



*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:

Welcome to Summer. Finally warmer weather although still very comfortable here in the Bay Area. There won't be a SNOOPY this month, but do keep Joe Sernach in your prayers as he continues his treatments and special thoughts and prayers to Esther. Our Sunshine lady Susan Durein has not had any other reports of illness, so please give her a call if you know of someone in the club who is not well. I am happy to report that hubby Eric is doing great after his shoulder surgery. He's not driving the antiques yet, but has been OK enough to drive a couple of Mr Toad's Tours. The Lundquist household is busy with the planning of our youngest son's wedding in September. Seems like just yesterday he was our baby. Happy touring and I hope to see you at our meeting on August 3rd.



From the West Wing
of the work shop.

It's hard for me to believe that the first half of 2011 is history already. Time marches on. It seems that the guys we're most familiar with, with the title "president" do a state of the (whatever) message sometime each year. Well maybe it's time to do a state of the club message, so here ya go:

The State of the BAHCC – 2011

The membership is up from last year. Revenue is up compared to this time last year (thanks to a good auction and increased dues) and expenses are up but only by amounts paid in the first half of '11 that were not in '10. The good news about club finances is, of course, the new budget that will sustain our operations close to the way we have been accustomed, for some years to come. We still have one of the nicest meeting places of any club I know of, and we have strong participation and meeting attendance, tours and other activities. Also, we have attracted new members that are significantly younger than the cars we have! Few car clubs can boast that, these days. Congratulations to all.

Last issue I opened the message by saying if you missed the Mendocino tour, you missed a good one. That was true, but the story continues. In June, every family attending got a hundred bucks back! Thanks entirely to the tour team (Byls, Lindquists, Johnsons) they saved some money and elected to return it to the participants. Thanks again to Nancy, Fred, Muriel, Eric, Pam and Don! Incidentally, we made a lasting impression on the Baechtel Creek Inn. No, I don't mean the oil drops in the parking lot, but they apparently liked us so much, we're on their web site. Check it out: <http://www.baechtelcreekinn.com/> and click on Photo Blog and scroll down to May, 16.

In June, some of the BAHCC showed their cars at the Goodguys Hot Road Show. To me this sounded like putting Al Jolson on stage with Lady Gaga. But I'm open minded so I'll read on in this issue to see how it all went.

Oh, I just got a thank you letter from Hagerty Insurance for increasing the valuation on my cars. I intend to pass it on to Don Azevedo.

Don't miss the August meeting on 8/3. We will hear all about Doug Dureins plans for an upcoming Alameda Tour. And more! Be there!

Happy motoring. And remember, if you're lucky enough to have a horseless carriage, you're lucky enough!

Whitney Haist
Prez

The editor would like to thank all of those who contributed articles this month. You are what makes our newsletter great! Remember to have your September articles and tour notes to the editor by the 22nd of August. If you have something ready earlier please feel free to send it along early. M.

S. A. S. TOUR

(Seeing Alameda Slowly)



SATURDAY – AUGUST 13, 2011

Coffee and Donuts at 9:00 AM

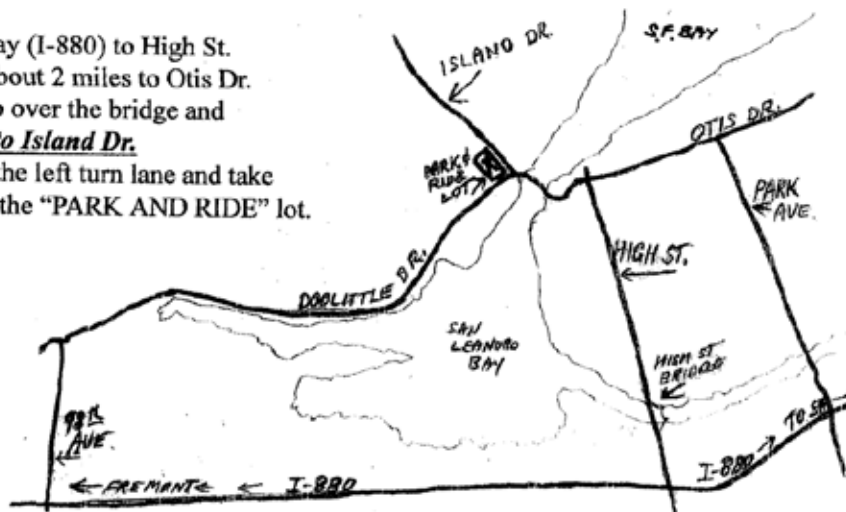
10:00 AM – Tour Leaves

This is your chance to bring out the 1 CYL; Motorcycle; Shakedown; whatever doesn't get run much. The tour is slow, flat, short, with a museum thrown in.

