



*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:

The Gazette is published monthly except there is only one issue for July/August and usually a short issue for the month of December. The next Gazette will be published after the 4th of July event in Piedmont but before our August meeting. There is no Club meeting during July. Please have articles to the editor by July 15th to be included in the August issue or call if you need special arrangements.

Our family has been busy with our daughter and grandchildren visiting for three weeks from New Zealand. We wish they were closer as they were so much fun to be with. I wish I still had some of their energy! Happy Summer to everyone and happy driving.



From the West Wing of the work shop.

If you were not able to make the May Spring Tour, you missed a good one. About thirty five horseless carriage folks from all over, convened in Willits to see what the Byls' and their tour team had come up with. Forty two percent of the group were Byls with three generations in attendance. It was a family reunion and the rest of us had the great fortune of being "adopted" for the weekend! It was such a wonderful tour. Read more about it in this issue.

Just like the popular interactive murder mystery games, the tour weekend had its' own, unplanned, mystery solution that unfolded hour by hour on the first two days. The mystery of the missing 1911 EMF (owned by Joyce and Don Azevedo) was solved during this tour by members of the tour! Don't miss the June meeting to hear the clues and the actions that solved the mystery and brought the car back home. It is truly unbelievable!

As if that weren't enough, there was the Makers Fair a week later. Read on in this issue for details..

At the board meeting on 5/18, a budget for the club operation was finally approved. After months of cussin' and discussion there is now a document in place that provides for important things like free donuts and coffee on all tours and other little details like no more flowers for "Sunshine" and a price to be paid for a printed copy of the Gazette. A budget will be reviewed and approved each year from now on. This is a good thing that will keep the club financially healthy for many years ahead.

Rumor has it, by the way, that there is some new old iron in the club. The facts will be divulged at the next meeting so that's just one more reason not to stay home on that first Wednesday night in June!

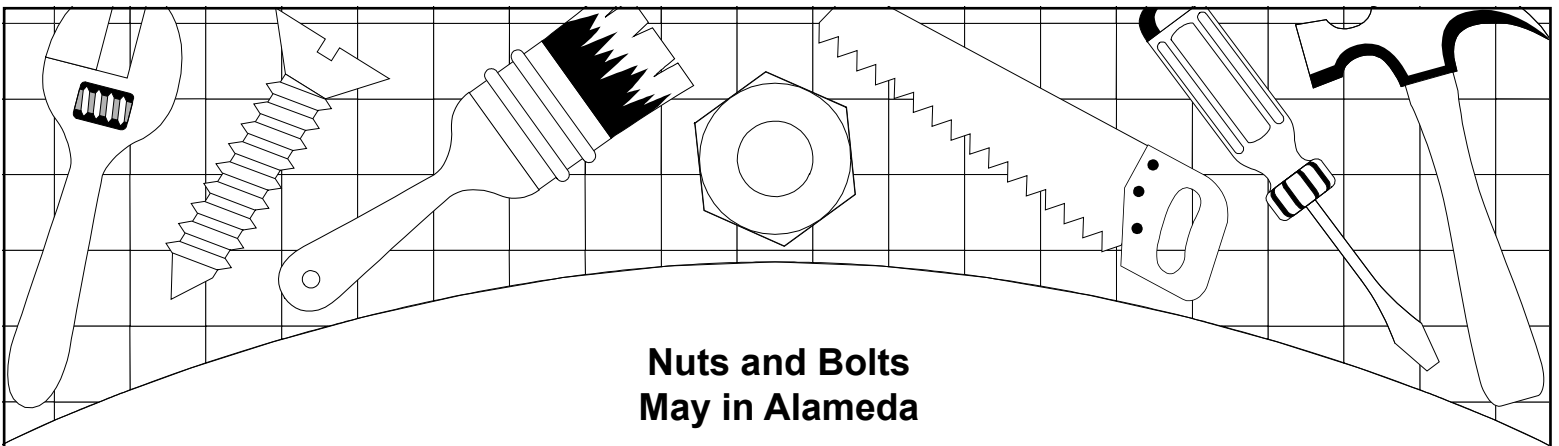
Now that more and more of you are reading your Gazette on line, I thought I'd share a favorite web site link here every now and then. Here's one I think you will really enjoy Simply click on it.

<http://theoldmotor.com/>

If you have a favorite early auto related site, send it in. Who knows, we might just start something here.

Happy motoring and drive safely. The life you save may be another member!

Whitney Haist
Prez



Nuts and Bolts May in Alameda

By Bill Brommer

We had one happy camper at our May Nuts and Bolts session held at Doug Durein's garage. Who was he and why was he so happy? He was Tom Jasper, our soon to be newest member. He was happy because we had solved his various problems with the way his 1924 Model T Ford Depot Hack was running. The group which included: Doug Durein, Bill Cassidy, Don Azevedo, Whitney Haist, Don Johnson, Joe Sernach, Charles Ebers, and Bill Brommer either jumped in to lend a helping hand or offered good advice. We removed and replaced a very worn low band, adjusted the clutch, carburetor and generator and got his T back to running as it should. His broad smile as he left the session tells it all. I think that we will be seeing a lot more of him in the future.

There will be no Nuts and Bolts session in June.



