



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



Board Chair Don Johnson

1645 Bay Laurel, Menlo Park, CA 94596
650-325-4007 dearlj@sbcglobal.net



President: Kaaren Brommer

19529 Alana Rd., Castro Valley, CA 94546
510-538-1795 kebrommer@aol.com



Vice President: Johnny Crowell

2874 Fieldview Ter., San Ramon, CA 94583
925-837-6961 jcrow22006@aol.com



Treasurer: David Pava

1104 Chiltern Dr., Walnut Creek, CA 94596
925-932-2923 david@pava.com



Secretary: Whitney Haist

12 Sunrise, Orinda, CA 94563
925-253-1333 haist2@comcast.net



Tour Chair: Ed Archer

Authenticity: Ed Archer

1807 East Ave., Hayward, CA 94541
510-537-7864 karened4@att.net



Hospitality: Joe and Esther Sernach

435 Ewing, Pleasanton, CA 94566
925-846-8512 essiejoe@sbcglobal.net



Membership: Bill Brommer

19519 Alana Rd, Castro Valley, CA 94546
510-538-1795 sszephyr@aol.com



Web Master: Erika Kopman

1325 Carleton, Berkeley, CA 94702
510-717-2397 erikakopman@gmail.com



Gazette Editor: Muriel Lundquist

250 Roblar Ave, Hillsborough, CA 94010
650-342-7858 muriel@documentprocessors.com

Sunshine: Susan Durein

510-523-4993

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 4200 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:

It's hard to believe that summer is over, we are skipping Fall and right into Winter. Unfortunately the rain started the day of our Pumpkin Tour, but I understand that it did not stop those who attended from having a wonderful time thanks to the great planning of Lynn Kissel.

November is Pot Luck month so be sure to check the flyer to see what you need to bring to the dinner. Remember that our Gazette is also available on our Web Page so if you have friends or potential new members that want to learn more about us you can refer them to our Web Site.

A big thank you to those who have contributed articles to this month's Gazette. You are what makes our newsletter special.



IT'S PUMPKIN CARVING TIME ...

November is here and the fall season has arrived with it's beautiful red and gold leafed trees, cooler weather rain flurries and fewer days for open car trips in 2010. Do you suppose we will be able to squeeze one last tour into November ? Think positive.

And did you all get to enjoy the garage warming in Martinez on the 10 th ? Norm and Adria Schwartz generously shared their newly decorated shop/garage spaces with everyone - and you know buffet snacks DO taste better when served auto-fashion on a shiny hubcap ! Thanks for the party and the fun.

A note of thanks goes to Lynn Kissel who plotted a great country drive, celebrity status visit to the big pumpkin patch and fire engine "start 'em up" event at the Duarte Garage/Museum in Livermore. Three cheers - hooray - to all of the intrepid drivers and their autos who alas got rained on. Charles and Mike tip their hats to Dan for trading spaces out of (most of) the rain for the drier parking slots "under" the willow tree - a very generous gesture. Lunch with friends, musical rain drops on the tin roof and a slip and slide trip home -- what a day. (Note: gotta get Bill treads for his white tires.)

The Board continues to extend it's invitation to each member to accept a Board position and assist with Club business. We will announce the election slate and take a membership vote - thanking those members completing their terms and congratulating those coming on board. And who will join the planning committee for the 2011 BAHCC springtime Tour ? We need volunteers to get the ball rolling - can you help ?

It is with our deepest sympathy and sense of condolence that we say goodbye to our friend and car enthusiast, George Azevedo, who passed away last week. He loved to drive the roads in his old car, offer all a good word, a friendly handshake and a smile.

Our thoughts and prayers go to his wife, Genelle. Family and friends will join together later in November for a life celebration.

Well, get your best carved pumpkin out and on the table -- there could be a prize in the offering. NEXT UP: it's the Pot Luck Dinner/ General Meeting on Wednesday, November 3 - remember we start early - 6:30 pm set-up - see the Gazette flyer. Check the list to see what food dish you should bring to share. For the newer members - you will also need to bring your own plates, silver, glassware and (optional: fancy table décor). Poof - the mystery chef plans to make an appearance -- or is that - make a ham appear ? It's just like magic !! Bring your appetite and join us for a special dinner together.and as always, see you down the road.

