



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



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Authenticity: Ed Archer

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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. Permission to reproduce articles is granted provided credit is given to the original source.

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 time to start polishing up the cars for some upcoming tours. Are you ready! The Sweetheart Tour is the first, weather permitting we can get out our cars and have some fun. Don't let the weather stop you however, because this event happens rain or shine and you can come in a modern car..

Our treasurer reports that several members have not yet paid their dues. This will be your last Gazette and your name will not appear in our Roster if you do not get your dues into Treasurer Dave Pava before the 15th of February. See notice for further details.

Fred Byl will be looking for volunteers to write our monthly car feature. Thank you to Bernard for editing and writing up this months article. I understand that Whitney is ready for the March issue so everyone else needs to sharpen up their pencils and get some ideas rolling.

Reminder, this is the LAST month that we will be sending out the Gazette via US mail unless you have paid extra with your dues.

Happy Valentines Day!

Please don't feed the kitty...



Well, the Bay Area Horseless Carriage Club survived our January meeting with me presiding as the new board president. No hail storms, plague of locust or biblical floods. So far, so good!

We had one question from the floor asking if we will have an auction at our April 4 "potluck dinner" meeting. (Thanks, Carolee.) My quick executive response was "Yes! We'll have an auction!", but I expect that it was a gentle reminder that we traditionally have had an auction at that meeting and that we should start advertising it. Our past live auctions have been great fun and result in a nice extra kick for the club's treasury. So start putting aside those items that you think would make good offerings. While one might expect them to be antique-auto related, in fact, most anything will be likely be welcome and odd items will add to the fun.

It was particularly pleasing to witness the response to my call for a *Show & Tell* at the January meeting. You shared a number of interesting stories and tall tales. I got some thoughtful suggestions about questions I had on some Delco-Lovejoy shocks and I hope others enjoyed the interaction as much as I did. Here's hoping that you will have more information to share when I call for *Show & Tell* at the February meeting.

At our January board meeting, we learned that a fair number of our 2011 members had still not paid their 2012 membership dues. The fiscal health of the club depends critically on the dues we pay. Board members will be giving a courtesy call encouraging you to renew your membership. We have set February 15 as the deadline to purge unpaid members from the roster, so this will be the last *Gazette* for some. Even if you're not as active as you once were in the club, your contribution does materially help keep the presence of horseless carriages alive and visible on the roads of our community. I think that this is not only important for us, but also essential for younger generations.

To make our club more welcoming to new and infrequent visitors, I've been encouraging people to wear nametags at all of our events. Bill Brommer (membership chair) has told me that he's developed a local, less expensive and more responsive source for club nametags; the nametags are even more colorful. So it is easy for you to replace your nametag if it has been lost, just ask Bill. We will also have sticky paper nametags and a felt pen at meetings so that none of us will have an excuse for not wearing a nametag. The board thinks that this is so important that they've instructed me to create a *nametag kitty*. At future meetings, after people have had a chance to get settled, I am to announce that individuals without nametags (paper or otherwise) will be asked to donate \$1 to the nametag kitty. I don't think this will become a major income source for the club, but do expect that it might raise a few good-natured chuckles and help encourage a culture of routinely wearing nametags. **So please, don't you be the one to feed the kitty.**

Your president,

Lynn Kissel



Photo – Horatio Nelson Jackson (1872-1955) was a physician and automobile pioneer. In 1903, he and driving partner Sewall K. Crocker became the first people to drive an automobile across the United States. In this photo, Jackson is seen driving the *Vermont* (a slightly used, two-cylinder, 20 HP Winton) on the 1903 cross-country drive. (Wikipedia)

SWEETHEART BRUNCH



SUNDAY, FEBRUARY 12, 2012 11:00 AM
Brass Door Restaurant
2154 San Ramon Valley Blvd.
San Ramon 94583

If the weather is good and you feel like driving your antique car, any year, we'll have a short "mystery destination" tour after lunch. But the main thing is, to celebrate VALENTINES DAY WITH YOUR SWEETHEART - enjoy time with your friends & have a delicious meal in a private room.

Choose one: London Broil \$26, Chicken Picatta \$26 or Pacific Salmon \$28 . Prices include: Spring Salad, Starch + Veggie, Ice Cream, Coffee, Tea (tax & gratuity). No host bar.