This will be a bring your own Picnic Lunch. Drinks and Dessert will be supplied.

Put on by the DEC group; Dureins, Ebers, Cassidy

Take the Nimitz freeway (I-880) to High St.
Go west on High St. about 2 miles to Otis Dr.
Go left on Otis Dr., Go over the bridge and
Take the first right onto Island Dr.
Immediately, Get into the left turn lane and take
The first left turn into the "PARK AND RIDE" lot.



The Labies Column this month was researched and edited by our own Joyce Azevedo. Thank you Joyce for taking the time to share this information with our club.



Clothing for the late 1800s

Back in 1850, an enterprising American woman designed clothing that would allow for freedom of movement, something to get her away from the restrictive costumes that weighed women down in that era. The costume was a type of ankle-length pantaloons worn with a full-skirt and a knee-length coat. This design, by Amanda Bloomer, pretty much did away with heavy petticoats of the day. The “bloomers” as they were known, facilitated exit and entry out of coaches and wagons, and for those bold women who were daring, on and off horses. This garment, sold in the Sears catalog of 1894, men’s pantaloons only, listed for sale for as little as \$.75 for the Kentucky Jean Pantaloons, and as much as \$5.65 for the Black Doeskin pants, all wool. (Ladies prices were not listed in the 1894 Sears catalog. Perhaps this was because they were not considered appropriate for ladies at this time.)

As early as 1860, women were starting to rebel against those form-fitting clothes even more. Especially uncomfortable were the bone corsets. Tied extremely tight at the waist, the undergarments might have made someone’s waist look tiny, but they also left women short of breath to the point of fainting. Hence, the need for fainting rooms.

By 1875, companies had begun to design more free-form, loose-fitting garments, to allow freer movement. Soft, natural colors and unrestricted waistlines and necklines/collars allowed more movement and comfort. These dresses probably sold for no more than \$10.00 at the time and are now occasionally found in antique stores or at swap meets. In her book “Vintage Clothing 1880-1980” by Maryanne Dolan, a dress of this era in 1979 would be appraised at \$1,200-2,000. Just the cost of the fabric for a wool, velvet-trimmed suit (in 1979) would cost \$170.00. (Patterns are available for many garments of this style by Butterick Patterns in the “Costume” section. They are frequently put on sale at JoAnne’s Fabrics for as little as \$1.99)

By the 1890’s, corsets and bustled dresses kept the emphasis on those tiny waistlines again. Also, in the 1890’s someone came up with the idea of the “bust improver”, the forerunner of the brassier. The Bust Improver used individual cups for support of the breasts.

Finally, at the end of the 19th century, we see women’s clothes starting to take on a straighter cut, without the frilly form, especially with the advent of World War I and women entering the workplace. At this time, frilliness and extravagance were gone for all except for the wealthiest of women.

Sources:

The Illustrated History of Antiques
Running Press, Philadelphia, PA
Copyright 1991

Vintage Clothing. 1880-1890, Identification and Value Guide, Third Edition, by Maryanne Dolan, Books Americana, Inc. Florence, Alabama



Our featured Biography this month is from member Bill Brommer. I hope you are all enjoying getting to know our members better with this monthly feature.

And The Wheels On The Truck Go Round 'n Round

“Any cars that do not have wheels on them will be thrown out!” No, it was not the voice of my wife Kaaren, but rather, that of my mother. They were my toy cars she was talking about and luckily I always managed to get all of the wheels back on them. Not necessarily the right wheels on the right cars, but none of them were ever thrown out. Did I mention that I was about 4 years old at the time. I guess you could say that that was the beginning of my interest in old cars and restoration.

Having been raised in Chicago I had the rare opportunity to visit many fine museums as I was growing up. My favorite, of course, was the Museum of Science and Industry. While I enjoyed the museum as a whole, my favorite exhibit was - you guessed it - the large hall that contained the antique and classic CARS! I spent many an hour there looking them all over. Then I would go to the gift shop and purchase yet another book on old cars. And by using my meager allowance monies I purchased the entire set of Floyd Clymers' Scrapbook Series. And I still have all of them to this day.