Your President,
Kaaren Brommer.



NOVEMBER BIRTHDAYS

BILLINGSLEY (Life)	Ken	11/1
JOHNSON	Pam	11/7
BYL	Nancy	11/12
SWENSON	Frank	11/14
MORRIS	Mike	11/15
CALDEIRA	Chet	11/17
HOFFMAN	Steve	11/27
RIGGS	Lloyd	11/28
SILVERA	Mike	11/30



NOVEMBER ANNIVERSARIES

CROWELL	Johnny	Christine	Nov. 18, 1995
STONE	Robert	Kelly	Nov. 19, 1995
MCCLISH	Don	Barbara	Nov. 23, 1956
MORRISON	John	Carolee	Nov. 27, 1982

CALENDAR ITEMS

November 5	Potluck Meeting - 6:30PM
December 11	Holiday Party - Piedmont



SNOOPY
BY
Esther

The October meeting was small as Hershey swap met was the same week and several of our members attended. Keep in mind that our November meeting is our "pot luck" meeting. Look elsewhere in this newsletter for details on what dish you are supposed to bring.

I'm climbing up on my soap box again. We have microphones up on the front tables. Most people don't realize that as they talk they drop their voice and lower their hand so the microphone is not very effective and many can't hear what is being said. So hold the mic close up to your mouth so that all can hear and understand what you have to say!!! Take a lesson from Prez. Kaaren. She is very easy to understand. If you are not hard of hearing, you don't understand how boring it is to sit for an hour or so when you hardly understand what is being said. OK, I'm stepping off the box now!.

Well maybe not all the way. It's election time again. We need your help to keep the club running. Step up to the plate and volunteer, if not for the board, then to put on a tour or any other job that needs doing. Please, pretty please!!! It's the only way we will be able to keep enjoying driving our antiques.

There were fewer tours this year, so to keep us touring, sign up to help put on the Bay Area Tour next spring. It's our turn to put on the tour in conjunction with the Santa Clara group

Mike L. hobbled into the meeting on crutches. He took a header (or footer-ha-ha) on his dirt bike. Broke 2 bones in his foot. Fortunately, the cast comes off next week. Didn't keep him from driving on the pumpkin tour.

Don't know what 's going on with these younger guys. **Ben K.** was sporting a gash on his forehead. No, he didn't talk back, he knocked heads with another socker player (so he said!). The stitches have been removed and he is on the mend. Ben could hardly sit still in his chair till he could make his announcement that he and Erica will be bringing a new member into the club next year. The little guy is due to make his appearance about March 30th. They were both grinning from ear to ear. Congratulations kids.

It was beautiful day last Saturday and almost as nice on Monday, but wouldn't you know it, Sunday was a stinker. Our first outing in a while and it rained like the dickens. Fortunately, everyone seemed to take it in stride. Bless **Karen A.** she rode in the back seat of an open car. Said the fur coat absorbed all the rain and she was warm and dry underneath. **Charles E.** and **Mike L.** also drove with their tops down and took advantage of some good rain gear. Don't know what why **Lynn K.** didn't do a better job with the weather, everything else about the tour was just perfect. You did a fantastic job of planning the day Lynn. I know

it was your first tour for the club, hope to see you do many more.

If you missed **Norm & Adria S's** open house at their Martinez shop you missed an opportunity to see a beautifully restored dealership building. All their cars were on display in the main showroom and the back room was set up as a work shop where a Stodard-Dayton was waiting to be restored. Norm & Adria were warm, gracious hosts, The entrance lobby had beautifully restored copper ceiling with chandeliers. Even the bath rooms were restored for the era (leave it to a woman to notice the John). The building was once a Chevrolet dealership.

And now on a sad note, we bid farewell to another dear member as **George Azavedo** passed away on October 15th. Genelle, Don, and his brother were all at his bedside. George will be greatly missed, especially for his expertise about old cars and his willingness to give a helping hand. There will be a celebration of life for George on November 20th. More information will be made available as plans are made.