PLEASE SEND CHOICE & CHECK BY WED. FEB. 8 TH:

To: Kaaren Brommer, 19529 Alana Rd, Castro Valley, CA 94546.

Any questions call: 510-538-1795 or kebrommer@aol.com.

Directions: Just off I-680 in San Ramon. From I-580(Dublin area) take 680 North and get off at Crow Canyon Rd., head West (towards the mountains) and turn right at the first cross street. From Frwy 24 take I-680 South and get off at Crow Canyon Rd. - head West (towards the mountains) and turn right at the first cross street.





Forest Home Historic Farm Tour

Trailer Parking Available

Club Supplied - Coffee and Donuts 9 AM – Depart 9:30 **Saturday, March 10, 2012**

Meet at Rudgear Park & Ride – East Side of 680 at Rudgear Road in Walnut Creek

Forest Home Park (www.srhf.org) is a 16 acre farm site with 21 structures, including two historic houses and a museum with 30 restored antique tractors. We will enjoy a tour of a renovated historic Victorian home built in 1877, fully furnished with period pieces, the farm which dates back to 1899 and the antique tractor collection. This tour will provide a glimpse of what life was like for a middle class family in the San Ramon Valley in the late 19th Century.

Members of the public will be invited to view our cars as we tour the property. This is a good opportunity to promote our club and the hobby.

Lunch at a local restaurant will follow. After lunch it may be possible to visit the Wood Ranch in Danville, with its authentic (still in use) blacksmith shop and vast collection of antique farm equipment.

The cost of visiting Forest Home Park is \$5 per-person paid directly by tour participants to the docents who will guide us. Lunch will be moderately priced and “separate checks”. If we are able to visit the Wood Ranch there will be no charge.

Sponsored by David and Patricia Pava, sign up at the General Meeting or RSVP to 925-932-2923 or David@Pava.com by March 7th



Bay Area & Santa Clara Regional Groups

THE 2012 SPRING TOUR

MAY 17,18 & 19,2012

**ALSO KNOWN AS
BLOSSOM TOUR/ BAY AREA TOUR**

A hub tour headquartered in Livermore, California, in the heart of the Bay Area. We will tour the surrounding hills and visit the town of Niles, an early silent movie town, with Antique stores.

Tour to Blackhawk Museum where time will be allowed for lunch and shopping.

This will be a low frills/no frills tour in an effort to keep the price as low as possible.

Tour routes will be on very rural roads for the most part.

Space will be limited so get your applications in early with a \$50 deposit. Make checks payable to: Santa Clara Regional Group.

Send to: Bill Lewis, 315 Escobar Avenue, Los Gatos, Ca. 95032

Limited to cars manufactured prior to 1922.

NAME & ADDRESS _____

**MAKE AND MODEL & YEAR OF
MACHINE** _____

NUMBER OF PASSENGERS _____

INSURANCE CARRIER & POLICY NUMBER _____

E-MAIL ADDRESS & PHONE _____

SIGINTURE _____

TONY WOLLESEN TOUR CHAIRMEN

At Hershey (October 2012)
 The world's oldest running car (125 years old)
 (1884 de Dion, Bouton & Trépardoux dos à dos) fetches
\$4.62 Million
 (More than double the pre-sale estimate)
Justified? Yes!



Three raisons: historical, technical & cultural.

1- HISTORICAL:

It is the world's first practical 4 passengers car. True, steam vehicles existed before (the omnibus of Léon Bollée), but with large boilers, unsuitable for passenger cars. It won the first automobile race in 1887 from the center of Paris to the suburban Neuilly; I know: it was the only participant but it was officially declared a race (de Dion was owner of a news paper). The car was restored in the 1980's with only four owners, the first one being de Dion himself. After restoration it ran successfully at four London-Brighton tours and won numerous trophies as the oldest running car (Pebble Beach in 1997).

It is the first automobile of the team composed of "le marquis de Dion" (a scion of a wealthy family), Charles Trépardoux (a graduate engineer from the French school Arts et Métiers) and Georges Bouton (a talented mechanic). They will be the key managers of the de Dion-Bouton company that, sixteen years later, will produce the majority of the world's ...gasoline... passenger cars. However when de Dion decided to switch from steam to Internal Combustion Engine in 1890 Trépardoux quit and the automobiles will become known all over the world as the De Dion-Bouton (There were 88 De Dion Bouton cars in the London-to-Brighton Centennial run in 1996 – the largest single make).