Being a teenager and a guy I couldn't wait to get some wheels under me. My parents said no, not until I graduated from high school. I did just that and I don't think more than a few days passed after graduation that I had purchased my first car! A 1949 Studebaker Starlight Coupe. I loved that car, but was forced to sell it when it turned out that it burned almost as much oil as it did gasoline. I was learning about cars and their care even if it was the hard way. For college I bought a more dependable car. I concentrated on studies for the next four years and got my teaching degree for Industrial Arts.

Having a teaching position I could now finally consider buying an antique car. And I did just that. With a good friend of mine we purchased a none running, but complete, 1926 Model T Ford Coupe. We purchased this car in February, in the middle of a Chicago winter, but

did not want to wait for spring to get it running ---- so-o-ooo, we proceeded to try to get it started. A new battery would not turn it over. Standing on the crank would not turn it over. After deciding that the crankcase may be full of water, we applied some heat and with the drain plug out the oil and water came pouring out. Plug replaced, new oil poured in and surprise, it started! Out of the garage and down the alley we went bumping over snow and ice ruts. What a ride! While it ran pretty well, it was decided to give the car a complete restoration which we did over the next several years. Although not a show car, as it was driven, not trailered, it did manage to win a number of trophies.

The Brass Era. Drum Roll! After admiring some of the brass era cars of fellow club members I decided that I just had to find one. And find one I did, a 1912 Model T Ford Touring car in running condition. A barn find, but what a barn find. It had been maintained by the same mechanic since new for a local doctor. (see the September 2010 BAHCC Gazette for that story.) It too, got a complete restoration and won many prizes, even though it also was always driven, not trailered.

It was about this time that I decided that I had had enough of the Chicago winters. I decided to sell everything and move to the San Francisco Bay Area. The only thing I brought with me was a 1912 Model T Ford running chassis that I intended to build into a Delivery Car, but that is another story. (See the Model T Times November-December 2005)

They say that life happens while you are making other plans. Well, my life sure changed when I made that move. I decided to give up formal teaching, opened a restoration business, and of course, most important of all, I met and married my soul mate, Kaaren. Together we raised a family, built several successful businesses, had some great adventures, owned a number of collector cars and met some wonderful people. But the ride is not over yet. Since formally retiring, I can now concentrate on restoring antique cars for myself and not customers. And yes, I am still removing and replacing wheels on cars, but this time around Bill Brommer will try to get the right wheels on the right cars!

Bay Area Horseless Carriage Club Tour Calendar For 2011

* July

July 26 - 29	HCCA National Tour Oregon City, Oregon	
August 13	Alameda Tour	Durein, Cassidy and Ebers
August 21	Mini Promotional Tour	Bill Brommer
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

FOR SALE:

1914 Model T Ford Chassis only. Motor rebuilt but one cylinder has seized up due to water leak. Pressurized oil. Contact Thane Atherstone (530)-273-3662 for condition and price.

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I have a homemade trailer for sale, suitable for 1-cylinder cars, but made specifically for my late father's 1909 Hupmobile. I'm asking \$700, as is, and have the title for it.

Contact Marcia Benjamin. 510-357-7753. swimmingismylife.marcia@gmail.com

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Pace American Car Trailer, 8'6" W X 6'6" H X 24' L

Low miles, excl.cond. new tires, insulated and vented for car storage.

\$4,200 Whitney Haist 925-899-4912 or haist2@comcast.net

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JACKETS

I am getting ready to put together another order for the BAHCC-style JACKETS (dark blue with your name + insignia) and need to confirm does --- ANYONE ELSE want to order a jacket ?

I need to know the first and last NAMES (to be sewn on the jacket), the size and how many. I will get a price confirmation based on how many jackets are in the order.

Please contact: Kaaren Brommer by email (kebrommer@aol.com, phone: 510-538-1795 or in person at the August 3, 2011 club meeting. Thanks.

GOODGUYS

Concours d'Elegance

June 4-5, 2011

Lynn Kissel

The Goodguys Rod & Custom Association represents auto enthusiasts of a different bent than those with which readers of this newsletter normally associate. In spite of the apparent differences, there are threads of common interest that run through all variations of the hobby. There are many techniques and skills that cross over, common interest in legislative actions that impact us, some components and suppliers that serve multiple purposes. Owners of custom cars are often quick to appreciate original, unmodified autos. Owners of unmodified cars are not all pure and often make changes to their autos for improved safety and performance even though they may be subtle and hidden. Instead of being polar opposites, they are points on a continuum. Both variations on the theme are richer through a better understanding of the activities of the other. For a second year, Goodguys made a special effort to reach out to the larger collector car community and should be commended for their actions. They solicited exhibition of unmodified and classic cars in a Concours d' Elegance at their 18th Summer Get-Together, at the Alameda County Fair Grounds in Pleasanton.

