



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



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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: No longer monthly. See calendar for schedule. Members welcome.

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

WEBSITE: www.BAHCC.org

EDITORS NOTES:

Thank you for your enthusiasm about our new columns and a big thank you to all of you that have contributed pictures and articles. More volunteers are needed for upcoming issues so be sure to look for car pictures and articles to be submitted and for the ladies column - new and old ideas are welcomed. Thank you Kaaren for your article on Chatelaine's this month. I know I learned something new and now know what some of my mother's old pieces might be. Check out the calendar for upcoming events and be sure to join us at the meeting with your brass cleaner in hand. Submit articles by the 20th of the month.



ON THE ROAD AGAIN

Is it just me, or do I sense a theme occurring lately, both with nature and the horseless carriage owners ? Yes, the blossoms on the trees are popping and the urge to drive is rising - mostly due to the improving weather and the widening window of opportunity inviting us out onto the open road ! I hear in-depth conversations about the best carburator, tune-up test or greatest brass polish and the ladies are unpacking their dusters, restocking their picnic baskets and fluffing their feather hats.

And I can prove that heartfelt desire because -- on Valentine's Sunday, following an enjoyable social hour and delicious luncheon meal - Ed & Karen Archer and Joe & Esther Sernach invited the ladies and gents to share the seats aboard their antique cars and were instantly transported into a sunny day mini-tour via the back roads of Bollinger Canyon - out viewing the green hills, wandering creeks and high flying hawks.

So, musically as they say in the song, "I'm on the road again" -- it's your turn to haul out the map, gas up those tanks and get ready to roll --- the Green Brass Tour is announced for March -- and my little "K" car loves the feel of the wind over the hood and the spirit of spring !

MARCH BIRTHDAYS

MORRISON	John	3/1
KOPMAN	Ben	3/2
BORGES	Gary	3/3
O'Neill	Carol	3/3
ARCHER	Ed	3/04
SHELDON	Linda	3/8
SCHWARTZ	Norman	3/10
HIRONIMUS	Gene	3/13
VOLQUARSEN	Lee	3/13
CERRUTI	Mark	3/14
MCCLISH	Don	3/14
NELSON	Marion	3/18
ROSEN	Bob	3/20

MARCH ANNIVERSARIES

RIGGS	Lloyd	Jane	Mar. 1, 1952
JOHNSON	Don	Pam	March 7, 1964
SHELDON	Wayne	Linda	March 19, 2010
REAK	Ron	Bea	March 21, 1964
CROWELL	Wes	Henrietta	March 30, 1992
STONER	Dave	Donnis	March 31, 1990

Meeting reminder from Johnny!

At our March meeting we will be sharing our brass polishing secrets. I have none (at least not as good as many of the members) but I will provide the old lamps, etc to work on. If only a couple members bring their favorite products, techniques, etc along this will be a boring exercise. If we all chip in, this could be fun. And what better.....brass polishing secrets of a brass car club.

LADIES COLUMN



CHATELAINES

The Ladies Charm Holders of Yesteryear

The name “Chatelaine” is French, and literally translates as “Lady of the Castle (or Chateau)”. Chatelaines existed during Roman times, being worn by both men and women. Pockets in garments were non-existent. Necessary personal items were held on chains that fell from an ornate plate or medallion that clipped to the waistband of a garment.

Chatelaines increased in ornateness during the nineteenth century. It was the Victorian’s version of keeping up with the Joneses. Silver and gold, as well as steel, were used to make chatelaines. Decorations included enamel, semiprecious stones and cameos.

A chatelaine was a favorite wedding gift. It served as a status symbol indicating the bride’s new position as mistress of the household. A chatelaine was presented to Princess May of Teck on her wedding day. She later became Queen Mary. Her chatelaine was made of gold and bloodstone, set with diamonds and rubies. The stones on the medallion formed the letters of her name.

Between three and nine chains usually hung from the medallion. Occasionally up to twelve chains were found. Chatelaines were considered “day time” jewelry.

Sewing chatelaines usually contained a thimble bucket or case, sandwich-type pin cushion, scissor case or sheath, needle and bodkin case, and a tape measure. Additional accessories might include a memo pad made of slivers of ivory, scent bottle, or button hook. When a lady wore a watch, its winding key might be found on a chatelaine chain. Some of the chains were made of links of pierced metal that gave the illusion of being made of lace. Lucky charms also were attached to chatelaines.

Early chatelaines were sold with matching pieces attached to the chains. Later, the medallion with chains was sold without attachments. The customer attached whatever she wanted. When this occurred, the decoration of the pieces would not necessarily match. Sterling silver sewing gadgets and tools were status symbols of the professional milliner, dressmaker, or quilt maker. Specific tools to hang on the chatelaine were made for each craft. A grateful customer gave her dressmaker a gift of a silver tool for her chatelaine. There is no way of telling if a chatelaine with mismatched pieces was assembled during the late nineteenth century or recently by an antiques dealer.