BAY AREA MAKERS FAIRE

Article contributed by Kelly Azevedo

Event chaired by Erika Kopman



On May 21 - 22, 2011, the BAHCC exhibited their cars and shared their experiences with thousands of visitors to the Bay Area Makers Faire. For the second year running, the club brought out the cars to educate and entertain the

public, an audience full of Do It Yourself-

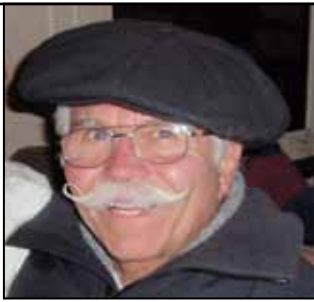
ers and families. The Faire is held in San Mateo, south of San Francisco and just across the Bay from the Silicon Valley. As hundreds of Makers gathered to show off new technologies, the BAHCC brought old technology still running 100 years later.

For many visitors this was a unique experience to see cars from the early 20th century and understand the mechanics of early automobiles. Kaaren and Bill Brommer brought their 1912 Ford Delivery Truck and showed how they assembled the wood frame and built the car from the frame up. Mike Lawrence brought his 1911 Mitchell and gave many explanations of the unique engine design as well as features that were once common in touring cars, such as the kerosene lamps. And Don and Joyce Azevedo toured the fair grounds in their 1906 REO taking time to explain the difference between this Model B Car and the REO Speedwagon.

Wind and cloudy skies might have kept some of the crowd away but it was difficult to tell whether you were trying to navigate the grounds or simply find a parking spot within 2 miles of the event center! The Faire offers something for everyone, from drums, hula hoops, robots and bubble creations to small electric motorized cupcake cars. Many were surprised to learn that the cars brought by the club were not only running after a century on the road but also legal to drive. Some adults were interested in the history behind right hand drive cars in America while most of the children wanted to hear the horn and sit behind the wheel.

At the club booth located right inside the main entrance, club members gave away copies of the Gazette and other magazines, stickers to the children and lots of information about how to get involved in the hobby. For the audience that supports getting your hands dirty and voiding warranties, the challenge and enjoyment that comes from restoring and driving an antique car is just right for many Makers.





Ed Archer, covering some of the highlights

5/12/11

Geeeee, this could easily become a book! Where the heck do I cut. But I certainly don't

want bore everyone either. Well, bare with me I'll try to make it work. To start with, it's all my parents fault! Don't get me wrong, I'm not complaining. I've had one heck of a good time, blessed with the girl of my dreams, a great family and a ton of wonderful friends (No, I don't mean just a few fat people.) And the credit goes to my parents. You see once I was here, my parents parented, and did the best they could. I was a lucky kid. God gave me a good set of parents. Boy were they strict! And it paid off too. But as hard as they tried I still became me. I was born in Oakland, 1940, attended some grammar school there, was crazy about girls, trains, and cars early on. When my great aunt died in 1948 I tried to talk my dad into acquiring her Model T Ford. He thought I was nuts (be nice, don't go there!) When my parents moved to rural Castro Valley in 1949 I went to Palomares School, a two room school house built in 1868. Kindergarten thru 4th in one room, 5th thru 8th in the other. That was a real experience. During that time I learned to play the ukulele, piano, and trombone. Many years later played the trombone and banjo in the San Francisco Regional Groups Tailpipe Troubadors band. In 1951 my parents moved back into the town part of Castro Valley. Change of school, got a paper route delivering the Oakland Tribune, built my route up from the original 49 customers to a staggering (heavy load) 122. One day my mother said "if you purchase a car, pay for the insurance and gas, I'll take you around your route daily". So I did, at age 13, bought a 1939 Chevy cp. for \$125.00. That worked out well until my sister (1 sister, 1 brother, 8 & 6 yrs. older respectively) borrowed it and totaled it out. She totaled out my first car!!! The main thing is she was okay and there would be many many more cars to come, in fact a grand total of around 200 cars give or take a few. I bought a baby blue 48 Buick convertible (easier to throw papers from) to replace the old Chevy. About that time I started High school at the old Hayward High, most beautiful school known to man, period! Beautiful buildings and grounds, I just didn't like what was inside the buildings. I hated school....., all of it. Couldn't wait to graduate and when I did in 1957, that was it, no college. Like it or not, go to work! Short stints with BAHCC member Ben

Rolphe, then Bruener's Home furnishings, and Moore Dry Dock. At last, in 1958 a steady job at the VW dealer, Humphrey Motors in Hayward, and then a short time later in September the whole world went topsy turvey....., I met Karen. Nothing else mattered. She really didn't care much for antique cars so I sold what I had and declared that I needed to settle down, grow up, get real, whatever they call it. We got married in January on her 18th birthday and guess what.....a couple months later we bought an amateur restored Model T roadster, purchased a fringed 20s dress (I already had a few antique clothes) and started touring. For Christmas 1959, Karen bought me a well restored 1917 Ford touring purchased from Herb Huber. Also during 1959 I went to work for Dreyer's Grand Ice Cream taking their Saturday route, and finally quit....., no, got fired from Humphrey Motors and went to work for Higgins Lumber Co. in San Francisco, then in 1961 began working full time for Dreyer's. Our first daughter, Leslie (Dec. 59) at six days old began riding in the touring. Before Leslie was born we had moved out of our apartment on 159th Ave. in San Leandro and were now renting a circa 1910 house on A St. in Hayward. Leslie used to ride in a big Leslie salt box made up like a bed, on the floor in the back of the touring, and was always just as happy as if she had good sense. About this time the car thing gets confusing. I was uncontrollable. I saw the remains of a Model T race car that I wanted but it wasn't for sale so Karen and I and close friend Ben Shell built our own version of that car in 7 or 8 days. Looking back I find it hard to believe that we could finish one that quick but T parts were a little more plentiful back then. We threw a quickie paint job on it and the first number 4 was on the road. If I remember right the bucket seats came from Joe Chmielewski's loft. We drove that car everywhere, even up into Nevada. We were very active in the car clubs and held many offices in, the Northern California Model T Ford Club, (President 1961 or so) San Francisco Regional Group HCCA (President 1965 or so.) Also are Charter Members of the Mid Peninsula Old Time Auto Club in Redwood City, we were always volunteering for some job (President in 2005 and 06.) Well, back to the cars. We bought a real nice 1931 Cadillac Town Sedan, a good car for inclement weather, and a couple of months later a 1924 Oldsmobile Coach purchased from Herb Huber. I really liked the Cadillac but it wasn't much fun to drive. Way to smooth, like driving a modern car, so after a year or so I traded the Cad. to a friend for his restored 1928 Ford Special coupe. Believe it or not it was a good trade at the time,