In addition to the Bay Area Horseless Carriage Club (BAHCC, with which I participate with *Annie*, our 1914 KisselKar Touring) and the NorCal Region of the Classic Car Club of America (NorCal CCCA, with which I participate with *Bugsby*, our 1924 Kissel "Gold Bug" Speedster), I recognized cars and owners from several other area car clubs such as the Packard Club and the Cadillac-LaSalle Club. This special concours was not judged and limited to 50 cars.

For those of you who have never attended a Goodguys show, you would not fail to be impressed by the large and youthful crowds that they typically draw (weather permitting). Many of us can point to a particular past event, often as a young person, that planted the seed that grew and blossomed to our current interest in old cars. This special concours was a rare opportunity for us to help plant that seed in a new generation of collectors. Our involvement is an act of enlightened self interest and an investment in the future of our hobby. Eight

cars from the BAHCC signed up (eight cars made it to the show floor); seven cars from NorCal CCCA signed up (four cars found their way to the show floor).

To enhance the educational opportunity, an 8.5"x11" informational placard was created for each car. The poster for each car was different, but all displayed the year/make/model of the car, car owners and a picture related to the car. A couple of paragraphs of text briefly overviewed some information about the car, the owner, the marque or some bit of related automotive history. It's been my experience that many spectators are more likely to stop and read this kind of information than to initiate a conversation with the owner. After the written "introduction" to the car and some common points of reference, it is easier to "break the ice" with follow-up questions that can lead to a meaningful conversation.

In fact, I think *all* collector cars should have some kind of informational placard or window sign displayed whenever the car is viewable by the public. This is a low-cost, high-impact way to help others identify and appreciate our vehicles. (If you're prose challenged, do a Google search on your year and make, or do a search in Wikipedia. You'd be amazed at the relevant information you'll find.)

To hold the placards, small acrylic sign holders are purchased and stands are fabricated from PVC pipe. I received some financial support for this effort from both the BAHCC and NorCal CCCA, but also spent additional personal funds to realize this vision.

The cars and owners that sign up for the show from the BAHCC were:

- 1906 REO Model B—Don & Joyce Azevedo
- 1908 REO Gentlemans Roadster—Joe & Esther Sernach
- 1909 Ford Model T Touring—Bill Austern
- 1910 Mitchell—Charles Ebers
- 1910 Pratt-Elkhart Touring—John & Carol O'Neill
- 1912 Ford Model T Delivery Car—Bill & Kaaren Brommer
- 1913 Apperson Touring—John & Carol O'Neill
- 1914 KisselKar Touring—Lynn & Jeanne Kissel

On the face of it, this two-day weekend show was a disaster.

Rain was forecast for the entire weekend and a steady rain falls for most of Saturday. The resulting crowds are a small fraction (1/6th? 1/10th?) of what one normally finds at the show. Only about 1/4 or less of the expected vendors show up for the swap meet and the huge swap space is largely bare. Sunday is better but not good. The sun is occasionally seen between clouds and the rain holds off in the morning and more people are seen at the show. But many of the vendors have not come and the crowds are thin.

Still the weekend was filled with many bright moments. The concours is held inside a building and our cars are high and dry. Many of the people that do attend are channeled into the buildings increasing our contact with them.