Chatelaines were made in the United States, England, and Continental Europe. Gorham, Tiffany, and Whiting made silver chatelaines. The medallion and the individual pieces will have the makers’ mark. Missing chains or pieces bring down the value. The best examples are obtained from dealers who specialize in estate jewelry.

Source: “Zalkin’s Handbook of Thimbles and Sewing Implements”, by Estelle Zalkin, Warman Publishing Co, Inc., Radnor, Pennsylvania, 1988, Chapter 19, pg 139.

Submitted by: Kaaren Brommer

We still need volunteers for future “Ladies Column” articles. Please sign up at the next meeting.



GREEN BRASS TOUR



HUGE PRIVATE ANTIQUE FARM and RANCH EQUIPMENT COLLECTION

Sunday, March 21, 2010 10 AM

Meet at the Rudgear Park and Ride in Walnut Creek
We will depart at 10:30 - Trailer parking is available
About 45 miles total – mostly level – suitable for 1 & 2 Cylinder Cars

This collection is never open to the public and the owner - who was born and lived on the ranch his entire life - has asked for security and privacy reasons that we not publicize this event beyond our own chapter members.

You will enjoy a guided tour of 100's of antique farm and ranch implements and tools – many restored by their owner - plus a working blacksmith shop all housed in one of the largest barns you have ever seen. Wear walking shoes and be prepared to squeeze by machinery packed in close quarters.

The club will provide the traditional coffee & donuts before departure &
A subsidized lunch will follow the ranch tour - \$5 per-person (club member) to be paid on the day of the tour.

Questions? David Pava 925-932-2923

Wanted

Horseless Carriages & Judges
For
The Palo Alto Concourse

Sunday, June 27 2010



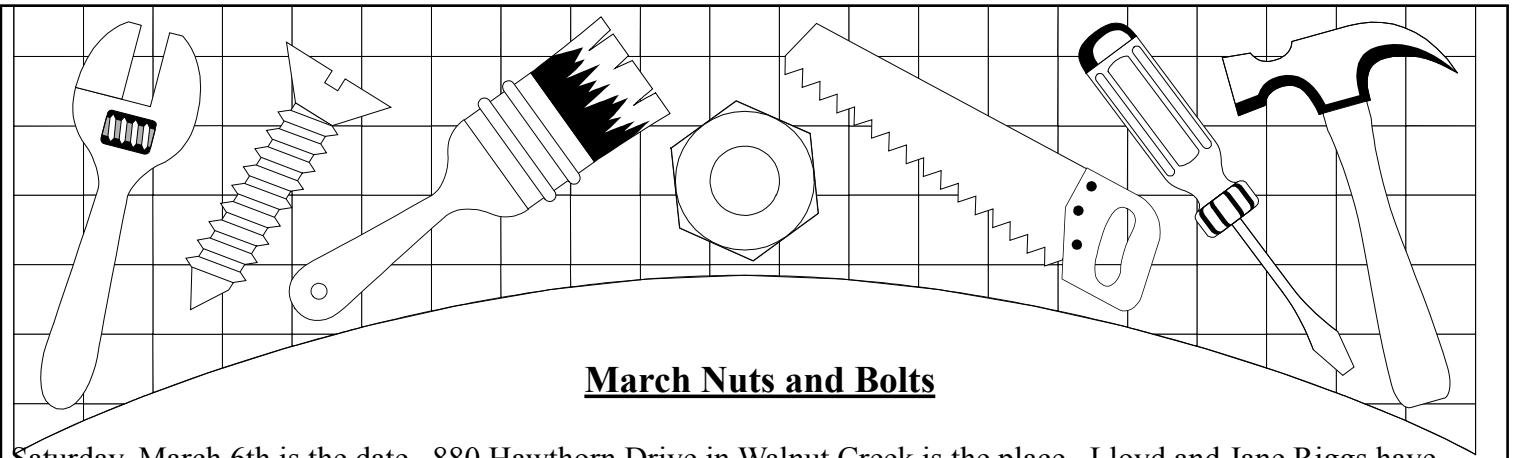
Horseless Carriage Classes this year with separate judging and awards for

1 & 2 cylinder Cars
Pre '16 Model T Fords
All Other Pre'16 Cars

You may chose do have your car judged or not.

Contact David Pava if you would like to show your car or judge.

David Pava
925-932-2923 home
925-933-9792 x106 office
David@Pava.com



March Nuts and Bolts

Saturday, March 6th is the date. 880 Hawthorn Drive in Walnut Creek is the place. Lloyd and Jane Riggs have graciously offered to host the Nuts and Bolts gathering for March. After viewing Lloyd's collection of Harleys and admiring his Auburn and T-birds, Lloyd will demonstrate mig welding. Please bring welding helmets (if you have one) to protect your eyes and watch the welding process. Jane will host the women in the on-site ice cream shop and display quilts, so ladies bring your favorite quilt to share if you wish. Lloyd and Jane have a nice display of toy trucks and other toys inside the ice cream shop for our viewing pleasure. To get to the Rigg's home, take Ruderger Road to the east off the 680 freeway and turn left on Palmer. At the stop sign and fire station, turn right on Hawthorn. The Nuts and Bolts begin at 9:00 and we are all finished by noon.