See you at the pot luck, SNOOPY

May your stuffing be tasty, may your turkey be plump,
may your potatoes and gravy have never a lump.
May your yams be delicious and your pies take the prize,
And may your Thanksgiving dinner stay off your thighs!
HAPPY THANKSGIVING
EVERYONE

From Kelly Azevedo: Re: George Azevedo

I set this up for Grandma & Grandpa so if you know anyone who has pictures to send or wants details on the service give this address: gandazevedo@gmail.com

Silverstate tour with Fred and Nancy Byl

Fred and Nancy Byl were our only club members who attended the Silverstate Tour which started in Truckee and went all the way to Virginia City. They thought the tour was great, with warm, beautiful weather and lots of long grades up and down hill. There were very few bay area tour members and they missed having them join the tour. The Byl's were joined by their children for a few days and some friends from Reno. Even with a breakdown, Fred was able to get them up and running so that they could continue the tour. The cruise on Lake Tahoe to Emerald Bay was great, the National Car Museum was impressive and the stop in Grey Eagle was really fun. They were not able to join the group for lunch in Virginia City. They hope that more members from our club will join the tour next time.

Thanks Nancy



Winterize Your Car *By Chris Wilson from Old Car Trader.com*

Cars and trucks are meant to be driven on a regular bases, classics that are only on the road for a short while each year are even more prone to problems caused by prolonged disuse than conventional street vehicles. Here, then, are a few precautions to help ease your collectible car through its winter hibernation.

1. Fill'er Up. Keep the fuel system protected by adding a container of fuel stabilizer to the gas tank and also filling the tank completely. Once the stabilized fuel has been added, take the car around the block a few times, to let it work through the system. Do this just before you store that car.

2. Time for an Oil Change. Change the filter as well as the oil itself, and be certain that you choose an oil that offers corrosion protection.

3. Bolster your Battery. Keep the battery from dying over the winter by hooking up a charger.

4. A Tire-some Issue. The best option for over-wintering a collector car is to store it on jack stands, but if you don't have this ability, and don't want to remove the wheels, you should reduce the air pressure in the tires, which will help reduce the strain on the suspension system.

5. Surface-ing. Protect your paint job by thoroughly washing, drying, and waxing your car. As well, wash and dry any of the vinyl, leather, or rubber inside the car, and consider coating the seats and armrests with preservative to prevent cracking if you live in a cold, dry climate. Rust inhibitor can be applied to any unpainted metal surfaces, as well. Then, cover the car with a breathable cloth cover—not plastic, as the latter will only trap any condensation and encourage rust. Also, if your vehicle

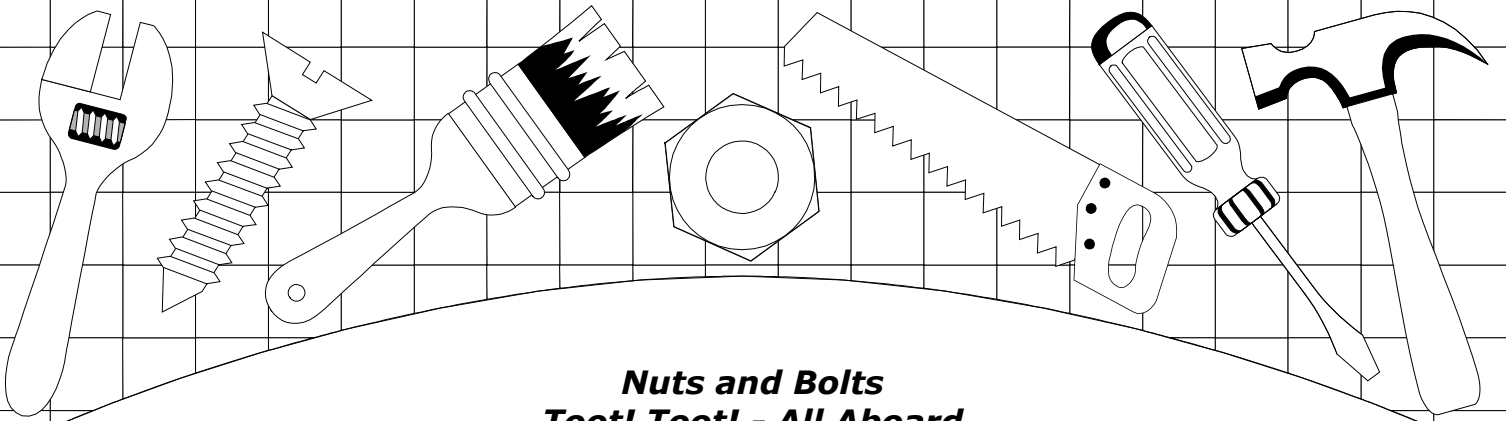
is a convertible, make sure you store it with the top up. This adds protection for the inside of the car, as well as preventing the soft top from shrinking.

