



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB

2009 BAHCC BOARD OF DIRECTORS

David Pava	Chairman & Treasurer
1104 Chiltern Drive, Walnut Creek, CA 94596-6444 925-932-2923 david@pava.com	
Don Johnson	President
1645 Bay Laurel Drive, Menlo Park, CA 94025-5809 650-325-4007 dearlj@sbcglobal.net	
Johnny Crowell	Vice President
2874 Fieldview Terrace, San Ramon, CA 94583 925-837-6961 jcrow22006@aol.com	
Kaaren Brommer	Secretary
19529 Alana Road, Castro Valley, CA 94546-3501 510-538-1795 sszephyr@aol.com	
Don Azevedo	Authenticity Swap Meet Chairman
3802 Briarcliff Drive, Pittsburg, CA 94565-5501 925-427-6624 Imnuts4fords@comcast.net	
John Morrison	Tour Chairman
1450 Grand Avenue, Piedmont, CA 94628 510-655-6128 johnmorrison@sbcglobal.net	
Bill Brommer	Membership
19529 Alana Roac, Castro Valley, CA 94546-3501	
Joe and Esther Sernach	Hospitality
	925-846-8512
Norman Schwartz	Swap Meet
	925-932-3477
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

CALENDAR OF UPCOMING EVENTS:

Aug 30 - BAHCC Swap Meet at Cal State East Bay (Hayward) - lots to sell.
Sept 9-12 - Old Town Tour - see Sam Gurnee for details.
Sept 13 - Antique Cars in Historic Kelly Park, San Jose
Sept 26 Ironstone Tour
October — we need a chairman for a ? Pumpkin Tour
November - TBA - Field Meet / Reunion Event - pending.
December - TBA Tour ?
Dec12 - BAHCC Holiday Party - Piedmont Community Center.

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:

The Editor and family has had a very busy month, with Eric on the East Coast for a week and then both of us in Quebec, Canada for a week and returning to go to Pebble Beach and the opportunity to travel with the "Spyker" on its continuing trip down our coast to return home to the Netherlands. Our Prez Don was on the first part of that journey which he tells you about in his message. Eric has written an article about the "Spyker" and the trip to Los Angeles from San Francisco. Be sure to take a look at both of the articles. It was a fun time. Remember the Swap Meet on Sunday, August 30th and our meeting on September 2nd. Have your articles for next month to the editor by the 22nd please.



September 2009 - Presidents Message

By Don Johnson

I enjoy being a member of the Bay Area Horseless Carriage Club. There seems that I have been involved with a Horseless Carriage related activity nearly every week this past summer. This month has been no different.

On Saturday the 8th, we had a very interesting Nuts and Bolts event at Tom Holthaus's Shop where we observed a camshaft being ground. Thank You Bill for a well organized event. The Next day we had our annual Ice Cream Social Event. The stop at Playland was a lot of fun and the picnic at Point Richmond was great. Thank You, Doug and Susan Durein. Joe and Ester Sernach, and Bill Cassiday for a well planned day.

In our last Gaslight Gazette, you read the account by Eric Lundquist about the Alice Ramsey Centennial Trip and their arrival at Crissy field in San Francisco on July 9th. On that trip was a Dutch built car, a 1907 Spyker Phaeton. The car had been garaged at the Candy Store in Burlingame since the cross county trip. On Wednesday August 12th, I had the pleasure to accompany the car's owner, Stijnus Schotte, driving the Spyker from Burlingame to Pebble Beach where it was to be displayed along with a 2009 Spyker luxury sports car at the Pebble Beach Concours de Elegance. My wife and granddaughter followed in our modern car as we traveled the back roads to Monterey. We were fortunate to have very good weather for the drive since the car had no windshield to block the wind. Stijnus enjoyed the fantastic scenery along Highway 35, overlooking the San Francisco Bay on his left and the Pacific Ocean on this right. We drove through the Redwoods of the Santa Cruz Mountains, on through Santa Cruz and down through Watsonville and the very fragrant strawberry fields before we had to take Highway 1 into Monterey and on to Pebble Beach, a total distance for the trip of about 90 Miles.