Tech Tip * JEEPERS CREEPERS**

Do you have trouble sliding on your creeper under the car? Not enough clearance? Do the wheels not roll smoothly? Is the ground too rough, rocky or uneven? Well then, here is the perfect solution.

Go down to Costco, Office Max or Staples and get yourself one of those plastic carpet protectors that go under an office chair. Place it under your car and then you will be able to easily slide under your car and back out. It gives you maximum clearance. Also if grease, oil, gasoline, or water drip onto it a quick wipe of a rag will clean it up. Punch a couple of holes in it and hang it on the wall when not in use.

RIDING THE RAILS

Everyone has had such a great time riding up to Sacramento on Amtrak the last couple of years that it has been suggested by some of our members that we take a longer trip and do it first class. As some of you already know, Kaaren and I, at one time owned and operated a private railcar, a California Zephyr Dome car. We no longer own it, but two good friends of ours have a similar Dome Car and it just so happens that it's home base is Oakland, CA, and it would be available for charter. So we would like some feedback from you to find out if you would be interested in a Private railcar trip from Oakland to Reno and back.

It's a great trip through the Sierras and over Donner Summit, especially when viewed from the upper level dome seats. The trip would take place in January or February of 2011. (hopefully with a scenery covered with lots of snow!). It's a two day trip - one day up and one day back. There is an overnight stay in Reno at a hotel of your choice. The car that we would be chartering is a dome car called the Silver Lariat once used on the famous train the California Zephyr. Service on the car is First Class. All meals and drinks are included in the price. And what is the price you ask? The cost would be approximately \$300.00 per person - round trip based on 48 participants, not including the hotel fees.

If you would be interested in a trip of this type let Kaaren or I know in person, by phone (510-538-1795), or e-mail(sszephyr@aol.com) . If you would like to see more about the Silver Lariat - go to www.CalZephyrRailcar.com and click on Silver Lariat.



V ALENTINE'S DAY LUNCH AND DRIVE THROUGH BOLLENGER CANYON



As **THEY** say: **A Picture Is Worth A Thousand Words.** So as you can see from these smiling faces, **WE HAD A GOOD TIME** at the Valentine's Day Lunch. The Brass Door Restaurant in San Ramon served a delicious lunch & we had our own private room so we could talk & laugh as loud as we wanted. The sun was shining for our Tour after lunch. So those who had not brought their antique cars piled into Joe & Esther Sernach's 1909 Patterson Touring & Ed & Karen Archer's 1921 Model T Ford Sightseeing Bus. Doug & Mary Lou King brought their 1934 Ford Coupe Vintage Machine which only holds 2 people. Some members followed in modern cars & some had to leave for home or other Valentine's Celebrations. We drove through beautiful Bollinger Canyon over rolling hills covered with green grass that looked like velvet. This is horse country & they were all out enjoying the lovely day & watching our cars drive by. We even saw a herd of Ostrich, a few with heads hanging over the fence & about 15 or so running in the field. The road ends at Las Trampas Park. We stopped for some pictures & then drove back to the Restaurant where we said our goodbyes. The end of another fun filled day with good friends, food, & of course antique Autos. **THANKS** to all those who attended:

Karen & Ed Archer; Joyce & Don Azevedo; Kaaren & Bill Brommer; Susan & Doug Durein; Diane & Whitney Haist; Pam & Don Johnson; Dou & Mary Lou King; Carolee & John Morrison; Esther & Joe Sernach.






THIS MONTHS CENTER FOLD CAR WAS SUBMITTED BY PRESIDENT KAAREN BROMMER.
CAN YOU IDENTIFY WHAT THIS CAR IS? SHE WILL BE CHECKING FOR ANSWERS AT THE MARCH MEETING.

March 2010



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 General Meeting	4	5	6 Nuts and Bolts Lloyd and Jane Riggs 9:00 am See info in this Gazette
7	8	9	10	11	12	13
14	15	16	17  Board Meeting Haist Residence	18 Chickasha Pre War Swap Meet	19	20
21 Green Brass Tour See flyer	22	23	24	25	26	27
28	29	30	31	April 7 Potluck April 15-17 Bakersfield Swap Meet May 26-29 Santa Clara Spring Tour Solidad June 27 Palo Alto Concourse July 4th Parade - Piedmont August 29 Swap Meet Sept 12th History Park December 11 Holiday Party		

Lazze Metal Nuts and Bolts

February 13, 2010

On February 13, we had the rare privilege of visiting the manufacturing facility of Lazze (pronounced like Lassie, the famous wonder dog). Lazze produces a variety of metal working tools of his own updated design having fine tuned them for high quality production of metal automobile parts. Lazze is from Sweden where he learned the trade - mostly self taught, because there was no one there to teach him. The equipment that he found available did not suit his needs so he began to design and build his own. By trial and error he was able to reproduce a new body for both his 1932 Ford Roadster and Coupe. When others found out what he was doing they beat a path to his door and he began to build the tools for others - and the rest is history, as they say. But it didn't end there. Since the summers are short and the winters are long in Sweden he was not able to drive his hot rods as much as he liked. That's when he made the decision to move to the United States and fortunate for us he chose to set up shop in Pleasanton.