2- TECHNICAL:

It has a horizontal two piston steam engine located under the car, with connecting rods to the rear axle and a vertical boiler of 40 gallons of water good for about 20 miles. The mechanical breakthrough was the compact vertical boiler in front of the driver. It was designed by Bouton and Trépardoux (the wife of Trépardoux was the sister of Bouton) who were very knowledgeable in steam engines having started a toy-making business together producing, among others, small steam engines. The car has a front-wheel steering and a 4-spring suspension. Top speed: 40 miles/hr. In 1987 Tim Moore bought the car that was in need of restoration. Then he retrofitted the copper coils and the boiler tubes that were scrapped during the First World War following the design of the 1890 de Dion Bouton on display at the Le Mans museum,

Among the many patents of the de Dion-Bouton Company, we should mention the de Dion suspension now widely used especially for rough roads and off road uses (for instance the Ford Ranger EV).

3- CULTURAL:

Shortly (1888) after this steam car, the French automobile Industry turned rightfully away from the steam-cars ¹⁾ and focused on electric cars (preferred by the ladies because of their quieter and easier operation) and gasoline Internal Combustion Engine cars (longer range) by adopting the light gasoline engine invented by Karl Benz and Gottlieb Daimler. The American car industry took over the production of steam-powered cars with the Stanley steamers (1897-1927 , world speed record 127 miles/hr in 1906), the White steam cars (1900-1910) and the superb Doble cars (1914–1931) of which most were manufactured in Emeryville (next door).

An intriguing question: When Karl Benz built a tricycle in 1886 with an Internal Combustion Engine²⁾ in an horizontal position was he influenced by this De Dion-Bouton-Trépardoux and/or by their previous 1883 quadricycle that have their steam engine in the same horizontal position (Ok for steam engines but awkward for gasoline engines)?

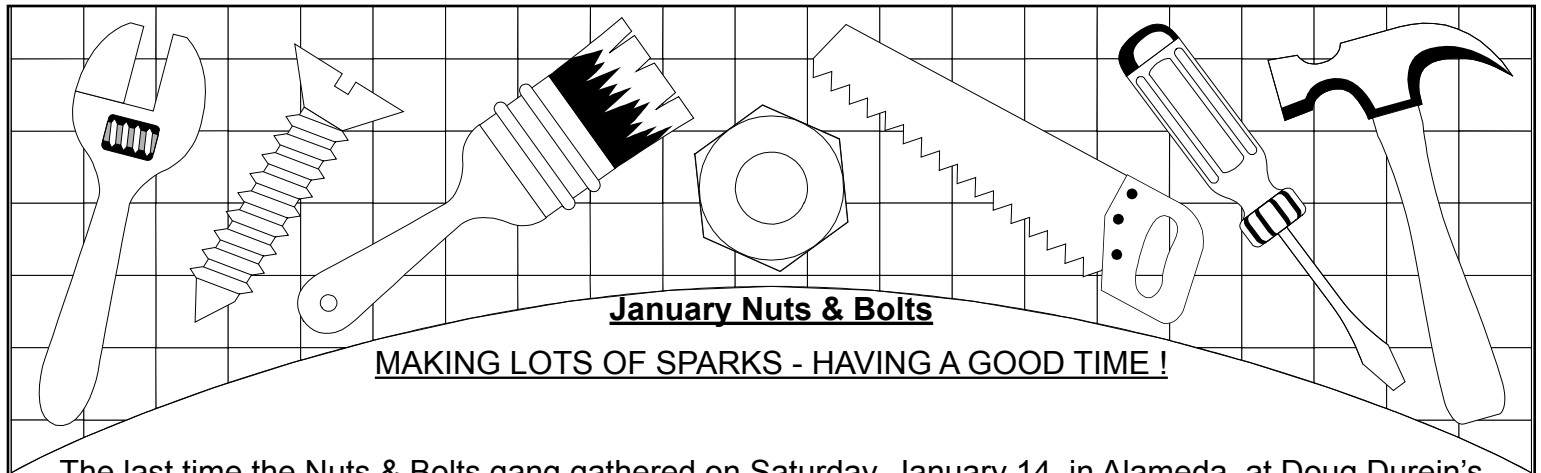
The same year Gottlieb Daimler patented a vertical engine with a higher RPM (from 250 to 600) that was presented at the 1889 world exhibit in Paris. The license for that engine was immediately bought by de Dion-Bouton (and later by Peugeot and Panhard-Levassor) who improved the efficiency of the engine by "boosting" its speed to 1200 RPM by a more precise production of the parts of the engine (remember Bouton was used to working on very small parts!).