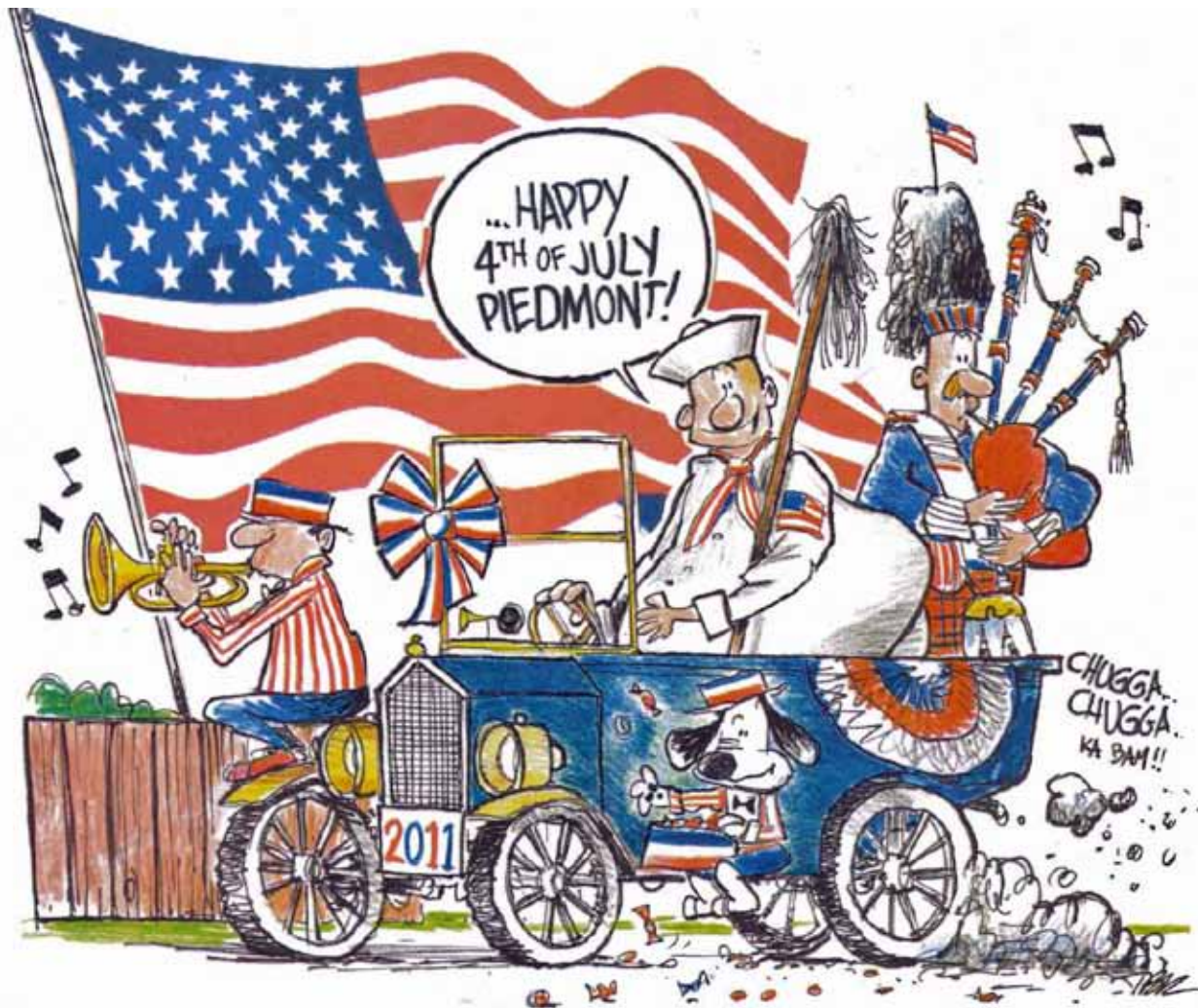
Many of the people stop to read the informational placards and ask questions. The concours car owners are great spokespersons, engaging with the crowd in animated discussions. Tables are setup for each club distributing literature and information.

I was particularly gratified to see Carol O'Neill's interaction with many young visitors. More than once I saw her propping young people in the front seat of her horseless carriages. Now that's the kind of experience that's going to leave a lasting impression! Way to go, Carol!

Carol wasn't the only owner that engaged visitors with energy and enthusiasm. Bill and Kaaren Brommer, dressed as bakers to go with their Pie Wagon, were a prime photo op. I overheard Bill solving some Model T issue with one visitor. Don Azevedo was being all Don, of course, engaging people with his usual witty, fast paced stories about old cars. In fact, Don told me such a good joke that I needed to write it down so that I could later tell it to my wife. She laughed, too. All participants at the Goodguys Concours received an award of excellence; some cars receive special recognition, such as a "class act" award.

During the week after the show, I received a letter from the Goodguys, thanking us for our participation. They stated that "our 2nd Concours d'Elegance (was) the best display of cars that Goodguys has ever promoted." Although the weather didn't cooperate, the concours "was the hit of the event." Indeed, it was a memorable weekend and I will long remember my involvement at the Goodguys Concours d'Elegance. Did the event succeed in planting any seeds in future collectors of horseless carriages or classic cars? We may never know. But I do know that we need to keep trying.