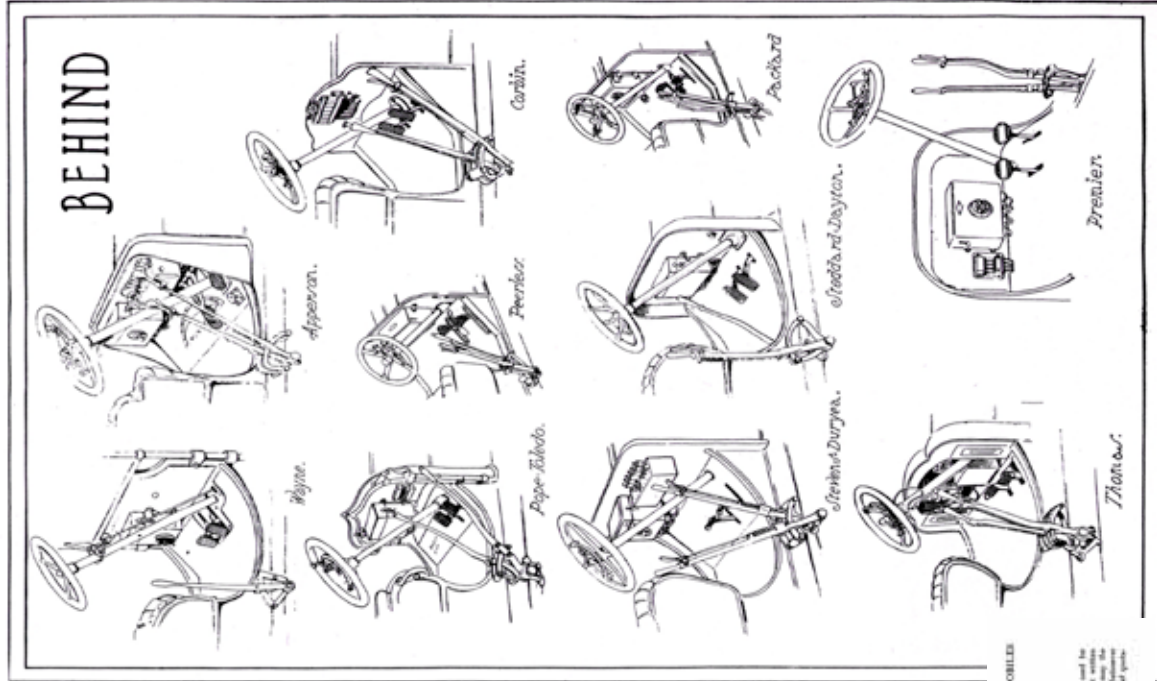
He was a most gracious host as he gave us a tour of his immaculate shop. He very patiently showed us each of his machines and how they were used to form and shape metal. We found out that there are really only four ways used to shape metal -- roll, bend, shrink and stretch. Amazingly, with these four ways you can form most any part or complete body for an automobile. Lazze not only manufactures and sells his metal forming machines he will also teach you how to use them in his 3 and/or 5 day intensive hands-on workshop classes. It was a great morning enjoyed by all from both the Horseless Carriage Club and the Antique Automobile Club of America. Thank you Lloyd Riggs and Don Azevedo for arranging it. Sorry there was no time to take pictures - we were all too busy paying attention to Lazze and what he had to say !

For further information you can log onto his website at www.lazze.us - lots of pictures there.



Car Equipment . . .

In 1906 one of the first American automobile shows was held at the Coliseum in Chicago. The sketches on these two pages appeared originally in a 1906 edition of the *Motor Way* magazine under the title "An Extraordinary Show." They show the various types of gear-shift levers, dashboard equipment, foot levers, and steering wheels exhibited. Practically all the drawings are of cars having both hand-operated throttles and spark-control levers. Some