but now I laugh at the difference in values. Our second daughter Peggy was born 1961, and a short time later we moved to Oakland on 90th Ave. I got laid off at Dreyer's and went to work for Foremost Ice Cream in San Francisco where I stayed for 17 yrs. . So commuted to SF daily in my model T race car (not much race, stock engine) and Karen's daily transportation was the old Dreyer's Model T truck (before restoration) with the kids along side or riding in the back, or on occasion our 1922 Ford sedan. We had no modern car. Our third daughter was born 1963 and we brought her home from the hospital in the Ford sedan. We were really having fun. Well eventually I found that there was no way I could keep all the cars running adequately so we had to take a step backwards and buy.....Heaven forbid, a modern machine. Hey, you gotta do what you gotta do. Friends convinced us that we were throwing our money away renting so we bought our house in Hayward. I told the real estate woman that I didn't want anything newer than 50 yrs. Of course she called several times with more modern listings and after listening to my refusals finally called us on this place in Hayward. "Don't know how old it is but I know it's older than 50." So we agreed to go look, and we reluctantly bought it. It had no garage....., bummer. 1965 we began restoration of the Dreyer's Model T ice cream truck using my sisters garage, finishing it in 1966. It really came out nice, won lots of awards. As nice as it was, in 1968 we loaded our luggage and three kids in the back and drove it down to Long Beach, (a two day trip) for the Model T Ford Club of America National Tour. 59 model Ts were loaded on a barge and shipped over to Catalina Island for four days of touring the island. On our return trip we drove into Yosemite Nat. Park, spent a couple of days and then drove home. With the expansion of Dreyer's, beginning in the early 1970s that truck became an important part of their business. And I began traveling throughout the U.S. promoting Dreyer's Grand Ice Cream. Needless to say Foremost didn't like my extracurricular activities. Finally in 1979 I quit working for Foremost. And began spending more time with Dreyer's, and my developing Collector Car consignment Sales held at the San Mateo Fairgrounds which I started in 1975. And on the club side, joined the Northern California Region Classic Car Club, the Rolls Royce Owners Club, American Truck Historical Society, am a charter member of the Santa Clara Valley Model T Ford Club, held many offices, President in 1972 & 73. Founding member of the Nickel Age Car Club and of the Candy Store Car Club. Hung around with lots of BAHCC members and

occasionally attended a meeting until finally joining in the 1970s. Meanwhile I've skipped a bunch of cars. A restored 1925 Hudson coach, loved that car but it was the mechanics friend. On a Mozzetti Shakedown tour Roi Frei passed me in his 2 cyl. Reo! And I couldn't catch him! Another favorite was our one off 1927 Cadillac Fleetwood imperial 7 pass. Limousine with 43,000 orig. miles. Originally belonged to the Fleishacker family in San Francisco, grand old car. The old derelict Model T race car finally became available and we restored it immediately. It's one of our favorites. We built a replica of one of the two 1909 Fords that originally ran in the New York to Seattle endurance race, and entered it in the Baja 1000 1973 & 74, that's a story all by itself. 1975 we restored the 1921 Ford sightseeing bus from a basket case to finished car in 3 1/2 months, with lots of help from friends. We finished it, started it up for the first time at 6 AM, (we burned lots of midnight oil) drove it home, loaded it up with our three kids two friends and my mother, (8 people) and drove it to Long Beach to participate in another of the Model T Ford Club's, Catalina Tours. You've probably guessed by now, I was born with an overdose of optimism! 1976 we finally found the horseless carriage of our dreams, our 1906 Locomobile. I knew some about Locomobiles, my grandfather had one (actually a 1906, same model) but I still went over to get Herb Huber's opinion, he sealed the deal up, said they were great cars. As usual Herb was right. It truly has been a great car. A couple years later we bought our 1926 Rolls Royce Springfield Phantom 1 Berwick 7 pass. Sedan and restored it. On the business side, during the 1980s and 90s I did a fair amount of traveling for Dreyer's, still running my Collector Car Sales three time a year, and doing auto appraisals. In 2005 we held our last Collector Car sale, Dreyer's growth was to some degree done, so minimal traveling for them until 2010 and then none. Retired! I'm still doing my auto appraisals though I still enjoy seeing the different variety of cars. On the home front our three daughters are happily married and we have 9 Grandkids. As you might imagine, this was tough to write. I feel like I need to add a couple more pages (which would probably be boring) to cover all the things that I missed, the cars, the activities, the gory details. Last thing I need to add. Without a lot of great friends through the years helping me in my time of need this bio would have been totally different. And I would have had a boorrriing life.