Anyway: after 1889 de Dion-Bouton grew to become in 1900 the largest engine & automobile manufacturer in the world (3200 engines and 400 automobiles) until 1904 (2300 automobiles that year with a total of 40,000 engines by that year). By that time they had a manufacturing plant in Brooklyn, NY. Thereafter the French automobiles which only the rich and famous could afford were supplanted by the Ford Model T "the universal car", which the average citizen could buy.

- 1) For instance: Serpollet the French pioneer in steam automobiles with his invention of the instantaneous steam generator of 1889 was left alone and died poor in 1907.
- 2) It is considered as the world's first vehicle with an Internal Combustion Engine

Bernard Metais

An early car fan, who graduated (M.S. in M. Eng.) from the same Institute (Ecole Centrale de Paris) as Peugeot, Panhard, Levassor and ...Eiffel, and got his Ph.D. at the Technische Universität of Karlsruhe (same Alma matter as Karl Benz). He has presented "The first 40 years of the Automobile" at the Ford museum in Detroit, UC Berkeley, UFE and the Alliances Françaises of San Francisco and Berkeley



The last time the Nuts & Bolts gang gathered on Saturday, January 14, in Alameda, at Doug Durein's garages, we covered a lot of interesting items, some as follows:

1. Recharging magnets
2. Set-up magneto
3. Undercut armature on starters/generators
4. Brass horn troubleshooting
5. A speedometer sign
6. Fixing a speedster
7. Kevlar band safety

1. Charles Ebers brought his old recharger unit and demonstrated how to recharge magnets on magnetos.

2. Don Azevedo added what he knew about the way to set up a Model T magneto.

3. After that he continued the discussion by sharing the process of undercutting the commutator on starters and/or generators.

4. Ed Archer supplied "Leo's Horn" saying he was looking for solutions and speculations of how to make it work and sound better.

5. Doug Durein then switched to pointing out an ad about a speedometer sign which was to be affixed to the rear of the car, so as, to confirm the car's "actual" speed and thereby avoid getting a speeding ticket.

6. Next everybody moved onto offering ways to assist Doug by correcting the rough running/erratic/hard starting of his speedster. Success - we did solve the problem by replacing the faulty spark coil !

7. And finally we closed the session with a cautionary story about adjusting Kevlar bands. Using his friend's problem description Ed advised him how to adjust the low band on his Model T Ford speedster.

However, the problem with Kevlar vs. cotton bands, is knowing the proper adjustment.

After making the changes his friend made the mistake of standing up too close to the car body -- so that when it started it leaped forward and ran him down. He suffered X3 broken ribs in the process. So, be forewarned that the bands should be adjusted with care and correctly for their band style.

We all enjoyed the day, the doughnuts and the friendly, helpful company and left fully charged !

NEXT MONTH – FEBRUARY – No gathering

Nuts & Bolts will be at Whitney Haist's Garage

At 12 Sunrise in Orinda, CA

On **Saturday, March 10, 2012** from 9:00 am to noon

Plan: We're going to learn how to do "lost wax casting" of metal parts.



Bay Area Horseless Carriage Club Tour Calendar For 2012

Rev. 1/15/12

January

January 28-29 Turlock Swap Meet

February 12 Valentine's Day Lunch and possible tour Karren & Bill Brommer

February 15-19 HCCA 75th anniversary Diamond Jubilee Convention Van Nuys, CA.

March 10 Green Brass Tour David Pava

March 15-16 Chickasha Swap Meet Chickasha, OK. (info. call Doug Durein)

April Tentative Marin tour Johnny Crowell/Mike Riley

April 12-14 Bakersfield Swap Meet

April 18-21 1&2 Cyl. Tour, Soledad, CA. Ken Ryan Chairman/contact

May 6 Brass in the Grass. Santa Rosa, CA.