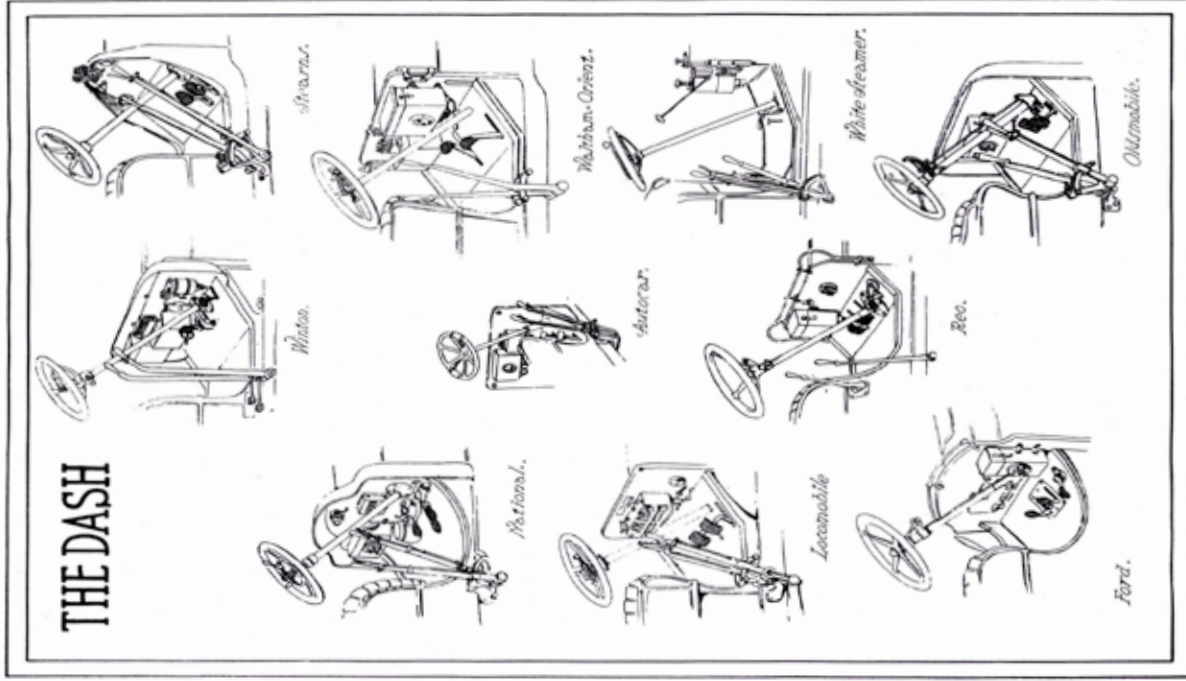
TRADEMARK OF EARLY AMERICAN AUTOMOBILES
1877-1905

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. . . of 1906 Auto Show

of the gearshift levers indicate selective-type transmissions, others are progressive-type, and still others are levers showing the operation of planetary-type transmissions. Some of the cars have coil boxes on the dashboard and many have sight-feed drip oilers. It is interesting to note that none of these prominent cars exhibited in 1906 had front doors. Of the twenty cars here sketched, Autocar, Reo, Packard, Ford, and Oldsmobile have stood the test of time.



ARE ELECTRIC CARS IN ANY- ONE'S FUTURE?

Two years ago electric powered cars was touted as the "solution" for personal as well as commercial vehicles, and being in the market for the commercial side, we explored commercial, as well as personal electric car market. This article (apologize for the length) covers both markets, as it is important to look at both sides. Being car guys, electric vehicles present interesting alternatives. Our conclusions were that electric commercial vehicles may work, but electric personal vehicles, probably not, and its all about economics. Here is some background for both.

According to Popular Science magazine, 75% of those driving cars, drive less than 40 miles per day, hence those drivers would be ideal candidates for future fully electric or "EV" vehicles. Whether this expectation is realistic will depend on a lot of things including how much we use our vehicles and the cost.

In 1895 lead acid batteries were the only source of power for cars and trucks, and in 1895 there were car endurance races for these battery powered vehicles held in New York; and this was years before the "IC" or internal combustion engines first appeared in cars (1898 Mercedes Benz High-wheeler was the first). From 1895 to 1915, all of the New York City hansom cabs were electric, as they were "the best thing available at the time".

Starting 1904-1908, refinement of the "IC" engine and mass produc-

tion of automobiles replaced the slow and heavy electric cars and trucks. By 1920 the slow, heavy electric vehicles were off the road. In the mid-1930's, the "automotive" diesel engine developed by Clessie Cummins of San Rafael, CA debuted in heavy trucks. The diesel has become the standard engine for cars and commercial vehicles everywhere except for the US. Presently, despite the alternative sources of power, the "IC" engines power most US. vehicles. In the 1980's General Motors spent billions to develop the EV1, a small two passenger spaceship looking vehicle with limited range. The EV1, powered by lead acid batteries and a then "state of the art sophisticated AC electric motor" proved commercially unfeasible due to both high costs, low range, and low capacity (2 passengers). The EV1 never made it past the "test" group.

In the 1980's Honda ventured and abandoned a two passenger electric vehicle about the same time for the same reasons.

Ford had a test group of "Ranger" pickups. They too were abandoned. The City of Menlo Park had some, and their range was maximum 50-60 miles, to short even to get them to the servicing dealer in Livermore and they had to be towed in.

Now 30 years later, as a result of new advances in both electric motors, motor controllers and new composition batteries, todays market offers environmentally green "hybrids", a combination battery and "IC" engine vehicle. Soon our market will have all electric vehicles from General Motors, Ford, Chrysler, and Smart car plus others from the far east, as well as "boutique" cars such as Tesla (San Carlos, CA).