6. Animal Control. The cloth cover mentioned above will keep rust at bay, but to keep small furry animals from turning your car into their castle, stash mothballs inside the car, and under the dashboard, and make sure you cover the tailpipe as well.

7. Insurance Issues. Make sure your car is adequately insured. There are discounts for low-use, low-mileage vehicles that will help offset any premiums charge because the car is a classic and has extra value.

Consult your insurance agent for the best plan, and if your car is over fifteen years old, be sure to ask about special "collector's policies."

Thanks to The Touring Tribune for this article.



Nuts and Bolts Toot! Toot! - All Aboard

We had a great turnout for our October Nuts and Bolts session at the Byl's house. For those who didn't catch this event - you missed a very special treat. After viewing Fred's two pre-16 Model T's, assorted treasures and doing the usual tire kicking routine - Fred got down to business and rolled out his "other" unique hobby venue - steam!

In this case, it was a scale 0-4-0 saddleback live steam locomotive that often participates in a track roundabout at Tilden Park. All of our club members paid close attention to Fred as he went through the motions necessary to bring the locomotive up to "full" operation. Then with a toot-toot of the whistle, Fred cracked open the throttle and the little engine came to life - spinning it's wheels on a stationary test stand.

It caused a lot of excitement and everyone said they'd love to have an opportunity in the future to climb on board and get the full train ride treatment. Let's plan to put it on our calendar for a future excursion.



Car for Sale

For sale - Project Car - 1913 Model T Ford Roadster. Partially disassembled. It has correct frame, engine (#314128), transmission cover, lettered pedals, and differential. Has been gathering dust for many years in a dry garage. Located in Hayward, CA Contact Leona Fitzsimmons for more details and price - (510) 537-1536

More Pumpkin Tour Pictures



The 2010 Pumpkin Tour, Oct. 17 – Touring with Memories of our Friend

Lynn Kissel, Livermore, California

Thanks to the enthusiastic participation of the membership, the annual Halloween tour of the Bay Area Horseless Carriage Club was a smashing success. Although rain eventually overcame us in the afternoon, it was not enough to water down our touring fervor.

Just a couple of days before the tour, we unexpectedly lost to illness a BAHCC member and dear friend, George Azevedo. Members of his family in two cars had signed up for the tour. It is a powerful reflection on the kind of man he was that the family decided to follow through with the drive as something that George would have wanted. We dedicated the tour to the memory of our friend with comments at the drivers meeting delivered by club president Kaaren Bromer.

Gathering at the Rudgegar Park and Ride in Walnut Creek at 9:00 am, we enjoyed donuts, coffee, juice and stimulating conversation. After a brief drivers meeting and dedication, we started at 9:30 am on our 60-mile-loop excursion. David Pava (driving a spiffy, shinny, red, freshly restored 1909 Ford Model “T” Speedster) led us to his nearby home for a quick comfort break.

We travelled back roads to Livermore past the Round Hill Country Club and through Blackhawk and then made an extended stop at the pumpkin patch of G&M Farms in Livermore. Given preferred parking, our arrival resulted in a mini public exhibition for the many farm visitors.