May Maker Fair, San Mateo Expo Center Erika Kopman

May 17 -20 Spring Tour, aka Blossom Tour/Bay Area Tour Tony

Wolleson

*June Tour & Picnic ? Tentative Gary Borges

July 4th Independence Day Parade Piedmont John Morrison

July 1- 6 HCCA 75th Anniversary National Tour Colorado Springs, CO.

*July Tour & Picnic? Don Johnson?

*August

August 27 – 30 HCCA National 1 & 2 Cyl. Tour Bridgeport, CA.

September 9 Autos in History Park, San Jose John Morrison

September Silver State Tour

September Old California Tour

October 10-13 Hershey Swap Meet

*October Pumpkin Tour

*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

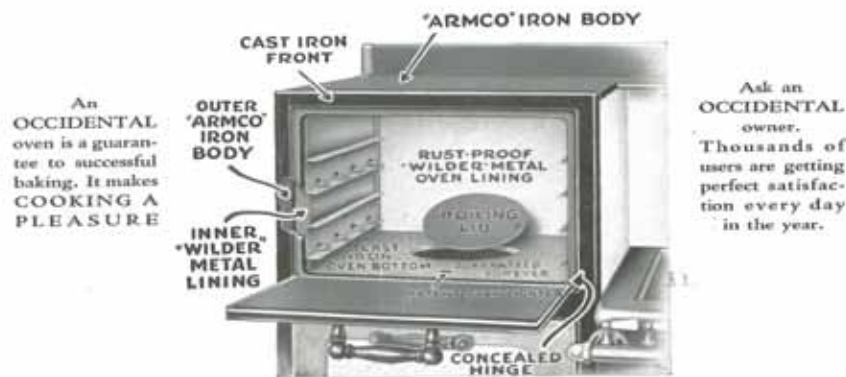
FOR THE LADIES:

An oven ad found in a 1924 Cook book of my grandmothers

Quality Ranges *Occidental* Quality Ranges

"The search for economy leads straight to Quality, for Quality is Economy"

OCcidental Ranges will last a lifetime for every detail of construction has been carefully studied and considered by our engineering department; every piece of material used in manufacturing is the best that can be obtained; every stove is inspected and tested before leaving the factory.



Cast Iron oven bottom, guaranteed everlasting, will not warp, crack or rust out, conserves gas, distributes heat evenly.

Genuine Wilder metal rust proof oven linings - removable.

Heavy rust resisting Armco die stamped and paneled body.

Main fronts flat, smooth and free from bolts - concealed hinges easy to clean.

Odorless boiling lid in oven - all odors from cooking carried into chimney flue.

Doors - flat smooth exterior surface, recessed into main front - easy to clean.

Ovens large and roomy - 13 inches high.

Top cooking surface kitchen sink height - 36 inches

Door springs and catches - inside oven and broiler - no obstruction when cleaning.

Pipe collar concealed at back of oven - does not obstruct oven top.

Vehicle Identification Number and Vehicle History Reports

As cars were first being introduced into California, there was no orderly way to track the vehicles or the owners until 1905. To keep track of all vehicles, the state required cars, bicycles, carriages, carts and similar vehicles to be licensed. However, the automotive industry used a different method to track their vehicles- Vehicle Identification Numbers (VINs). A VIN is a unique serial code that is assigned to every vehicle and was first used in 1954. They were typically placed on the driver-side door or at the bottom of the front windshield. Different manufacturers used different formats of VINs until 1981, when the

National Highway Traffic Safety Administration required VINs to be 17 characters and must exclude the letters I, O and Q. By excluding these letters, any confusion with the numbers one and zero was avoided.

A VIN is not merely a random set of 17 characters. Each digit signifies information about the vehicle. A VIN is a vehicle's DNA; it is unique and unduplicated. For example, the first character identifies the country where the vehicle was made. Each country has a letter or number associated with it- the US is either 1 or 4. The second character identifies the manufacturer such as Toyota or Volkswagen. Each digit of the VIN provides more and more information on the vehicle.

VINs are also printed on several car parts to cut down on part theft. Car parts that are labeled with VINs include transmissions, front and rear bumpers, engines, hoods, right and left doors, sliding cargo doors, right and left quarter panels and side assemblies, pickup/cargo boxes, rear doors and hatchback/deck lid/tailgates.