Many will be powered by lithium ion "LI" battery technology which is far different than lead acid. "LI" batteries, weigh 60% less, and have three times more energy so other than initial cost, they are far superior to the old lead acid batteries. According to some experts, "LI" pose a fire danger if in an accident, however this isn't well publicized, and there are too few vehicles are on the road with this battery technology to determine whether it is a hazard or not.

New electric AC drive motors utilize computers to produce superior efficiency, torque and horsepower and feature regenerative power when braking or going down hill. These advances plus the desire for a "carbonless footprint" has given the electric car new hope, and possibly there might be a fully electric "EV" for the masses.

Expected to debut before year end 2010, is the new Chevrolet VOLT, a four door sub-compact electric sedan with a 40 mile range, and a gasoline "generator" on board to recharge the battery once the car has travelled 40 miles. The VOLT is thought by some to be GM's salvation and others think it will be another GM disaster. In early 2009, GM Vice President Bob Lutz (formerly President of Chrysler) visited the GM Michigan test track



where the new 2010 “Chevy” VOLT was being tested. Bob Lutz, a true car nut, admitted he wasn’t excited about the VOLT’s performance, but gave the VOLT a “good work, guys”. (Sincerity seemed to be lacking when he made that statement).

VOLT is powered by more sophisticated AC motors, and newly designed Korean made Lithium-Ion battery. Volt is priced about \$40,000, basically double or triple the cost of what a “IC” gasoline version of a sub-compact sedan would be. The VOLT may make “green” sense, but that seems to be the only sense it makes.

The most successful new “electric” technology so far has been the hybrid Toyota Prius which runs on a combination of nickel hydride (not Lithium Ion) battery and “IC” engine, boasting 50 mpg. For model year 2010, Toyota unveiled its third generation Prius, the first generation marketed eight years ago. The Prius enjoys good reviews from those that have purchased them, and automobile experts report surprisingly few problems with the Prius battery, although most recent serious problems plaguing Toyota have lapsed over to the Prius as well, which doesn’t bode well for Prius or Toyota.

From an engineering standpoint, the Prius, and all hybrids (Ford, Toyota, Lexus, GM Suburban, GM Escalade, etc) contain very very complicated engineering, probably one level of magnitude more complicated than a straight “IC” engine powered car. And in as much as technology is changing so fast, it is unlikely that older technology will be supported by the dealers over a long time span, hence a “hybrid” or “electric car” life expectancy may be the end of the warranty term, maybe ten years. Out of their warranty period, they may be “throwaways”, rather than fix it again Tony’s. And, for a Prius, the battery replacement alone is \$7000.

So, assuming the electric engineering is now sophisticated and the engineering remains somewhat static, why doesn’t everyone rush out to “go electric”. Well, first is the initial cost. “Hybrids” are more expensive than their IC counterparts. Prius doesn’t have a “IC” counterpart, but their stick prices of \$25,000 certainly are far more than a regular “IC” compact would bring; true “electric cars” are double or triple the cost of an “IC” powered vehicle of the same size. Some of this “higher cost” may come back in higher resale, but if the car turns out to be a “boutique” car, and not many are sold, the value may plummet, like it did with the GM Diesels of the 1970’s and 1980’s which were sold at a premium, and turned out to be dogs. So the purchase of a “electric or a hybrid” maybe be a bad investment.

From a positive standpoint, in addition to being “green”, the hybrids and battery powered cars claim lowered operating costs. Popular Science states the “Electric Car” operating costs \$0.005 to \$0.02 per mile (this is the electricity cost to recharge the battery) versus \$0.15 up per mile for conventional gasoline powered vehicles (20 mpg with gas at \$3.00 per gallon). So driving 10,000 miles per year (US average) in an “electric car” might save \$0.13 per mile or \$1300 per year. If you drove 20,000 miles per year, this savings would be \$2600.00. Even if gas doubled in price, that wouldn’t justify double or triple the vehicle cost.

Hence, the only way the “electric” car will be viable would be for the vehicle cost to come way down which would be possible with certain economies of scale. Specifically, could the battery and electric motor cost drop 2/3? Doubtful. Then assuming no “gotch ya’s” costs for battery recycling, or other problems, if economies of scale were in place, the “electric cars” may be economically affordable



as well as green. Very doubtful. But real cost reductions are unlikely, hence the “electric cars” won’t be affordable unless part of the cost is absorbed by the government, and this is exactly what some foreign governments are doing, e.g. providing large incentives to “go green”. Presently our government allows incentives for “alternative fuel” vehicles, most of the incentives being available for medium sized trucks. Real cost reductions seem unlikely however as the automotive industry is in a major slump, and lowering prices isn’t the way to improve profits, nor is pushing a high priced electric “boutique” onto the market in recession times.