After being displayed at Pebble Beach, the Spyker was to be driven to Los Angeles where it was to be shipped by air freight back to its home in the Netherlands. It amazes me how well the car's engine and running gear were designed and built over a 100 years ago and still able to be driven across our vast country without a major breakdown.

Our big swap meet at Hayward State University on August 30 will be history by the time you read this. I understand there will be at least 200 venders along with all their goodies there. If it is like past years, the event will very successful. Run with the hard work of many our members' under the direction of Don Azeveto. Thank you, Norm for heading up the registration for the event.

See at the next meeting, September 2

Don Johnson

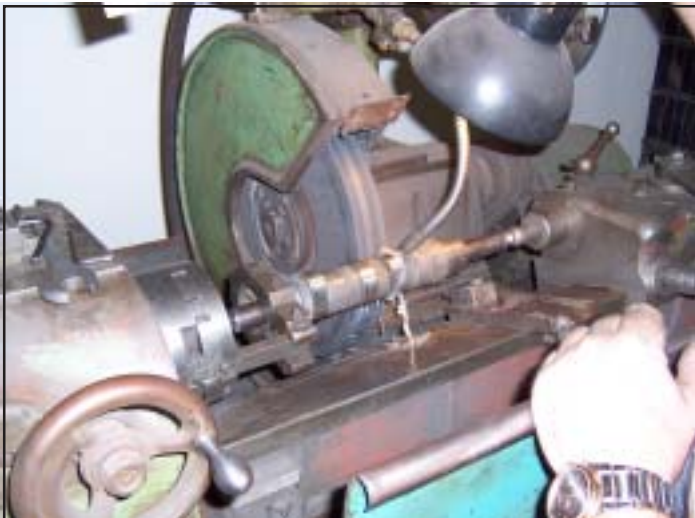
Nuts & Bolts

by Mark Cerruti

For the August edition of “Nuts & Bolts” around a dozen or so members met at Tom Holthaus’ machine shop in Santa Clara. If you’ve ever wondered what happened to all those old machine tools you’ve seen in those old photographs, here’s your answer. Filling a fairly large building are a plethora of milling, grinding, boring, bending, cutting and other machines. I wasn’t quite sure what task each performed.

Taking up the small spaces between the machines is an incredible collection of vintage and mostly original motorcycles. Pope, Flying Merkel and Harley Davidson just to name a few. Did I mention the cars? We viewed a collection of impressive pre-16 cars that Tom is currently working on for his clients, including a Cadillac, Pope Hartford, Ford, Mitchell, a Pierce Arrow (with a cast-aluminum body!) and a later model Franklin.

After coffee and doughnuts, and much BS-ing, Tom demonstrated the proper technique for grinding camshafts in a machine that probably weighs twice as much as most cars. He finished up shop class by going over the finer points of re-boring an engine block, in a machine that was at least 11 feet tall!



Pictures contributed by Doug Durein

**NEXT NUTS AND BOLTS WILL BE AT DON AZEVEDO'S HOUSE, SATURDAY SEPTEMBER 5, 2009
BONUS OFFERING OF A TAKE HOME GIFT!!!**

MONTEREY TO SANTA BARBARA IN A 1907 SPYKER

In July 2009, the Alice Ramsey Tour (Richard Anderson's Version) arrived in San Francisco, and accompanying the group was a 1907 Spyker that started the Ramsey tour in New York City, and followed the Andersons all the way across the country.