BACK ROADS OF MENDOCINO COUNTY – May 2011

According to the Mendocino County Historical Society, neither the Spanish (1767 – 1821) nor the Mexican (1931 – 1849) governments who ruled California reached any further North than Sonoma, about 100 miles South of Willits. So until the new settlers came in 1850, the native inhabitants in Mendocino County were several tribes of Indians that had no outside interference.

Expansion north from San Francisco began with white settlers squatting on Indian lands, and eventually the US Government sought to round up the Indians and resettle them to Round Valley, present day Covelo. All county roads followed Indian trails, but the big boom came with the extension of the railroad from San Rafael to Eureka to bring the vast forests of the Pacific Northwest to the building boom in San Francisco.

Initial logging was done by steam powered “donkeys” and railroads that serviced the logging areas where roads didn’t exist. In the 1920’s, “Mack” bulldozers (trucks) with winches and hoists expanded the logged area, and brought their logs to the railhead for transport.

Mendocino Counties 100,000 inhabitants are spread over 3200 square miles, and its dozen major towns like Willits have only 5000 inhabitants, so this County is “rural”. The Indians have several casinos and Rancherias, but 1200 still live on the reservation at Covelo, CA, about 50 miles from Willits.

Now in 2011, the logging business is all but gone due to clear cutting and over harvesting, plus the sagging housing economy. Numerous large lumber related factories in Willits, Ukiah and Ft. Bragg are shuttered, and their workers either left the area or are unemployed, so this area is somewhat of an Appalachia of the west. In the 1960’s, the love generation flocked to Mendocino and set up their “existential” life style, like they had in Berkeley or Haight Ashbury. This “life style” still characterizes Mendocino today. Also in the 1960’s was the birth of the Mendocino vineyards, and today there are over 80 wineries in Mendocino County, which is considered the best “green” wine growing region in the world.

Our Bay Area Horseless Carriage tour started with 18 pre-1916 vehicles travelling from Willits toward Ft. Bragg, stopping at a lumber camp to see the “donkey engine” then return. The first day is always called “shakedown”, and fortunately nothing “shook off” during this first days ride. That evening most of us watched the movie “Seabiscuit” starring Jeff Bridges, as we were going to visit the “Seabiscuit” ranch the following day.



Day two included a visit to Emandal, “a farm on a river”, where 35 of us were taken on a grand tour of the “farm” including its barn, where Daisy the cow had been milked, providing enough milk for Ricotta cheese for our lasagna lunch. We also visited the chicken shed



where its hens produce 110 eggs per day, all free range; then we visited the Ostrich enclosure to see a large three pound egg about the size of a small football. The egg had a

date stamp on it, which leads me to believe that ostrich eggs have “born on dates”. One ostrich egg is probably equivalent to two dozen hens eggs. Same taste, however.



Leaving the ostriches, we visited the Llamas, and the three piglets. These weren’t the same from the story “The Three Pigs”, but they could have been. All of the farm animals lived in complete harmony on

this 1100 acre agricultural preserve 17 miles East of Willits. During the summer “Emandal” is a “family



camp”, more like a “dude farm”, and our family visited “Emandal” as children more than 50+ years ago. These memories flooded back as we walked through this beautiful farm.

Lunch featured home made noodles, then “Daisy’s” fresh ricotta cheese lasagna, some stringy carrots that looked like farm shrimp, and a wonderful rhubarb pie.



Bidding farewell, we returned to Willits, and then continued South six miles on Highway 101 to Ridgewood Stables, home of Seabiscuit (1933-1947), the famous race horse owned by

Charles Howard of San Francisco, the Buick dealer for the western states under General Motors President - Cappo Durant. Seabiscuit journeys started in New York



but by the end of his career, he had travelled back and forth across the US many times, capturing first place in most races, his most famous being against War Admiral.

The jockey, George

Wolfe, who stepped in as Seabiscuit’s regular jockey, Red Pollard had been injured, was told by Red to try to get the lead when you first start out, but then pull Seabiscuit back until Seabiscuit could see his rival, “War Admiral”. Chronicled in video taken at the time, George did what was recommended, slowed Seabiscuit until War Admiral had caught up, and then Seabiscuit took off leaving War



Admiral in the dust. The first \$100,000 purse, and this was in Polimico, NJ. Following that, Seabiscuit injured his tendons, and

spent time at Ridgewood Ranch recuperating along with his jockey Red Pollard. Seabiscuit’s final race was at Santa Anita (Los Angeles) in 1938 at which time Red Pollard allowed Seabiscuit to see his quarry, and then speed ahead. Quite a wonderful horse story. Red and Seabiscuit retired after that.

Day two ended with another happy hour, great dinner, and discussion of the following days trip to Covelo,



about 50 miles from our hotel. Covelo, located in Round Valley, 28 miles West of Highway 101 is accessed via windy two lane road along the Eel River. The valley, probably 20 miles in diameter is gorgeous, with numerous ranches, and a small downtown. Lunch was done by a local “bar-b-que” expert – salmon, pork ribs, tri tip, chicken and plenty of salad and desert, all hosted at the American Legion Hall.