Looking into the Commercial Electric Market, the same “cost” parameters apply, but for high daily mileage (UPS, FEDEX, delivery trucks, etc), electric vehicles make much more sense, and with government assistance may be viable. In late 2009/early 2010, the first commercial electric vehicles in the United States will roll out of the Kansas City plant of Smith Electric Vehicle, smith-electricvehicles.com, an English firm that has (had?) alliances with Ford. Production is supposed to be light Ford vans ½ to 1 ton, 100+ mile range, 60 mph speed to be top speed. Smith’s European version uses the Mercedes/Dodge Sprinter chassis.

Early in 2009, Smith announced

an all electric Econoline Ford E350 van for \$100,000 versus \$30,000 for a gasoline or \$35,000 for a diesel E350 van, with no government incentives. But with increased production, Smith expects their electric van price to drop to \$60,000 which would be only double what a gas version would cost.

Assuming 80,000 miles per year, an electric refueling cost of \$0.03 versus \$0.25 per mile (\$3.00/12 mpg) this would be \$0.22 per mile savings X 80,000 per year or roughly a five year payout. But, a five year payout (400,000 miles) is beyond the useful life of the van which seems to be 350,000 miles on most commercial vehicles except heavy trucks. Diesel Sprinter vehicles get 18 mpg, so it would be harder to justify an "electric" to replace a diesel, especially now that the diesels are so clean burning.

The government offers a tax credit against incremental cost offsets between standard commercially powered vehicle and electric vehicle. The present US Government "tax credit" (set to expire in 2010) applies to alternative fuel vehicles (propane, CNG, etc) and is a cash credit of up to 50% of incremental cost up to a maximum of \$25,000 for the 14000 GVW unit (a medium sized truck.) The incremental cost is defined as the added cost to "convert" from gasoline to propane or CNG (compressed natural gas). For a midsized truck e.g. GMC 4500 tilt forward cab (14,000 GVW), conversion from gasoline to CNG costs about \$50,000, raising the price to \$80,000 from \$30,000. (A CNG taxi is about \$15,000 more than conventional gasoline, e.g. \$41,000 versus \$26,000.) and the cabbies don't like them because they have limited truck space, and need to be refueled twice a day. The credits reduce depending on the GVW, unfortunately.

The good news: With the tax credit, assuming \$25,000 of the \$50,000 cost can be taken as "tax credit", when the \$25,000 is applied to the income tax liability (usually 39.6% for corporations), the effective credit is about 79.6% of the cost, so this significantly reduces the net vehicle cost, hence making the conversion almost "free" once you do the math, and assuming you have profits to use the credit against (otherwise it carries forward).

The "alternative fuel" tax credit expires in 2010, but if the electric concept catches on, and the lobbyists do their job properly, the credit will and should be extended to include electric as an "alternative" fuel. Media hype coming over the Chevrolet VOLT plus the government "pro-electric" stance hopefully will

push public opinion to "go electric" cars as well. But the future of the "electric car" without a tax credit will probably be determined not by operational costs, but by initial cost, which will be high placing any "electric car" in a low production category similar to the Prius. The Prius is somewhat of a California anomaly, you seem them everywhere here, and in most metropolitan areas, but not in the rural areas. While they are highly visible here, their sales figures are not high enough to warrant the effort Toyota is putting into them. But, Toyota was the first in the market for this vehicle, and continues to support it. With small production figures, there are no economies of scale, thus no "offset" for high development cost, and no way to recoup the investment, hence the market price will be high and remain high. In short, these will probably be "boutique" cars for "greenies" only.

Whether the VOLT makes it will probably be up to the US Government and any incentives that they choose to throw at the "electric car", its production and development costs.

Chrysler (FIAT) also intends on introducing electric versions for their fleet, and Ford currently uses the Toyota designed hybrid system for the Ford "hybrid" vehicles, of which there are now sedans as well as SUV versions. Ford will offer an "electric car" ready for 2010, the Focus "EV".

Eric Lundquist



Bay Area Horseless Carriage Club Minutes of General Meeting Wednesday, February 3, 2010

Meeting opened at 7:42 p.m.

Officers Present: Board Chairman D. Johnson, President K. Brommer

President Kaaren Brommer recognized and welcomed member Joe Chimielewski, who has missed many meetings lately due to health issues but was back tonight. She said he looks as good as new at 89 years old, and he received a well-deserved hand.

She then showed the audience a piece of old gasoline literature and asked how little anyone can remember having paid for gas in the "good old days". Some said they paid as low as 19 cents, several other mentioned similarly low prices, and some teased that they paid as low as 0.00 on occasion, alluding to possible use of a rubber hose! Kaaren congratulated gazette editor Muriel Lundquist for the latest great issue of the Gaslight Gazette, and many other members echoed the same sentiment.

Kaaren asked if there were any corrections or additions to the minutes of the general meeting of January 6, 2010 as printed in the Gaslight Gazette, and no hands were raised. Don Azevedo then moved and J. W. Silveira seconded that the minutes be approved as printed; the motion was passed.

Kaaren reported on behalf of Treasurer Dave Pava (unable to attend) that the budget is in good shape and there was very little different about it than last month.