Just before noon we started engines and toured through the Old Tower neighborhood and restored downtown of Livermore, motoring to our next stop at the Duarte Garage and Lincoln Highway Museum. Members of the Livermore Heritage Guild who operate the museum supplied picnic tables for our lunch. The skies had turned heavy and a light rain started. Thoughtfully, our picnic tables were setup indoors next to a big, red, 1944 Mack fire truck, rather than under the weeping willow tree outside as was originally planned.

Members of an extended crew of volunteers are in the middle of a frame-off restoration of a 1920 Seagrave fire truck. Working in the Duarte Garage, the restoration has progressed to the stage that they were ready to start the vehicle’s mighty engine, a six-cylinder, 1000-cubic-inch, cross-flow engine. After a brief introduction to the effort by spokesperson Irv Stowers, the mighty Seagrave motor was started. The engine roared to life to the delight and applause of all present. This was the first public start of the engine in over 50 years.

Through articles in local newspapers, the public had also been invited to the garage for the BAHCC visit to inspect the Seagrave restoration effort. Our visit resulted in collection of an additional \$850 for the continuation of the restoration work. Just as, or maybe even more important, the visit of the horseless carriages shed some much appreciated public light on the Seagrave restoration effort. In the weeks before our visit, a great amount of new excitement and renewed dedication was generated within the Seagrave restoration team.

Here is the list of people and cars that participated on the tour and helped honor the memory of our dear friend George Azevedo.

- Ed and Karen Archer, 1906 Locomobile
- Joe and Esther Sernach, 1909 Paterson
- Charles Ebers with passengers Bill Cassidy and Bill Austin, 1910 Mitchell
- Mike Lawrence and Renee Hood, 1911 Mitchell
- Bill and Kaaren Brommer, 1912 Ford Model “T” Delivery Car
- Alex Azevedo and Lindsey Bell with Lindsay’s aunt & uncle as passangers, 1914 Buick
- Lynn and Jeanne Kissel, 1914 KisselKar Touring
- Dan Erceg with passenger Tony Wolleson, 1916 Pierce Arrow 38C4
- Doug and Mary Lou King, 1928 Ford Model “A” Sedan Delivery
- Don and Joyce Azevedo, 1929 Ford Model “A”
- JW and Barbara Silvera, 1931 Ford Model “A”
- Don and Pam Johnson, 2006 Buick



Our inimitable BAHCC web mistress, Erika Kopman, was a passenger on the tour. Andrew Kissel (#1 son of Lynn and Jeanne Kissel) drove the trouble truck.





Eric and Muriel Lundquist's 1916 Overland Model 83

Overland History – 1903 to 1915/1916

[Claude Cox](#) designed and built the first Overland in Feb 1903 and incorporated the company March 1906. Lacking funds, he took in a financial partner, Parry who acquired a 51% share and Cox 49%. The depression of 1907 hurt Parry's empire badly at which point [John Willys](#) arrived on the scene having ordered 500 Overlands, sent a deposit of \$10,000 and wondering where his cars were.

Willys found no complete cars, just partially assembled ones, and a company that didn't have the money to pay the weeks wages. In a desperate and legendary 11th hour attempt to save not only his order, but the company, he was able to raise enough credit based on his financial friends in Elmira to keep the company going over that crucial Thanksgiving weekend when closure seemed so imminent and then into the following weeks.

Willys reorganized the company, upgraded production facilities and built a new factory in the summer of 1908 but soon realized demand was exceeding capacity, even though production of the then current Model 24 had totaled 465 vehicles, 10 times that of 1907. In 1909 he acquired the Marion Motor Car Co. of Ohio and the Pope plant in Toledo to produce the Willys Overland as it was now called. The Overland Model 38 was the first to be built in Toledo. Willy chose the sliding gear transmissions as opposed to the epicyclic, which Ford used in the Model T through to 1927.

Willys Overland vehicle sales figures were 18,745 compared with

Ford at 34,979 and by 1912 Overland had become America's second largest producer of cars at 26,000 units and exceeded only by Ford. The position of second place behind Ford lasted right up until 1918. By 1917 the consumer was offered the choice of Overland, [Willys](#) or [Willys Knight](#) depending on their budget and choice of engine - [sleeve valve](#) or poppet valve. The cheaper poppet valved Overlands were Willys "bread and butter".