VINs do not just assist the automotive industry in identifying their vehicles, but can help car buyers avoid fraud. A vehicle's history is tracked by its VIN and can provide useful information to car buyers. Anyone can view a car's history using the VIN. Simply enter the VIN into one of the many websites that offer this service (e.g. CAR-FAX, instaVIN, AutoCheck). Information that a VIN can disclose include:

Vehicle registration

- Title information, including salvaged or junked titles
- Odometer readings
- Lemon history
- Total loss accident history
- Frame/structural damage
- Collision indicators, such as airbag deployments
- Service and repair information
- Vehicle usage (taxi, rental, lease, etc.)
- Recall information

Vehicle history reports not only help car buyers, but also assist dealers in their sales. Sellers check the history of the vehicle they are trying to sell so they are prepared to answer any questions regarding the vehicle's background. Dealers often buy vehicle history reports to provide to their customers to ensure the potential buyer that all information about the vehicle is being disclosed. Dealers also run vehicle history reports prior to acquiring vehicles at auctions to help ensure they are obtaining the vehicle at a fair market value.

What started off as just a tracking system, the VIN has become a useful tool in buying and selling cars. The next time you plan on purchasing a vehicle, remember the VIN is a valuable asset, so use it to look up the vehicle's history and arm yourself with the tools to make a sound purchase.

For more information on VINs, vehicle history reports and the DMV, please visit www.DMV.ca.gov. Save Time. Go Online!

February Birthdays

SILVEIRA	Barbara	2/3
MACCALLEN	Roger	2/6
HOFFMAN	Diane	2/7
CROWELL	Christine	2/9
GURNEE	Anne	2/10
AZEVEDO	Genelle	2/12
ZIMMERMAN	Marlene	2/17
EBERS	Charles	2/21
CERRUTI	Veronica	2/22
PRATT	Scheryn	2/22
PAVA	David	2/23
CRUZ/ZYLSTRA	Harold	2/24
DUREIN	Susan	2/27



2012 DUES REMINDER

AUSTEN	Bill
BERTOLOTTI	John
BROWN	Bayard
CHMIELEWSKI	Joe
COSTA	Tony
CRUZ/ZYLSTRA	Harold
FORBES	Frank
FRANCIES	LeRoy
GIBSON	Ray
HOFFMAN	Steve
HOLTHAUS	Mark
HOPKINS SR	Bob
KEYSER	Kent
MACCALLEN	Roger
MCCLISH	Don
NICOLAUS	Stan
OGDEN	Douglas
RASMUSSEN	Steve
SILVERA	Mike
STONER	Dave
SWENSON	Frank
VOLQUARSEN	Lee

These members have not paid their 2012 dues as of January 24th. If dues are not received by February 15, you will not receive your March Gazette and you will not be listed in the 2012 roster. Dues are \$35 for an email subscription or \$60 if you choose to have the Gazette sent by regular mail. Your check made payable to the BAHCC should be sent to David Pava, 1104 Chiltern Drive, Walnut Creek CA 94596.

February Anniversaries

FRANCIES	LeRoy	Joyce	Feb. 4, 1956
ZIMMERMAN	Chet	Marlene	Feb. 5, 1986
HOLTHAUS	Don	Barbara	Feb. 9, 1952
HOFFMAN	Steve	Diane	Feb. 13, 1982
BROMMER	Bill	Kaaren	Feb. 19, 1966
VOLQUARSEN	Lee	Marianne	Feb. 25, 1951

The Unstoppable Virus

Symptoms:

1. Causes you to send the same E-mail twice(Done that!)
- 2.Causes you to send a blank E-mail! (That too!)
- 3.Causes you to send an E-mail to the wrong person. (yep!)
4. Causes you to send it back to the person who sent it to you.(Ah-ha!)
5. Causes you to hit "SEND" before you've finished. (Oh, no not again!)
- 6.Causes you to hit "DELETE" instead of "SEND" (Hate that!)
- 8 Causes you to hit "SEND" when you should "DELETE." (Oh No!)

IT IS CALLED THE "C-NILE VIRUS

Hmmmm-----have I sent this to you already, or did you just send it to me?

Courtesy of Duster Doings Dec 2011 issue

Are you listening?

