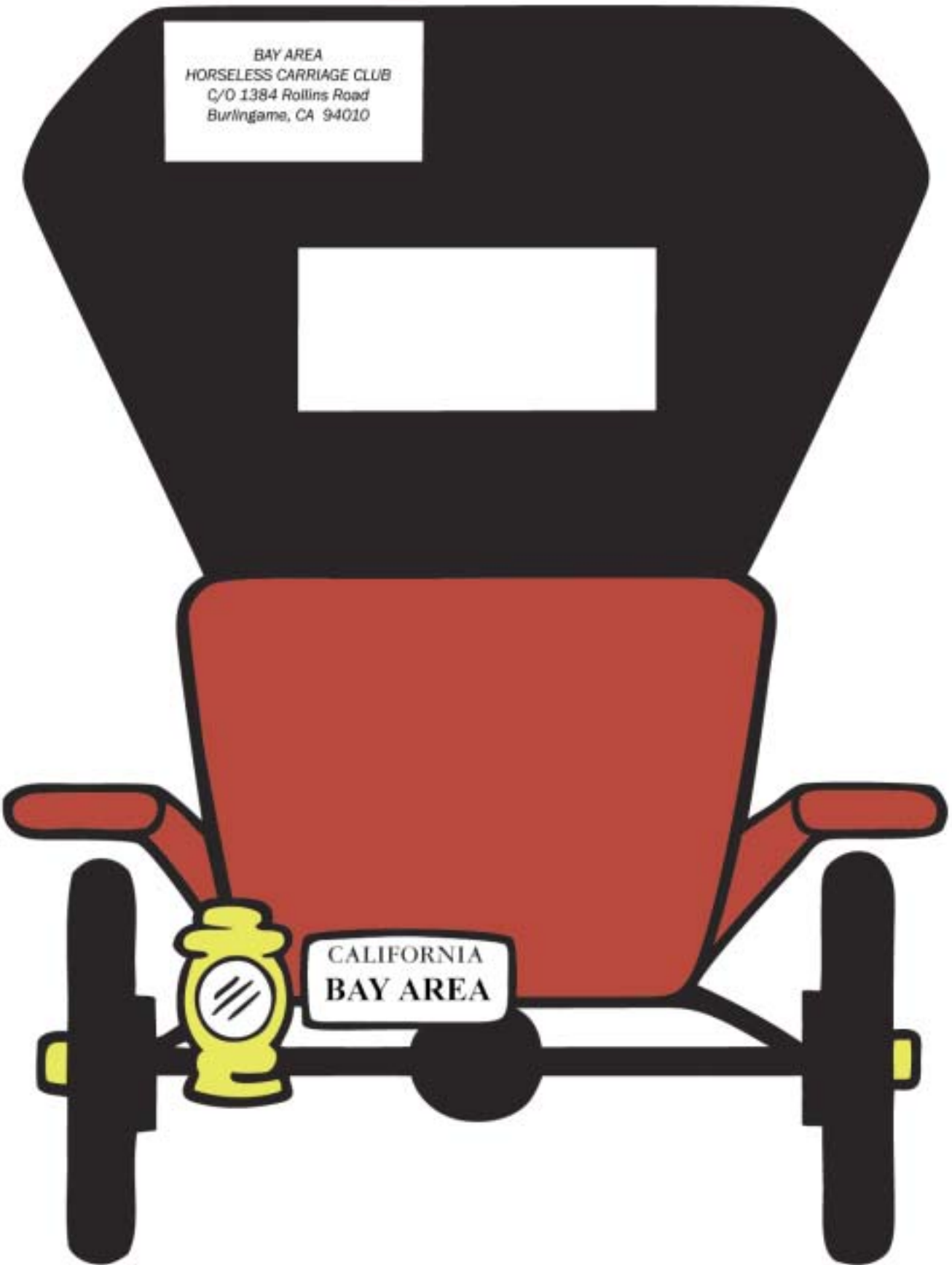
GRANDPA IS THE SMARTEST MAN ON EARTH! HE TEACHES ME GOOD THINGS BUT I DON'T GET TO SEE HIM ENOUGH TO GET AS SMART AS HIM! (So true!!)

It's funny when they bend over, you hear gas leaks and they blame their dog.'

Fashion Column

If you are interested in Vintage Revivals patterns a good resource of Past Patterns is Sandra Ros Altman's :Past Patterns. Her web page is pastpatterns.com and you can get an order form at this web site as well as a listing of the available patterns. I understand that the patterns are only one size, the original size and unedited. The older the pattern, the more likely it is to have limited instructions. The phone number is (937) 223-3722.

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