On arrival in San Francisco, the Ramsey Tour was hosted to a BBQ at Chrissy Field (Presidio). The Anderson family (and their Maxwell) immediately departed. We arranged dinner with the Spyker's drivers, Mr. Hans van der Wooden, and Mr. Willem van der Horst, and found out that the Spyker was going to be domiciled at the Candy Store in Burlingame, until its owner from Amsterdam, Mr. Stijnus Schotte (pronounced Stine'us Shot) would be returning to San Francisco to drive it to Pebble Beach for the Concours in August.

eMails back and forth to Stijnus discussed routes to Monterey and from there to Los Angeles where the car was to be put on a KLM freighter for the flight back to the Netherlands. Since the Spyker is not a car that you take on the "highway" (it's too slow), all roads chosen would be "secondary" roads which wasn't too hard to do along the Pacific Coast.

Co-Pilot for the first leg of the journey, Burlingame to Monterey was Don Johnson, BAHCC President. Don chose a route West on Highway 92, then South to Highway 35 (Skyline Blvd)., stopping at Alice's Restaurant at Skylonda, CA (Woodside) for lunch. The route continued down Skyline to Big Basin State Park, then through Felton, and a stop at Santa Cruz Wharf for a "coffee break". From Santa Cruz, Don and Stijnus picked up Highway 1 through Watsonville, Castroville, Seaside, arriving in Monterey about 6PM that evening, and dinner on the Monterey Wharf. Don's wife Pam, and their grand daughter, Jessica followed in Pam's car.

Muriel and my portion of the trip was co-pilot for Stijnus from Monterey to Los Angeles, however plans changed, and we were only able to continue to Santa Barbara. For the final leg, I called HCCA Editor John Meyer III who was glad to chaperon Stijnus and his Spyker from Santa Barbara to Los Angeles. Although we didn't have any contact with Stijnus on Wednesday, Muriel and I were in Los Angeles on Thursday and enjoyed dinner with him on the Santa Monica Pier. Stijnus had several Pier dinners including Monterey, Avila Beach and Santa Monica.

On Sunday, Muriel and I got up early to first see the Pebble Beach Concours d' Elegance which was where the Spyker was exhibited, along with the rest of the cars. This was our first experience at



Pebble, which was quite different than the Hillsborough Concours that we had participated in many times. Pebble Beach was loaded with very special cars, most were 50 years or older, and most were foreign cars, e.g. Bentley, Bugatti, Rolls Royce along with a few American cars - Pierce Arrow, Packard, Oldsmobile "Limited", Stanley, Cadillac and Lincoln. Most of these cars were gorgeous "trailer queens", although the "Limited" with its 43 inch tires was an unrestored car, in beautiful shape. It was the largest Oldsmobile ever made. Probably a bear to drive however.



The Pebble Beach car owners were quite impressed with their cars (and themselves). We were told the entry fee was \$5000 to get your car on the field, and the car itself (and maybe the owner) had to have a pedigree. The awards went to the "prettiest" cars, and sometimes to the most unique cars, mostly the European cars. The "Limited" probably qualified for a "cash for clunkers" or at least "a gross polluter", but nobody seemed to care. It needed a "ring job", badly.

Stijnus' 1907 Spyker was in front of the Spyker tent (but no Stijnus, as Stijnus was out looking at the exhibit). The Spyker Company in Holland now makes a new sports car which is a cross between a Chevy Corvette and a Ferrari. The company (no relation to Stijnus' car) has sold 100 cars at \$250,000 each, and was exhibiting at Pebble looking for a California market, hence a beautiful reception area with several cars (and salesmen) on display.

While browsing the field, I called Stijnus by cell phone, and we agreed to meet after we had seen the cars. On my second call, after seeing the cars, Stijnus described what he was able to see from his vantage point near the reviewing stand. Muriel and I also had a good view of the reviewing stand, and at some point I asked which car was right in front of him. Stijnus said "It was a red Bentley".



That same red Bentley was nearest Muriel and I. A little more description from Stijmus gave us a better idea of where he was standing. At one point, I looked up, and saw that he was directly above me on the stairs talking to me on the phone. I asked if he had on a striped shirt, and he looked down at his shirt and said, "Why, yes, I do. Do you see me?" I suggested he look through his feet onto the first floor, and I was standing directly below him. We laughed.