The return from Covelo was uneventful, but we did have one flat tire that was promptly fixed, and the car on the road again. Dinner that night was chicken ensalades and two delicious cakes. One of our members indicated that this tour was an “eating tour” for members with a “horseless carriage car” disorder.

Our final day we visited the Mendocino County Museum and Historical Center in Willits, had a ride on a “speeder”, a small railroad “sidecar” that took the lumberjacks to their work in the forest. Other machinery was operating, mostly steam powered, plus a remarkable historical tour narrated by the Museum curators. Presidents Choice award went to the “car that missed the tour”, a 1910 EMF that had been stolen from Don Azavedo’s home last December along with his truck

and trailer. During the tour, someone called indicating that a stripped EMF was for sale about 10 miles from Don's home. Don answered the call (with an undercover CHP officer), identified the car as his EMF, the seller was taken into custody. Peoples Choice went to a 1912 Apperson Jack Rabbit owned by John and O'Neil of Sunol, CA. This car had 8 spark plugs (4 cylinder), and performed beautifully.

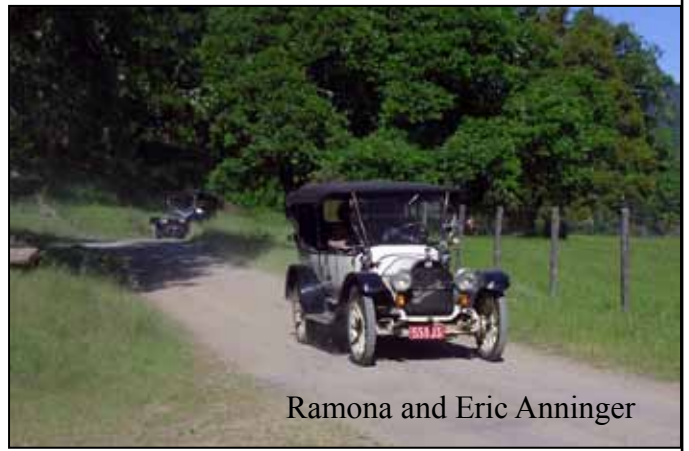
The group was sorry to see the tour end, but agreed that the addition of the "historical" venues, "Seabiscuit" and "Emandal" made for an exciting long weekend.

Registered Tour Participants:

Eric and Ramona Anniger - 1914 Buick Model B-25
Joyce and Don Azevedo -
Naomi and Dave Bennett - 1913 Buick Model 31
Jean and Jim Boyden - 1913 Oakland, Model 40
Katie and Marty Byl and Pieter with Fred Byl
Nancy and Fred Byl - 1915 Ford Touring 1913 Ford Touring
Jeanifer and Harry Blaker, Emily, Carrier, James
Anne and Jim DeMartini 1909 Locomobile Model 38
Carolyn and Chris Dolan, Keenan, Ryan, Allison (See Byl)
Johnny and Christine Crowell - 1914 Simplex
Diane and Whitney Haist - 1914 Ford Model T Touring
Christine and Larry Harness - 1915 Model T
Pam and Don Johnson - 1915 Ford Model T Touring
Jeanne and Lynn Kissill - 1914 Kissel Model 4-40-Touring
Muriel and Eric Lundquist
Carol and John O'Neill
Pat and Dave Pava - 1909 Ford T Touring
Fran and Cary Stubbles - 1913 Cole
Marge and Harold Zylstra - 1915 Buick Model 36 Roadster

Submitted by:

Eric Lundquist, Bay Area Horseless Carriage Club



Ramona and Eric Anniger



The Byl Family



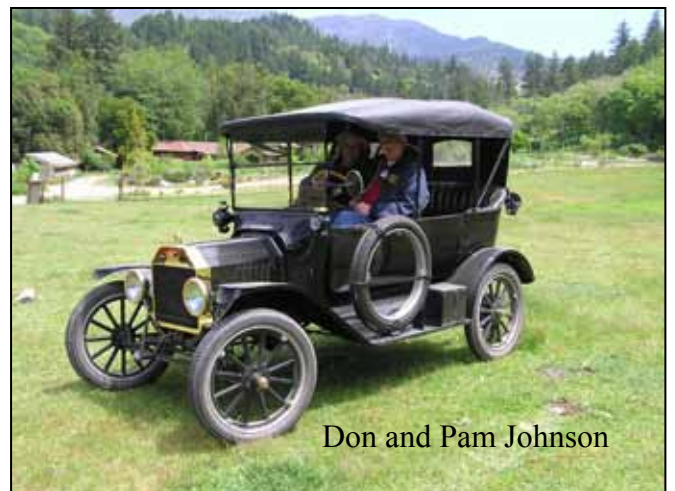
Johnny and Christine Crowell



Pat Pava, Jeanne Kissel
Christine Crowell



Jennifer Byl Blaker and James



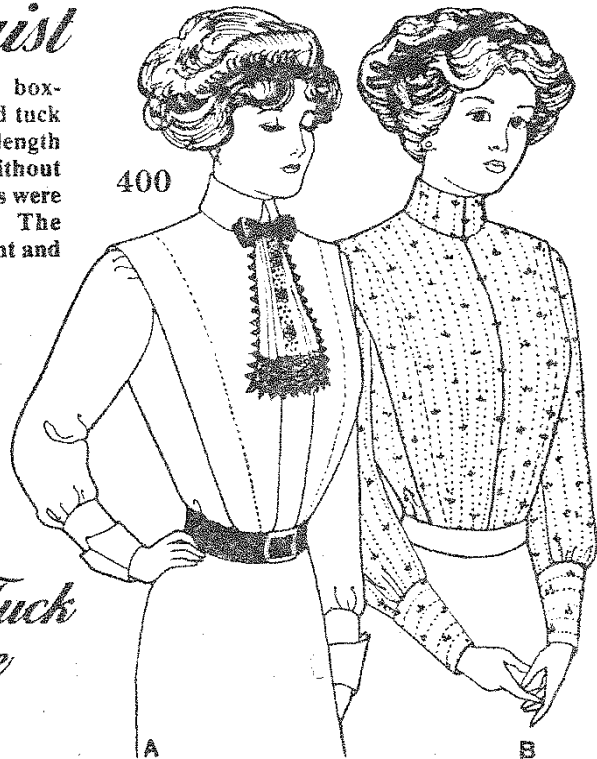
Don and Pam Johnson

FOR THE LADIES

Submitted by Esther Sernach

1914 Shirtwaist

Fig. 400 Closing with graduated box-plait at center-front; wide graduated tuck over the shoulder; one-piece full-length sleeve with deep cuff; with or without turn-back cuff. All the pattern pieces were contained in the envelope. The illustrations are copied from the front and back of the envelope.



1910 Gibson Tuck Blouse

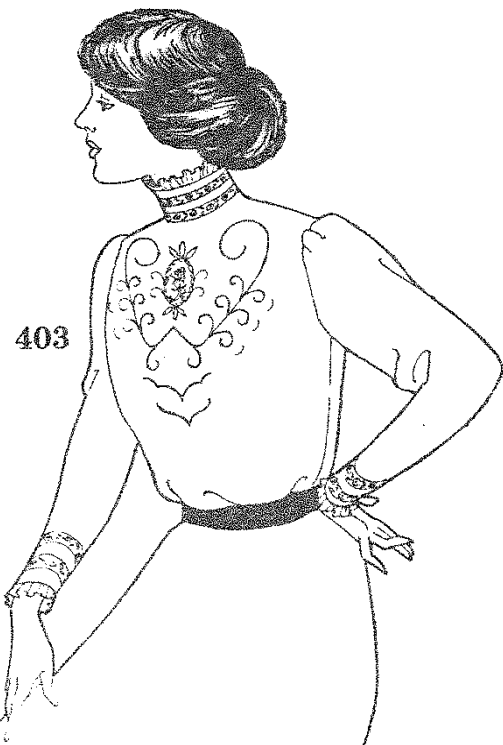


The blouse is easy and quick to construct. The original embroidery pattern can be done entirely with an outline stitch. If you can sew an even running stitch you can embroider an outline stitch. Outline stitch lessons are included in the instructions. If you prefer insert lace to embroidery I have included five insert designs.

1910 High-Neck Blouse

Fig. 403 — This blouse was copied for those of you who wish to learn or know how to use French Hand sewing techniques. The instructions include the French Hand sewing method for applying insert lace as well as modern machine methods. If you wish to use insert lace instead of embroidery, five insert lace designs have been included in the instructions.

Special instructions have been included for those who wish to adapt the blouse to a shoulder rather than a center back closure. The patterns were copied with the permission of Bonnie Annett.



Bay Area Horseless Carriage Club Tour Calendar For 2011

*June	Tour & Picnic ?	
June 3-5	Good Guys Summer Event car show, Ala. Cnty. Fgrnds. Pleasanton	Lynn Kissel
June 11-12	SCVMTFC Endurance Run and Lowland Tour	
June 12	Model T Swap Meet, Auburn, CA	
July 4 th	Independence Day Parade, Piedmont	John Morrison
*July		
July 26 - 29	HCCA National Tour Oregon City, Oregon	(The Third Times a Charm Tour)
August 13?	Alameda Tour	Durein, Cassidy and Ebers
August 28	Hillsborough Concours	Eric Lundquist
September 11	Autos in History Park, San Jose	John Morrison
September	Silver State Tour (2010 19-21)	
September 14-17	Old California Tour	
October 5-8	Hershey Swap Meet	
October	Pumpkin Tour	Doug Ogden
*November	Holiday Tour	
December	Christmas Party	

***Need a volunteer to plan an event for this date.**

Please call me, Ed Archer 510 581 4911 or email karened4@att.net

More Mendocino Car Tour pictures:



Helping Dave Pava fix flat tire



Pieter, Katie and Marty Byl



Carolyn, Chris and Allison Dolan

Changes Coming to the BAHCC Website...

Lynn Kissel, VP

Have you become a regular visitor to our club's website at 'www.bahcc.org'? The site has truly become a "go to" place for timely and archival information about our club and activities. I regularly consult the site for last-minute changes to upcoming events (click on EVENTS), or to refer to our list of restoration resources or documents such as our by laws (click on REFERENCE), or consult our club newsletter. The website is a strong partner that complements the quality information we've come to expect from our award winning newsletter, the *Gaslight Gazette*.

In addition to the great information available to the general public, there is also a more exclusive, "members only" area. Just click on the MEMBERS link at the top of every page and authenticate with your username and password; every member has one. Contact Erika (webmaster@bahcc.org) if you need more information about this process.