If you enjoy music from the 20's, 30's, 40's, 50's, 60's, tune in to radio station KCEA 89.1 on your FM dial. They play your favorite tunes 24/7 with no commercials! You may even find some of your favorite, old radio shows thrown in. They operate on a low budget with limited power from Palo Alto so you might not be able to receive them in all locations around the bay. Give them a try. Happy listening.

Courtesy Bill Brommer

Bay Area Horseless Carriage Club

Minutes of Board Meeting

Wednesday, January 18, 2012

Meeting opened at 7:14 p.m. at the Kissel Residence in Livermore.

Members Present: Board Chair, Whitney Haist, President, Lynn Kissel, Vice President, Fred Byl, Treasurer, David Pava, Secretary, Mark Cerruti, Tours & Authenticity, Ed Archer and Membership, Bill Brommer.

President Kissel previewed the items on the evening's agenda and the Board quickly got to work.

Potluck Diner: The upcoming Potluck Dinner and Auction were the first items up for discussion. Lynn, being fairly new to the club, was unsure of how much planning is involved. Long time members reviewed who-does-what and assured him that the event pretty much runs itself.

Obituaries for National Gazette: At the last General Meeting, a member asked if someone should be in charge of writing and submitting an obituary to the National Gazette when a principal member passes. The Board began a long discussion of when it is appropriate, and who should write an obituary for a departed member. After much discussion, there was reluctance to sanction an official policy on such a sensitive issue. In the end, it was decided to leave the task to the discretion of a family member or a close friend of the deceased.

Website Calendar: The outdated club calendar on our website was the next topic of business. Lynn, along with the other Board Members, thinks that the calendar on our website should be the paramount source for the latest, up-to-date information.

Some members added that the Gazette should also be as current as possible and be in-sync with the Web calendar.

Nametags: Lynn Kissel thinks the use of nametags should be encouraged. He added that people are more likely to remember your name if one sees it written. Many Board Members agreed. After much discussion, the practice of *humorously* levying a fine for those not wearing a nametag at the General Meetings was informally adopted. Violators would be given the opportunity to make an impromptu nametag, or voluntarily place a dollar in the "nametag kitty." While on the subject of nametags, Bill Brommer added that he has dropped the National Club as the source for getting nametags. He has found a vendor in Hayward that is much faster and about half the price.

Entertainment at General Meetings: Inspired

by the "Show & Tell" turn-out at January's General Meeting, President Kissel would like to hear ideas from the general membership on how to make meetings more entertaining and educational. Some Board Members suggested a few good ideas and the notion of establishing an Entertainment Chairman was banded about.

Webmaster: Erika Kopman has given notice that she will be resigning as Webmaster by year's end. Lynn Kissel volunteered to ease into the post until a suitable replacement can be found.

Gazette Calendar: Via email, Gazette Editor Muriel Lundquist requested more frequent and advanced updates of events so our members can plan ahead.

She added that it should also include tours & events from other clubs in which our members might be interested. David Pava suggested that we add the "Combined Car Club Calendar" to our website.

Featured Car of the Month: Lynn would like to see the "Featured Car of the Month" become a regular article in the Gazette. VP Fred Byl volunteered to shepherd a list of member's cars.

Treasurer's Report & Unpaid Dues: Treasurer David Pava reported that we have made much progress the past year in getting our finances under control. David handed out the year 2011 profit & loss statement to those in attendance and went on to explain that the club lost money last year despite the budget cuts and the profit made by the Willits Tour. David added that this year should be much better, with our major expense, the printing and mailing of the Gazette being virtually phased out.

Lynn Kissel suggested that in the future, we should look into investing the club's assets in something other than simple interest.

David Pava read a list of 28 members who have yet to pay their dues. In an effort to maintain our current membership, Board Members volunteered to give delinquent members a courtesy call.

Cut-off date: February 15th was established as the due date for delinquent members, or risk being dropped from the roster.

Holiday Party No-shows: John Morrison relayed to David that two couples who signed-up for the Holiday Party, did not pay or attend. The club made a financial commitment to the caterer on behalf of those individuals. After much discussion, no official action will be taken. In an effort to keep the tone of the event casual, future parties will not require a deposit, but invitations will state that acceptance is a "promise to pay" regardless.