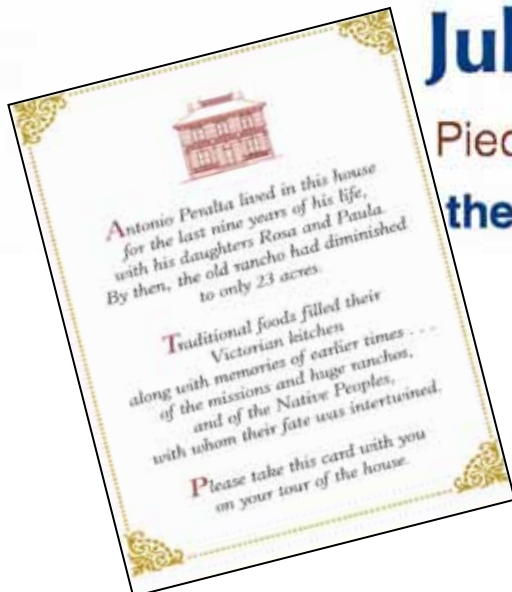


46th annual Fourth of July Parade

July 4, 2011

Piedmont, Cal

theme: Home





More 4th of July Parade and BBQ Pictures



Thank you John and Carolee Morrison for a great 4th of July Parade experience, a fun tour of the Antonio Peralta House and a wonderful BBQ with friends and car enthusiasts!



Always bring a friend on tour and have another friend with a modern car and a tow rope!



BIRTHDAYS FOR JULY AND AUGUST

RITCHEY	Don	7/3
WATERMAN	Annie	7/7
ZILLMER	Bruce	7/10
GIBSON	Ray	7/12
SHELDON	Wayne	7/12
HIRONIMUS	Judy	7/12
SERNACH	Esther	7/14
SERNACH	Joe	7/17
AZEVEDO	George	7/19
HUND	Bill	7/23
O'Neill	John	7/24
SHERMAN	Fran	7/29
FRANCIES	LeRoy	8/3
BOYDEN	Jim	8/7
CASSIDAY	Bill	8/8
GIBSON	Judy	8/14
REAK	Ron	8/17
SOWELL	Walter	8/18
JOHNSON	Don	8/20
KING	Mary Lou	8-20
RIGGS	Jane	8/20
HOLTHAUS	Mark	8/22
BROMMER	Bill	8/24
LAWRENCE	Betty	8/26
CRUZ/ZYLSTRA	Marge	8/27
RYAN	Jim	8/28

ANNIVERSARIES FOR JULY AND AUGUST

KOPMAN	Erika	Ben	July 14, 2007
SERNACH	Joe	Esther	July 25, 1998
SILVERA	Dick	Jackie	July 25, 1981
RYAN	Matt	Patricia Mary	July 29, 1988
KING	Doug	Lou	July 30, 1965
ROSEN	Bob	Louise	Aug. 2, 1956
SOWELL	Walter	Ruth	Aug. 2, 1980
DUREIN	Doug	Susan	Aug. 8, 1964
MACCALLEN	Roger	Anna	Aug. 14, 1993
GURNEE	"Sam"	Anne	Aug. 17, 1958
COSTA	Tony	Pat	Aug. 22, 1970
PRATT	Fred	Scheryn	Aug. 26, 1967



Nuts and Bolts - August

Mark Saturday August 6, 2011, on your calendar to visit the “Garage” at 3573 First Street, Unit E, Livermore , CA. Lynn Kissel will be our host for this event. We will get to see his car collection, as well as, Automobile memorabilia items. Any questions or if you need directions contact Lynn at 925-423-7940. Hope to see you there.

SAVE THE DATE FOR A FUTURE TOUR!

Quote from the Model T Forum written by: Kristin and Eric Lemay.

WRITERS REQUEST PRE-1916 CAR RIDE

“My husband and I are writers, researching a book on the early transcontinental drives. As we cross the country ourselves this summer (NY to San Fran), we’re hoping to meet owners and ride in antique cars along the way, to get an idea of how they felt, ran, sounded, etc. Any owners out there in CA with an early car, willing to take us for a ride and talk to us about the car ? Many thanks. “

So, Bill and Kaaren Brommer would like to plan a SHORT TOUR to accommodate these folks.

Who: Eric and Kristin Lemay (from Ohio)

What: Short local tour (destination/ TBA)

When: Saturday, August 20, 2011, start time approx. 1:00 / end time approx. 4:00

Where: Tour begins & ends from the Brommer’s home/ 19529 Alana Rd, Castro Valley

Why: To give the writers some great stories and a rewarding driving experience.