Stijmus, a single guy aged 44, has a passion for the old cars, including the Spyker that his father acquired from Australia in 1971. He and his mother run a car museum in Rotterdam. His father passed away 10 years ago, but Stijmus and his mom travel all over Europe in their 1936 Bentley Convertible, or sometimes the Spyker. Stijmus also piloted the Spyker twice from "Peking to Paris", a 10,000 mile 9 week trip, in both 2005 and 2007. So the Spyker has a lot of miles on it, and is a seasoned traveler. Stijmus is in the "building demolition business", and does several projects a year in order to fund his hobby, touring in the "Spyker".

The following morning, we met Stijmus at his hotel, and then headed down Highway 1. Stijmus had his own driving habits, two things in particular. First, he considered arterial stop signs only a suggestion to stop, and most of the stop signs he cruised through at 25 mph. This was very disconcerting, and really created problems for Muriel who was following. Also, Stijmus had no "clue" to "pull over" when you have more than five cars behind you. And for the first part of Highway 1, the hilly part, we had a lot of cars. When they passed, there was more than a few "one finger" salutes, and I am sure that they didn't think that we were #1.

Muriel shadowed us with our first stop being at Big Sur Bakery. A sheriff talked to us about "pulling over for passing", and his last question was "is that thing registered". Of course it was, in Holland. That's the last we saw of the Sheriff.

What a great stop at the bakery. It was also a Stijmus mandatory stop at 11AM (coffee) and 3PM (beer), plus lunch in between. Today's drive was to end in San Luis Obispo, about 140 miles down Pacific Coast Highway One. The first 70 miles were very hilly, great views of the ocean, and mostly right along side the ocean. Once we got near Hearst Castle at

San Simeon, the road straightened out. The elephant Seals just south of San Simeon were a sight. Muriel thought these animals had washed up on the beach and were dead. But, after a closer look, they had crawled on the beach, then covered themselves with sand (using their flippers), and were sunning themselves. Probably 100 to 150 of them, some maybe as heavy as 1500#.



Continuing South on Highway 1, we stopped for the "beer break" in Morro Bay, and then continued via the back roads (Los Osos Valley) to San Luis Obispo arriving there at about 5:45PM. Dinner was at a fabulous restaurant

on Avila Beach Pier via Muriel's



modern car. At 11PM, as we were leaving the Pier, a fishing boat had just docked, and was unloading live fish for Chinatown fish markets in San Francisco. All of the fish had been caught by "line",

and only a couple were dead which were tossed aside. The live ones were weighed and put in a tank on the truck for early morning delivery to San Francisco.

On Tuesday, we headed south on Highway 1 from San Luis Obispo via back roads to Pismo Beach, then to Grover City where we took the Spyker onto the beach at Oceano State Park to play in the sand. This turned out to be a great ride with Muriel in the back seat, cruising five miles down the beach past the dune buggies, and campers, and the great sand dunes (and



Hummers, sand rails, etc. that cavorted there). The weather was still overcast and it would have been nicer if we had sun. Stijmus did a two wheel drift while making a u-turn

in the Spyker. We then headed back toward where Muriel had left her car.

From Grover City, we stopped in Arroyo Grande for the “coffee” stop at a Hawaiian bakery. Stijnus made a call to a Pierce Arrow Restorer, Robin Oslein in Nipomo, about 20 minutes away. Robin showed us several projects including an 855 cubic inch Pierce Arrow engine and two large Pierce Arrows (aluminum bodies) under restoration. Robin had three cars win in Pebble Beach, and he is a true craft craftsman. One of John Bertolotti’s Pierce’s was at Robin’s to get a “two speed” Volvo “overdrive” unit. Robin helped Stijnus with some “duct tape” to repair a leaking oil line (it made things worse, however as we would later find out). There was also a water pump leak, drip, drip, drip. Stijnus – “don’t worry about it”. I didn’t, it was his car.