Overlands sold in higher volumes and this was even more evident during the 1914-1918 war years, and continued in production until 1928, always competing with Ford. The war induced increases in prices for steel and labor so Willys selling price for 1920 ended up at \$845 and upwards, much higher than Ford.

Total combined production of the 4 cylinder models 4, 4A, 91, 91A and 92 over the August 1919 to May 1926 period amounted to some 642,000 vehicles. In 1928 the Overland was renamed the Overland Whippet, and eventually continued as the Whippet. One final Overland appeared in the late 1930s, and then there were no more. Additional information is available on the WOKR website.

Certain 1916 Overlands, such as the Model 83 pictured above were manufactured in 1915 as the model year was July 1 to June 30th coinciding with the Ford Motor Company model years, as Ford set the pace. This Model 83 qualifies as a "Horseless Carriage" by HCCA definition. Model 83B which came out Jan. 1, 1916 is not a "Horseless Carriage".

By Eric Lundquist

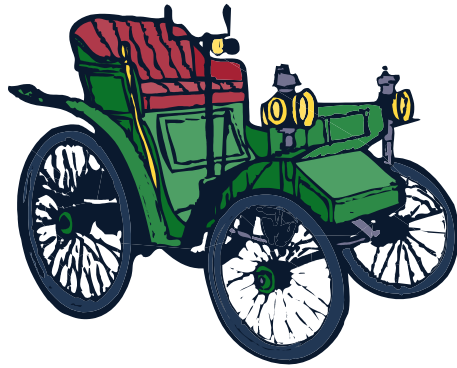
Overland Serial Numbers and Specifications

The following information extracted by Wikipedia from the W.O.K.R. Roster (with permission) can help with identification.