So please check your calendar and plan to sign up --

contact Bill or Kaaren at sszephyr@aol.com,

or phone: 510-538-1795 or get on the list at the August 3, 2011 BAHCC meeting.

**Life is too short to wake up with regrets.
So love the people who treat you right.
Love the ones who don't just because you can.
Believe everything happens for a reason.
If you get a second chance,
grab it with both hands.**

Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, June 1, 2011

Meeting opened at 7:37 p.m.

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

President Haist introduced his guest, George Childs from Piedmont. George has several cars including a '25 Chevrolet Panel Truck.

Don Johnson introduced his guest, Nick Sloan from Auburn.

Doug Durein was pleased to introduce our newest member, Tom Jasper of Alameda. Doug presented a check from Tom, for \$100 to Treasurer Dave Pava. Tom has donated the money to the club as thanks for our work on his Model T Ford.

President Haist asked for a motion to approve the minutes of the May meeting. Lynn Kissel raised a motion and Don Azevedo seconded the motion. The minutes were approved.

Treasures Report: Treasurer David Pava started his report with good news, the Willits tour last month made a profit! The Tour Committee will discuss what to do with the proceeds. Dave reviewed current account information and added that we have no bills due.

Board Chair Report: Kaaren Brommer thanked Walter and Ruth Sowell for the evening's refreshments. Kaaren also thanked members who responded to the Budget Questionnaire from a few months ago.

Vice Presidential Report: VP Lynn Kissel reported that the process of moving the Gazette behind the member log-in is underway. Lynn also thanked Tony Wollesen for his guidance on epoxying the wood wheels on his '14 Kissel. Lynn said he has 8 cars signed-up for the GoodGuys show next month and showed members the placards he made-up for the cars that are to be displayed.

Gazette Report: Gazette Editor Muriel Lundquist said the Gazette was mailed out a little late this month and members that have not received their copy should expect it any day. Muriel reminded members that there will be no Gazette for the month of July.

Nuts & Bolts: Bill Brommer reported that there is no Nuts & Bolts scheduled for June.

Sunshine Report: John Morrison was sad to report that member Louise Rosen passed away last week as the result of a stroke she suffered a few months ago. Louise is survived by her husband Bob. John also informed members that Joe Sernach has been diagnosed with a very serious illness. On a bright note, John saw Barbara Silveira recently and reported that she is doing very well.

Tours & Authenticity: Fred Byl made a few comments on the May Willits tour that he and Nancy hosted. Fred thanked the Lundquist's, Johnson's, Kissel's and others for their help on the tour. Fred added that he learned a lot and is glad it's over!

While on the Willits Tour, Don Azevedo got word of an EMF that is for sale. Don immediately left the tour to pursue the car; it was stolen

from his house last year. Don relayed a very detailed and entertaining story of tracking down and recovering the car with the help of local law enforcement. Don added that he received a phone call from Jay Leno congratulating him and Joyce on the recovery of the old EMF!

Erika Kopman thanked club members who helped with the recent Maker's Faire. She said the event went very well and is looking forward to next year. Don Azevedo remarked that the Santa Clara Valley Model T ford Club recently gained a new member, after seeing us at the Maker's Faire last year!

John Morrison offered a sign-up sheet for the Annual 4th of July Parade and Barbeque in Piedmont. John is working on a short car tour after the parade that will include a visit to the Peralta House.

Doug Durein is planning a Tour in Alameda on August 13th. Details will be in the next Gazette.

Website Report: Erika Kopman invited members to ask questions about access to the member's area of our Website. Soon the on-line version of the Gazette will only be available in the "Club Members Area."

Communications: None.

Project Sharing: Joyce Azevedo was happy to report that the Rambler has been sold! (*Yeah!*)

Whitney Haist attended an auction in Saratoga of the late Dr. Edgar Lawrence and came home with his 1915 Studebaker Touring Car. Whitney also reported that he has sold his Model T Ford and it will soon be on its way to Ireland.

New Business: None.

Old Business: Doug Durein asked if our Swap Meet is dead? Doug found an ad in the "Model T Times" advertising an *indoor* swap meet in the Tacoma area. Doug wondered if that perhaps we could revive the Swap Meet as an indoor event at one of the large, empty buildings at the former Alameda Naval Air Station. Ed Archer commented that finding a location for the event is not the problem, finding a Chairman for the event *is* the problem.