Heading South from Nipomo is some beautiful country back roads along side the lush row crops of many different types. We took back roads to return to Highway 1, then Highway 1 toward Los Alamos. At Los Alamos, we added three quarts of oil (the duct tape wasn’t working too good, and the water pump continued to leak.) We then pulled onto Highway 101, the shortest distance to Solvang via Buellton. I didn’t realize that between Los Alamos and Buellton (about 15 miles) is “downhill” which turned out to be a blessing. The Spyker cruised downhill at 45-50 mph, a far cry from what it did going up hill. I gave up trying to communicate with Stijnus over 35 mph due to the wind noise however.

From Buellton, we headed to Solvang for a lunch of Danish sausage and “ebelskeevers” at a Danish restaurant across from the historic Windmill. After lunch we continued East through the Santa Inez valley past beautiful horse ranches, past Michael Jacksons “Never Never Land”, and past Ronald Reagan’s Ranch to San Marco Pass highway. The road was a combination of two and four lane, and for the most part the Spyker was able to keep pace. On some hills, Stijnus pulled over, and let traffic pass. He still didn’t stop at the arterial stop signs however. That really bothered me.

We were opposite San Marcos Lake, climbing San Marcos Pass, when Stijnus motioned to me stating that the “goj” wasn’t registering. It took a lot of thought to figure out what he was talking about. The “goj” was the oil “gauge”, which



read “O”, nada, no movement. We pulled over at an overlook above the San Marcos Lake to check it out. We were low on water, and while there was water water everywhere, there was not a drop to drink, and only one quart of oil left. The oil was added, a coke and a couple of bottles of water to the radiator, and we were off again.

The remainder of the trip was cautious, down the windy and narrow San Marcos grade into Santa Barbara, arriving there about 5:45 PM. A street fair was going on, and lots of people and traffic. We bid adieu to Stijnus, and turned the reins over to John Meyer III whose daughter was going to drive him from LA (where John lives) to meet with Stijnus the next morning. The final leg into LA included a stop at the Indian Motorcycle, and another vintage car place. The Spyker was then delivered to a freight forwarder who strapped it to a pallet for loading into the cargo hold of the KLM freight plane for its trip back to Amsterdam.

In Sept. 2009, Stijnus is going to be the “trouble” truck driver for the HCCA International Tour headquartered in Rotterdam. He indicated we will probably see the Spyker in the US for an “International Tour” that he wants to put on probably in 2010. You will all enjoy his company, and stories about the thousands of miles that the Spyker has travelled during the past 10 years. Our days with Stijnus were truly memorable.

Eric and Muriel Lundquist

BIRTHDAYS

COSTA	Tony	9/1
FORBES	Frank	9/1
HOPKINS	Clyde	9/6
STANFIELD	Wayne	9/9
LUIS	Alice	9/11
MCCLISH	Barbara	9/16
ORTMAN	Bill	9/18
GULARTE	Lee	9/20
SILVERA	Sharon	9/20
BOYDEN	Jean	9/25

ANNIVERSARIES

CERRUTI	Mark	Veronica	Sept. 6, 2003
BUTLER	Layden	Jean	Sept. 20, 1986
AZEVEDO	DonJ	oyce	Sept. 21, 1974
AZEVEDO	George	Genelle	Sept. 25, 1945
HAIST	Whitney	Diane	Sept. 27

BAHCC General Meeting Minutes of Wednesday, August 5, 2009

The summer time meeting began promptly at 7:30 P.M. with President Don Johnson presiding. He welcomed new member Doug Ogden and announced the July/August birthdays - Esther and Joe Sernach, Bill Brommer, Walter Sowell and Don J. too. Anniversary wishes were extended to Esther and Joe Sernach and Susan and Doug Durein.

Don queried the members to confirm that everyone had received their current copy of the Club Gazette and receiving affirmatives, proposed that the reading of the June General Meeting and Board Meeting Minutes be waived and approved as printed. All agreed.