<u>Year</u>	<u>Model</u>	<u>Build Volume or Serial No's</u>	<u>Introduction Date</u>	<u>Nominal Price (US\$)</u>	<u>Cyl</u>	<u>Bore x Stroke</u>	<u>B.H.P.</u>	<u>Wheelbase</u>
1903	13	Approx 1 or 2	n/a	\$595	1	3 1/2 x 3 1/2	4-5	66
1903	15	No more than 10	n/a	\$600	2	3 1/2 x 3 1/2	6-7	72
1904	15	n/a	n/a	\$650	2	3 1/2 x 3 1/2	6-7	72
1905	15	n/a	n/a	\$550	2	3 1/2 x 3 1/2	6-7	72
1905	16	n/a	n/a	\$600	2	3 1/2 x 3 1/2	7-8	72
1905	17	n/a	n/a	\$750	2	3 1/2 x 4	8-9	78
1905	18	n/a	n/a	\$1550	4	3 1/2 x 4	15-16	90
1906	18	n/a	n/a	\$985	4	3 1/2 x 4	15-16	90
1907	22	47	n/a	\$1250	4	3 1/2 x 4	16-18	96
1908	24	n/a	n/a	\$1250	4	3 1/2 x 4 1/2	20-22	96
1908	26	465	n/a	\$1550	4	3 1/2 x 4 1/2	20-22	100
1909	30	1609	n/a	\$1250	4	4 x 4 1/2	30	108
1909	31	1001	n/a	\$1400	4	3 1/2 x 4 1/2	45 (?)	110
1909	32	747	n/a	\$1500	4	4 x 4 1/2	30	110
1909	33	35	n/a	n/a	n/a	n/a	n/a	n/a
1909	34	23	n/a	\$2000	6	4 x 4 1/2	45	121
1909	35	86	n/a	n/a	n/a	n/a	n/a	n/a
1909	36	291	n/a	n/a	n/a	n/a	n/a	n/a
1910	37	391	n/a	\$1000	4	3 3/4 x 4 1/2	25	102
1910	38	8476	n/a	\$1000	4	3 3/4 x 4 1/2	30	102
1910	40	751	n/a	\$1250	4	4 1/4 x 4 1/2	40	112
1910	41	1609	n/a	\$1250	4	4 1/4 x 4 1/2	40	112
1910	42	2408	n/a	\$1250	4	4 1/4 x 4 1/2	40	112
1911	37	Some Del. & Express.	n/a	\$1000	4	4 1/4 x 4 1/2	40	112
1911	45	827	n/a	\$775	4	3 1/2 x 4 1/2	20	96
1911	46	1699	n/a	\$775	4	3 1/2 x 4 1/2	20	96
1911	47	711	n/a	\$900	4	3 1/2 x 4 1/2	20	102
1911	49	1812	n/a	\$1095	4	3 3/4 x 4 1/2	25	102
1911	50	598	n/a	\$1250	4	4 x 4 1/2	30	110
1911	51	3496	n/a	\$1250	4	4 x 4 1/2	30	110
1911	52	1207	n/a	\$1600	4	4 1/4 x 4 1/2	40	118
1911	53	41	n/a	\$1600	4	4 1/4 x 4 1/2	40	118
1911	54	651	n/a	\$1600	4	4 1/4 x 4 1/2	40	118
1911	55	109	n/a	\$1300	4	4 1/4 x 4 1/2	40	112
1911	56	801	n/a	n/a	n/a	n/a	n/a	n/a
1912	58	1 - 251	Fall 1911	\$850	4	3 3/4 x 4 1/2	25	96
1912	59	1 - 13257	Fall 1911	\$900	4	4 x 4 1/2	30	106
1912	60	1 - 3003	Fall 1911	\$1200	4	4 1/8 x 4 1/2	35	114
1912	61	1 - 2309	Fall 1911	\$1500	4	4 3/8 x 4 1/2	45	118
1913	69	1 - 30026	Aug 1912	\$985	4	4 x 4 1/2	30	110
1913	71	1 - 2965	Aug 1912	\$1475	4	4 3/8 x 4 1/2	45	114
1914	79	1 - 45005	Aug 1913	\$950	4	4 1/8 x 4 1/2	35	114
1915	80	1 - 20007	Aug 1914	\$1075	4	4 1/8 x 4 1/2	35	114
1915	81	1 - 20406	Oct 1914	\$850	4	4 x 4 1/2	30	106
1915	82	1 - 2873	Oct 1914	\$1475	6	3 1/2 x 5 1/4	50	125
1916	75	1 - 25000	Oct 1915	\$615	4	3 1/8 x 5	25	104
1916	75B	25001-38850	n/a	n/a	4	3 3/8 x 5	30	104
1916	83	1 - ?	July 1915	\$760	4	4 1/8 x 4 1/2	35	106
1916	83B	? - 102840	Jan 1916	\$760	4	4 1/8 x 4 1/2	35	106
1916	86	1 - 11649	July 1915	\$1145	6	3 1/2 x 5 1/4	45	125



Mary Lou and Doug King came up with an idea while driving home from the Bay Area HCC meeting to include the year that each member joined the BAHCC in the Roster. If you can remember when you joined please let Muriel and Eric know so that it can be part of next years Roster. Eric will have a new line item on the dues sheet also, so remember to include the date. It will be fun to see who has belonged to the club the longest!



POTLUCK DINNER and AUCTION

November 3, 2010

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 ---- H-O

SALAD----- P-Z

DESSERT----- A-G

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!



Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, October 6, 2010

Meeting opened at 7:44 p.m.

Officers Present: Board Chairman, Don Johnson, President, Kaaren Brommer, Treasurer, Dave Pava

President Brommer opened the meeting by reminding members that there will be no October Board Meeting. She also noticed that many members were absent due to Hershey. President Brommer asked for a move to accept the minutes, as published, from the September General Meeting. Erika Kopman moved to accept, and Don Johnson seconded the motion. President Brommer asked for a move to accept the minutes, as published, from the September Board Meeting. Dave Pava moved to accept, and Bill Brommer seconded the motion.

Treasurer, Dave Pava reported that club assets are slowly on the decline due mainly to the discontinuation of the Swap Meet. He added that the publication and distribution of the Gazette is one of the club's biggest expenses, and it may be time to consider going electronic. Bill Austen stated that his magic club went electronic and membership dropped. Dave argued that the opposite is true, using other car clubs as examples.