Karen then asked Hospitality person Joe Sernach if anybody had signed up yet for the remaining month(s) to be filled as far as treats at meetings are concerned. He replied that September would be covered by Bill Cassidy and Charles Ebers, and that all the meetings for 2010 are now covered.

Don Johnson was called on, and he thanked everyone who came to the recent Nuts and Bolts event at his house, especially Don Azevedo for bringing some needed parts. The mission of the event was to get Don's newly purchased and very sharp looking Model T touring started, which was a success, and also for the members to help Don make a list of other possible things that may need doing to make the car even better and/or more original.

He also thanked the various women that came. They participated in a separate discussion about ideas to explore so as to promote additional interest and fun within the Club.

Kaaren said that Johnny Crowell, absent tonight due to being under the weather, had asked her to announce that everyone should bring their favorite brand of brass polish and some rags to the next meeting for a hands on discussion of how well the different brands compare to each-other. He will bring a variety of brass items to try the polishes on. This will be the March meeting's entertainment.

Kaaren called on Bill Brommer for a membership report. He stated that he has received a completed application from former member Wayne Shelton, 1910 Fuller, of the Grass Valley area. He also has received an application from potential new members John and Carol O'Neill, 1910 Pratt-Elkhart, of Sunol.

Nuts and Bolts—Don Azevedo said his friend Lloyd Riggs, of Walnut Creek, has offered to host us in his metal shaping shop in Pleasanton (Lazze's) on February 13.

Bill Brommer stated he is looking for more volunteers to host or find hosts for Nuts and Bolts sessions for upcoming months.

Doug Durein gave a Sunshine report on behalf of Susan. There had been no reports of recent illnesses of club members. But he did report that former member Jan Neil had a heavy round of chemotherapy in December and that she and Jerry had then gone to Hawaii for about 10 days. Since their return a CT Scan was done and some X-rays

were taken, and fortunately both of these showed very promising results.

Doug also congratulated Muriel for the excellent format of a particularly attractive page in the newsletter that had a photo of the Kissels' Kisselcar with a calendar under it. Very good job!

Don Azevedo reported that at the Turlock Swap Meet he saw recent National Past President Bruce Rimmer, who has faced and had treatments for major health problems over the last several months, and that he is doing very well now. Many members in the audience echoed their happiness at hearing this news.

Tour Chairman Ed Archer reported on upcoming tours: Valentine's Day Tour in the San Ramon area on February 14, the Green Brass Tour on March 14 or possibly March 21 led by Dave Pava (details to follow), the Santa Clara Spring tour in May headquartered in Soledad (some exciting details given and more information to follow), the Fourth of July Parade and Barbecue in Piedmont (parade starts at 12:00 this year instead of the usual 11:00 because it falls on a Sunday), and a Field Meet in Pleasant Hill probably in later July (details to follow). A survey was passed around about the interest level in a Field Meet, and there is good interest.

Kaaren asked for the Editor's Report, and Muriel Lundquist reviewed the good level of input there had been from Club members who contributed articles for the latest issue.

Kaaren and Muriel both indicated they hope all members will plan to contribute an article at some not-to-distant point about their car(s) or about some of their interesting past experiences relating to the hobby. Kaaren asked Eric Lundquist about the progress on the 2010 Roster, and he said it is nearly done and that we have about 90 members at this time.

Kaaren then called on and thanked Erika Kopman for her work as club webmaster, and Erika gave a progress report on what she has done recently.

Next Kaaren described how some clubs have events for women, such as sharing articles of clothing with each-other so that they can make reproductions similar to what others have. She said she would also like to see more opportunities for women to learn to drive the antique cars. Communications—John Morrison said he was contacted recently with the idea that the National Board might like to schedule a board meeting in California, possibly in July, that would be held at the same location and time that there would be a tour or some other type of interesting activity occurring. A discussion ensued wherein it was suggested a good venue for this to happen might be in conjunction with our proposed Field Meet. John will explore this with National President Frank Hurley.

Kaaren reported on the year-long centennial celebration in progress for Tiffany Ford in Hollister, which is the oldest Ford Dealership west of the Mississippi. She recognized Ed and Karen Archer for having been involved in the first month of this celebration, and both Kaaren and Ed elaborated some about what the rest of the year holds.

Kaaren recognized those with February birthdays and anniversaries with special attention to the fact that Genelle Azevedo will be 90 years young this month.

She then thanked Joe Sernach for emailing the membership about the upcoming Valentine's Day lunch and tour coming up on 2/14, and she also congratulated Doug Durein for having a photograph of his car as well as Walter Sowell's car on the latest cover of the National Gazette. Eric Lundquist commented on what a great job John Meyer does as National Editor, stating that it just seems to be getting better and better. There being no further business, Karen Archer moved and J. W. Silveira seconded that the meeting be adjourned. The motion passed and we proceeded to the evening's refreshments, Valentine's Day cup cakes provided by Carolee Morrison.

Respectfully submitted,

John Morrison, Acting Secretary

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