From the MEMBERS area, you can accomplish a growing list of useful things. Now you can send a message to an individual member, groups of members or to the board. You can also look up contact information on a particular member. In time, I expect that we will find more uses for this semi-private area restricted from the direct scrutiny of the whole internet community.

In the near future, access to the current and past issues of the newsletter will be moving to the MEMBERS area. Because there is so much quality and detailed information about us in every issue of the Gazette, it was agreed at the May 18 board meeting that it is in the best interest of the members and club to move the newsletter to a more exclusive area of the website. We feel that this action is preferable to "dumbing down" the newsletter content, or trying to maintain two different versions of the newsletter. I hope you agree.



BIRTHDAYS FOR JUNE

STONER	Donnis	6/10
COSTA	Pat	5/13
BROWN	Bayard	5/19
BERTOLOTTI	John	5/20
GURNEE	"Sam"	5/21
HOPKINS SR	Bob	5/23
HAIST	Whitney	5/24
RYAN	Patricia	5/29
SILVERA	Jackie	5/29
SILVERA	Dick	5/31
MORRISON	John	6/1
HAIST	Diane	6/2
FORBES	Tanya	6/3
CROWELL	Johnny	6/6
HENNINGSEN	Scott	6/7
PRATT	Fred	6/14
DUREIN	Doug	6/19
KEYSER	Kent	6/26
MCCRUMB	George	6/27
HOLTHAUS	Terri	6/29

ANNIVERSARIES FOR JUNE

SILVEIRA	J W	Barbara	June 1, 1952
MCEACHERN	Dan	Mary	June 6, 1987
MORRIS	Mike	Judy	June 12, 1976
GULARTE	Bill	Lee	June 13, 1954
SWENSON	Frank	Dailyn	June 15, 2006
BYL	Fred	Nancy	June 20, 1964
CALDEIRA	Chet	Kay	June 28, 1980
SHERMAN	George	Fran	June 26, 1946
CRUZ/ZYLSTRA	Harold	Marge	June 29, 2002

New contact information.

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Phone number: (510) 541-7418.

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Bay Area Horseless Carriage Club

Minutes of Board Meeting

Wednesday, May 18, 2011

Meeting opened at 7:31 p.m. at the Cerruti Garage in Danville.

Officers Present: Board Chair, Kaaren Brommer, President, Whitney Haist, Vice President, Lynn Kissel, Treasurer, David Pava and Secretary, Mark Cerruti

Member Present: Bill Brommer

President Haist asked for a motion to approve the minutes of the March Board Meeting. Dave Pava raised a motion and Kaaren Brommer seconded the motion. The minutes were approved.

Treasurer's Report: Treasurer David Pava provided an updated profit & loss statement. Dave commented that we're in "good shape" and will be doing even better once we bring ordinary expenses under control. Dave said that most numbers for the Willits tour are in and that we may actually make a modest profit on the tour. Dave added that the Byl's did a fine job estimating the cost.

Board Chair Report: Kaaren Brommer had nothing to report.

Vice Presidential Report: For security reasons, VP Lynn Kissel suggested that we move the Gazette behind the member log-in. Lynn thinks there is just too much personal information in the Gazette that *anyone* can access. Lynn asked for a vote to proceed with the change. The vote *FOR* was unanimous. Lynn will contact Webmaster Erika to initiate the change. Lynn reported that he now has 8 cars signed-up for the GoodGuys show next month. Lynn asked fellow Board Members for a modest amount of money to have placards made for the GoodGuys show. The Board approved the expenditure. Bill Brommer informed Lynn to make sure his placard reads "1912 Ford Pie Wagon" and not "1908 Cadillac Touring." Bill went on to explain that he just can't get the old Cadillac to run right.

Nuts & Bolts / Membership: Bill Brommer reported that there is no "Nuts & Bolts" scheduled for June. Bill was pleased, however, to announce that he has received a membership application from Tom Jasper, the gentleman who attended the Nuts & Bolts meeting last month at the Durein Garage.

New Business: Dave Pava suggested that commercial advertising be offered in the Gazette. Many other clubs already are selling space in their newsletters and it would be an easy way to raise revenue for the club.

Old Business: Dave Pava handed out copies of the proposed budget for 2012, with comparisons to budgets of years past. A discussion ensued over the budget and related Resolution. Board members argued over various aspects of the proposed Resolution, but ultimately resolved all matters relating to the Resolution. The traditions of the club and its current financial status were taken into consideration. The Board approved the following Resolution.

B A H C C B O D R E S O L U T I O N

5/18/2011

Whereas expenses are exceeding revenues by approximately \$5,000 per year and the membership has made recommendations for various methods of cost saving and revenue generation, the BOD resolves to implement the following:

1. Conduct an annual BOD review and approval of a detailed operating budget. This will occur at the January BOD meeting. All members and committees and departments with budget requirements are invited to attend. Guidelines for a balanced budget will be as follows:

a. The budget becomes the guideline for expenditures. BOD approval is required for any and all non budgeted expenditures by members, committees, etc. in excess of \$25.00

b. Establish, as a goal, that all. tours and other events to be self sufficient (i.e. cost equal revenue) with exceptions as approved such as coffee and donuts on tours, etc.

c. Provide to all committee chairs, a budget for operation.