Joe and Esther Sernach announced that tonight's refreshments were courtesy of Ben & Erika Kopman.

Don Johnson is looking to fill three upcoming vacancies on the Board of Directors as his term as Board Chair expires at year's end. Other open positions include the Vice Presidency, currently occupied by Johnny Crowell, and Secretary, currently held by Whitney Haist. Other Board Members have agreed to stay on. Don also is looking for someone to take over Hospitality, as the Sernach's have served multiple terms.

President Brommer relayed an email from Gazette Editor, Muriel Lundquist, soliciting submissions from members for the Gazette. See also needs a car article for the November issue.

Bill Brommer reported no new members.

Karen Brommer says that she's *still* waiting for the new membership tags from the allegedly reliable vendor, being used currently by the HCCA main office.

Ben Kopman announced that the club will gain a new member next March, as he and Erika are expecting.

Bill Brommer reported that the October "Nuts & Bolts" at the Byl's house was well attended. Members surveyed Fred's collection of "Trash & Treasures" and watched as he fired-up one of his scaled-down steam locomotives. Bill added that he is working on a car tour to Tilden Park to view Fred's engine, as well as others, in action.

President Brommer relayed Susan Durein's Sunshine Report. The club has sent a Get-Well card to George Azevedo. Also, Joyce Azevedo has had an undisclosed, but minor mishap.

John Morrison reported that there was a good crowd at History Park in San Jose last month. Spectators enjoyed great weather, as well as ten or so brass cars just from our group alone. John called Tony Wolleson's

1913 Mitchell, which had not been seen publicly in over 25 years, the "Star-of-the-Show." Kaaren Brommer added that the steam car display was amazing.

No reports on the Gatsby event at the Dunsmuir Mansion or the Hillsborough Concours, because members who attended those events were not present.

Lynn Kissel, chair of the upcoming Pumpkin Tour, reported that he has visited the pumpkin patch and has secured preferred parking for the brass cars. He stated that there is a fair amount of public interest in our cars due to articles that have appeared in local newspapers. Lynn confirmed that the Livermore Heritage Guild will hold the first public starting of their 1912 Seagrave fire truck, while our club visits the Duarte Garage. Lynn also clarified the "food exchange" at the Duarte Garage picnic lunch. 14-plus cars have signed-up. For extra credit, tourists may continue on to Sunol to witness the Bed Races, Chili Cook-off, and see the Steam Train.

Prospective member Joe MacKenzie, who had previously spoken to Kaaren Brommer via telephone, walked in. He just had taken his 1912 Hudson out of 45 years of storage and was looking for some advice from members about the do's & don'ts of early cars. Kaaren invited him to stay for refreshments and directed him to see Bill Brommer following the meeting about membership.

Erika Kopman had nothing new to report regarding the website.

Bernard Metais spoke about a presentation he gave earlier this year at a car museum in Detroit about the relationship between the Model T Ford, and France. Bernard will be repeating his presentaion at the Alliance Française de Berkeley on Friday November 12th and invited members to attend. The presentation will be in French and English.

Kaaren Brommer announced the dates for next year's Turlock Swap Meet as January 29th & 30th. Kaaren also mentioned that the Board has discussed a possible auction after one of the General Meetings next spring.

Carolee Morrison reminded members that the Holiday Party will be on December 11th this year, and will be \$30 per person. Carolee is also looking for volunteers to decorate tables.

President Brommer discussed old business, Jackets are about to be ordered. November's potluck dinner will be earlier than usual, and members should refer to the next Gazette for dish assignments. New business included the upcoming Board Election and the possible BAHCC car tour in May. Kaaren is looking for a Chairman & co-Chairman to organize this 2-1/2 to 3 day tour. Members celebrating birthdays this month were not present.

Esther Sernach informed members that Proposition 23, on next month's ballot, may drastically affect our old cars. She referred members to a flyer put out by the Association of California Car Clubs. Members should educate themselves on this Propostion and vote accordingly. Joe Sernach and John Morrison agreed.

The meeting closed at 8:25 p.m.

Respectfully submitted,
Mark Cerruti, acting Secretary

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



CALIFORNIA
BAY AREA