Dave Pava offered a Treasurer's Report reflecting a balanced financial status. He commented that the accounts will show more action after this month's Swap Meet. The Board will discuss options for any disbursement of funds left from the National Tour.

Communications: Nancy Byl sent a thank you note for the get well flowers and phone calls.

Miscellaneous Club bulletins were displayed for sharing. Thank you compliments were extended to the July 4 th helpers - Ruth and Walter Sowell and their son, for the great barbeque set up, and Don Azevedo for the delicious sno-cones. Also of note were the folks who conducted the post-parade tour to the Camron-Stanford House on Lake Merritt.

We also received an inquiry letter from Sharon Gooding, HCCA Executive Secretary, regarding the current status of active vs. inactive members and national enrollment. Bill Brommer, for Membership, will follow-up with phone confirmations and response. Also reported by Bill was the new and improved quick response from the new secretary re: issue of new badges.

Don Azevedo sent the Club "project" Binder around the room for member reading.

Muriel Lundquist, Gazette Editor, said she was very happy with the great response of photos and stories — keep up the good work. Every submission makes good reading. Susan Durein, Sunshine, mentioned news of Dick Silvera recouping from a heart attack, Joe Chmielewski also dealing with heart problems and Bayard Brown healing from auto accident injuries.

Johnny Crowell, Vice President, figured we'd use meeting time to work on Swap Meet issues.

Tours: Doug Durein gave an overview of the upcoming Ice Cream Social which will involve a tour from Orinda over to Point Richmond for lunch and dessert. He invited all members to join in.

August 15 - Garden Railroad Tour - see flyer for details.

Bill Brommer reminded everyone of the Nuts and Bolts event on Saturday, August 8, to be held at Tom Holthaus' shop. Plan to carpool - coffee & doughnuts and great demos.

Old Business: BAHCC Swap Meet on Sunday, August 30 at Cal State Hayward. Don Azevedo has sign up sheets and a need for volunteers - please sign up! Advertising and lots of flyers have been distributed, plans are set for vendor spots with an area for old cars to show and/or sell. This is a great chance to sell and support your Club.

Tony Wollesen related how a few club members joined Erika and Ben Kopman in the garage "rod replacement" repair of the T. Some suggestions, some recycled parts, a test drive around the block and wow! it's ready for the next tour!! Thanks guys. We saw the photos - Erika & Ben good work.

Restorations: Mark Cerruti happily announced that after many years he has actively started work on his Maxwell with the help of mentor, Whitney Haste. He projects that it'll be ready for the road in 3 years - way to go Mark! Don Azevedo says that new member, Lynn Kissel, has purchased a 1914 "Annie" that has lots of promise and only needs some TLC to make the next road trip.

Events: Whitney Haste told of the Sunday, October 4 th, train ride offering in Sunol celebrating William Howard Taft and the Yosemite rail line. Period costumes, cars. Ask Whitney for details.

Dave Pava said to mark your 2010 calendars for the Packard Club Palo Alto Concours on Sunday, June 27, 2010 which will feature a "new" class for showing Horseless Carriages. Get the polish out.

Walter Sowell told us about his fun weekend post July 4 in Manteca where he participated in a car show with lots of pre '48' cars winning "Best of Show" and prize dollars, too.

Don Azevedo told the membership that they should be proud because our Club had been awarded "Best Club Participation" in the Santa Clara Endurance (Speedster) Run. Don won the time trials - congrats! And Don added, that if you want to test your acetylene headlamps go to the 1 mile long tunnel in the Kanab National Park (Utah) because it's really really dark there. George and Genelle Azevedo enjoyed the trip too.

Joe and Esther Sernach shared their interesting tour stories of the June National Tour in Boise, Idaho - lots of friends, cars, historic spots, scenic roads, old state prison, fields and fields of corn and wheat. Esther won the "Best Dressed Lady" award. Beautiful indeed.