2. Club membership fees will be as follows:

a. Club membership (with access to the website and electronic copy of the newsletter) shall be \$35.00 per year.

b. Club membership with subscription to the print edition of the newsletter shall be \$60.00. per year. This may be adjusted in future years to cover actual printing and mailing costs.

Lynn Kissel raised a motion to close the meeting, Kaaren Brommer seconded the motion.

Meeting closed at 9:36 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, May 4, 2011

Meeting opened at 7:35 p.m.

Officers Present: Board Chair, Kaaren Brommer, President, Whitney Haist, Vice President, Lynn Kissel, Treasurer, David Pava and Secretary, Mark Cerruti

President Haist asked for a motion to approve the minutes of the April meeting. Walter Sowell raised a motion and Esther Sernach seconded the motion. The minutes were approved.

Treasures Report: Treasurer David Pava reported that the Auction last month raised \$702 for the club! In addition, Dave reviewed the recent debts and credits, including revenue from members' dues and deposits for the upcoming Willits tour.

Board Chair Report: Kaaren Brommer had nothing to report.

Vice Presidential Report: VP Lynn Kissel reported that he has 6 cars signed-up for the GoodGuys show next month and warned that the deadline to enter your car is coming soon. Lynn offered a sign-up sheet for additional members that may be interested.

Gazette Report: Gazette Editor Muriel Lundquist said she needs more articles for the Gazette, especially those relating to cars. She also thanked Lynn Kissel for his article on the Bakersfield Car Tour and Swap Meet last month. Muriel also displayed the 1st place award she received for her excellent work on our Gaslight Gazette. Muriel explained that there was an unexplainable glitch last month emailing the Gazette to members. Some received the attachment, some didn't. In closing, Muriel urged members to voluntarily decline their hard-copy of the Gazette and receive it solely via email. In a show of great leadership, President Haist, at that moment opted out of the printed Gazette.

Nuts & Bolts: Bill Brommer asked for volunteers to host future Nut & Bolts and invited Doug Durein to give a preview of the May edition at his garage this Saturday in Alameda. Doug relayed a story of a Man in Alameda that uses a Model T Ford as a daily driver for his construction business. The man said the low-gear in the car does not work, so Doug invited the man to bring the car to this Saturday's Nuts & Bolts to have the "experts" adjust or replace the band. Doug said the man may join the club, or perhaps offer a donation.

Sunshine Report: "Nothing to report." said Doug Durein.

Tours & Authenticity: Tour Chair, Ed Archer asked John Morrison to give a run-down of the Western Gaslight 1 and 2 Cylinder Car Tour last month in the Windsor area. John Morrison gave a detailed account of the 4-day tour, which was based in the town of Windsor. Participants visited Sturgeon's Mill, Stoke's Ranch and a fish hatchery at the Sonoma Reservoir, just to mention a few places. John relayed a story of his friend from Campbell, Frank Hurley, who was his guest on the tour. During the tour, they came across a '15 Ford Touring Car on the side of the road that was for sale. Frank, who previously had not owned an antique car, test-drove the old Ford and a deal was made to take the car home! Frank may join our club or the Santa Clara Model T club.

Fred Byl gave an update of the upcoming Willits tour May 12 -15. He has 16 cars signed-up and was looking forward to taking participants to places he is sure they had never been before!

Erika Kopman reported that she has 3 cars signed-up for the Maker's Faire. Erika asked for help staffing the booth since she will not be able to be there all day due to the events of the last few months. She added that we will have a new location, near the "Steam People."

Website Report: The Website "is running" reported Erika Kopman.

Communications: None.

Project Sharing: Ben Kopman is doing some computer modeling and asked if any members have plans of a Model T Ford that he could scan and "play with."

Dave Pava gave a report on the curved-dash Oldsmobile he and Norman Schwartz acquired last year. What began as a "fixer-upper" has turned into a "total-rebuild" explained Dave. Dave invited members to stop by Norm's Garage in Martinez to see the progress they are making. They're there most Saturdays, but call first.

Old Business: President Haist gave an update on the progress of the budget for year 2012. Board members have been communicating via email and will put the "finishing touches" on the budget at the May Board Meeting in two weeks. Dave assured members that the new budget will resemble the budgets of the past, just with more fiscal control. A few members raised concerns about specific line-items on the new budget. In addition, the club's biggest expenditure was discussed at length, the printing and mailing of the Gazette. There will be no changes in how the Gazette is distributed for the rest of this year, but members should expect to pay a modest premium to receive the Gazette via USPS in the following years. Lynn Kissel remarked that there is "no emergency" and the new budget will move us into a better financial position.

New Business: None.

Eric Lundquist displayed 3 hand-made fender pieces for "Show-and-Tell." Eric reported that contrary to earlier reports, Lazze, the *sheet metal shaping messiah*, is alive-and-well in Pleasanton. One of Eric's employees just completed a course at Lazze's school and is now crafting sheet metal parts for Eric's latest project, a bus. Eric found a late model 16 to 17-passenger airport bus on eBay and is remodeling it to resemble a 1920's style bus with a Franklin-type hood. When the bus is finished, it will join "Mr. Toads" fleet in San Francisco. Eric invited members to stop by his shop in Burlingame on June 4th, to see the project.

Members thanked the Brommers for the waiting dessert.

Erika Kopman raised a motion to close the meeting, Kaaren Brommer seconded the motion.

Meeting closed at 8:34 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

BAY AREA
HORSELESS CARRIAGE CLUB
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CALIFORNIA
BAY AREA