President Haist quickly reviewed the conclusions of the Board Meeting last month regarding the Resolution and Budget. All activities shall be self-sustaining. Members will pay a premium to receive a printed copy of the Gazette. No more flowers for sunshine. Dave Pava added that we will spend the rest of the year getting familiar with the guidelines and live with the *new way* next year.

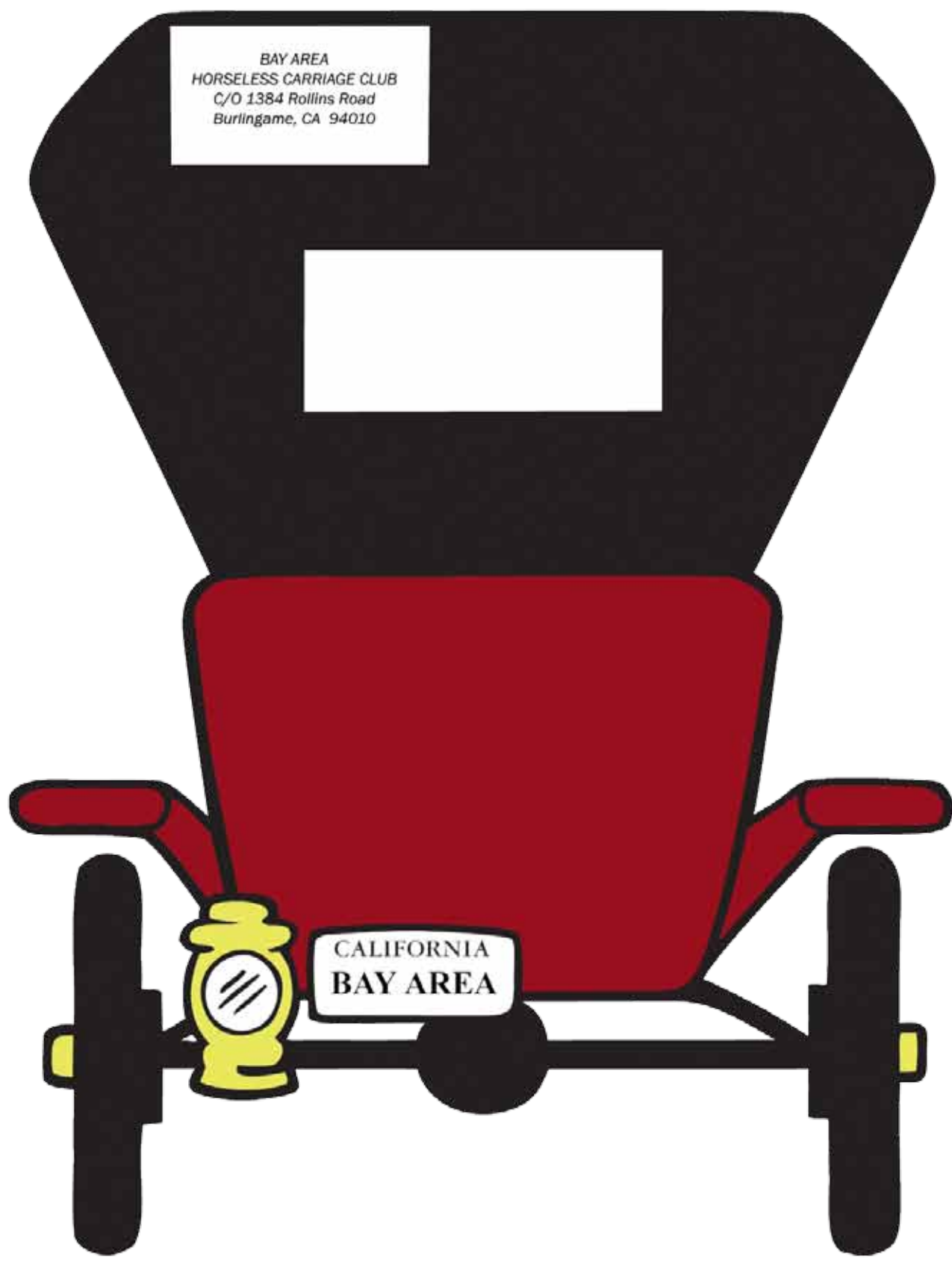
Fred Byl raised a motion to close the meeting, Erika Kopman seconded the motion.

Meeting closed at 8:43 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

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