Hospitality: Thanks to Susan and Doug Durein for the marvelous angel cake and fresh strawberries - a true summer treat. And with no other items on the agenda - Don Johnson closed the meeting at 8:40 P.M.

Minutes by Kaaren Brommer, Secretary 8/19/09

BAHCC Board Meeting Minutes of Wednesday, August 19, 2009

The meeting was called to order at 7:30 PM, at Joyce and Don Azevedo's home with all Board members present. President Don Johnson asked Secretary Kaaren Brommer to read the June 17, 2009 Board Meeting Minutes as a refresher. One correction was made regarding the location of August Nuts & Bolts seminar - the notes should have read: Santa Clara. A motion was made by Bill Brommer that the Board accept the minutes as read and amended, seconded by John Morrison, and the motion passed.

Next on the Agenda was a financial report by Treasurer Dave Pava. He outlined some of the options the Board could utilize regarding the final monies in the National Tour account. After some discussion, Johnny Crowell made a motion, seconded by John Morrison, that the Bay Area Horseless Carriage Club should divide the National Tour residual monies between the Santa Clara, Santa Rosa and Bay Area Horseless Carriage Clubs. The motion was given a unanimous "yes" vote. Dave will write and send a letter of explanation and thanks with the checks. After all items have been processed, Dave will close the bank account. A copy of the monthly financial report is filed in the Secretarial Binder for reference.

Kaaren Brommer, on behalf of Joe Sernach, asked the Board to approve the spending of Club money for a replacement coffee pumper to be used for each month's general meeting hospitality and for the Swap Meet. The Board gave it's approval.

Don Azevedo offered a suggestion for a future entertainment spot. He thought everyone might enjoy hearing some storytelling adventures from member Jim Ryan's son, Matt and his wife, who recently built a Model T and did a little rustic camping. Johnny Crowell said it sounded like a good plan.

Bill Brommer asked for some input regarding the "membership update" list sent by the HCC office. Bill has called most of the members on the list to confirm their status and will respond to Sharon Gooding accordingly. All Board members have pledged to support the active recruitment of new members via outside club

contacts, advertising or letters of welcome. Bill also mentioned that the next Nuts & Bolts will be at Don Azevedo's on Saturday, September 5 - with a bonus offering of a take home gift.

John Morrison said he has set the date for the Pumpkin Tour for October 18. And while there is no chairperson, a route has been suggested. Details TBA.

The September History Days at San Jose's Kelley Park is set and a sign-up sheet will go out at the next general meeting.

And many volunteers have come forward to assist John in setting up the Sunday, November 8 Field Meet & Reunion. Need Gazette blurb & member letter to be written. Details TBA.

If folks would like to attend a great Tour - check out Ironstone in Murphys, Sept. 26.

Don Johnson informed the group that he had received a communique from the Lucas Tire Company asking if we'd like to receive their current catalog - enough to share at a meeting. The Board said yes. And asked that he would find out if a group purchase warrants a discount ?

Old Business: There was a discussion around the upcoming Swap Meet. Don says that Norm Schwartz, Registrar, says that over 100 applications for spaces have been received to date. All seems set, volunteers are needed, some signs will be made for the food booth and we'll have to ask at the next meeting for members to bring their cars for display.

Another item of interest is the need to invite members to join the Board - as members of service prepare to leave their current positions. Plan to announce this at the General Meeting.

With no further items for discussion on the Agenda - Don adjourned the meeting at 8:55 PM. Joyce and Don offered everyone delicious apple pie and ice cream or root beer floats - our thanks for their hospitality.

Meeting Minutes

by Secretary Kaaren Brommer, 8/22/09

HAYWARD SWAP MEET AND CAR SHOW
CAL STATE UNIVERSITY HAYWARD
SUNDAY, AUGUST 30, 2009
6 AM TO 2 PM

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



CALIFORNIA
BAY AREA