Nuts & Bolts / Membership: Bill Brommer reported that he heard from Allan of the SCVMTFC about the upcoming "Antique Auto in History Park" on September 9th. Allan asked if there's anything he can do to add to our 1 & 2-cylinder car display.

Ed Archer suggested that we set a time to have at least one of the cars fired-up so the crowd can hear the distinct noise of a one-lunger. Ed added that we should find someone to give an oral presentation to the crowd as well.

Bill was happy to report that he received an application for membership from a Donna Jones of Sebastopol. Donna has a 1909 Reo and a '14 Ford.

Bill reviewed the plan for "Nuts & Bolts" at the Haist Carriage House in Orinda on February 18th. There will be a lesson on making lost-wax castings for car parts.

Tours & Authenticity: Bill Brommer reported that the Valentine's Brunch, hosted by him and Kaaren, will be at the Brass Door Restaurant in San Ramon on February 12th. A car tour may follow the meal if weather permits.

David Pava reviewed the "Green Brass" car tour he has planned for March 10th. Dave has the tour beginning at the Rudgeard Road *park-n-ride* then traveling to the Glass House in San Ramon for a private tour, then next door to Forest Home Farms and their collection of 20+ antique tractors. The tour will conclude in Danville at the Don Wood Ranch to see Don's immense collection of antique farm machinery as well as other artifacts. Don may attend the tour in his 1919 Denby truck.

Ed Archer handed-out a tour calendar for 2012 and said he's thinking of making the "Brass in the Grass" event in Santa Rosa on May 6th, into a club event. He added that the organizers of that event are looking for more brass cars.

Whitney Haist informed the Board that he's thinking of hosting a tour at Lake Tahoe to coincide with the "Great Gatsby Festival" on August 11th & 12th. Preliminary plans include several couples touring through the Sierras in antique cars by day and staying at a large cabin by night.

New Business: Charles Ebers relayed to Whitney that he is thinking of giving up his space at the Bakersfield Swap Meet and is offering it to the club. Lynn Kissel offered to share his space with the club as well. All Board Members agreed that it's an excellent idea for the club to have a presence at the meet, regardless of location.

Whitney Haist motioned to close the meeting. Mark Cerruti seconded the motion.

Meeting closed at 9:35 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, January 4, 2012

Meeting opened at 7:32 p.m.

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

Newly elected President Lynn Kissel welcomed members with a Happy New Year!

Guests: None.

President Kissel started off by encouraging the use of Nametags. He explained that it makes it easier to remember names and makes people more approachable.

President Kissel asked for a motion to approve the minutes of the previous General Meeting. Fred Byl made a motion to approve *all* the minutes from last year. Many members seconded the motion and the minutes were approved.

Board Chair Report: Whitney had nothing to report.

Lynn took a moment to thank John and Carolee Morrison for putting on another great Holiday Party. (*much applause*) . . . Lynn thought the food was even better than last year.

President Kissel said later on the agenda, we'll have "Show & Tell," as laid-out in his letter in the January issue of the Gazette. In the meantime, he said he'd like to hear ideas from members on how to make meetings more entertaining or educational.

Communications: David Pava read a card from Mary Lou King thanking the club for all our thoughts and prayers for her late husband, Doug. David also read a short note published in the latest Horseless Carriage Foundation Newsletter, thanking the club for our donations on behalf of the late Doug King and Joe Sernach.

David informed members of the upcoming Turlock Swap Meet on January 28th and 29th. He also offered members a written invitation to the HCCA National Convention being held next month in Los Angeles.

Vice Presidential Report: New VP Fred Byl reported that he noticed he was listed as Vice President in the latest edition of the Gazette, and realized that he had been "snookered."

Tours & Authenticity: Ed Archer wondered if we needed to do another train trip to Sacramento? No, he decided, we've already been there and done that. Ed mentioned the Green Brass Tour is coming up and is looking for someone to host that tour, maybe Johnny Crowell?

The Brommer's announced they are planning a brunch for Valentine's Day with details to come in the next issue of the Gazette.

Johnny Crowell said we should consider inviting other car clubs to join us on our tours. It's a good opportunity to meet new people and perhaps gain

some new members.

Dave Pava said he's working on a tour for April that will visit the Glass House in San Ramon, a nearby tractor museum and then travel to Danville with a visit to the Don Wood Ranch.

President Kissel thanked the Azevedo's for organizing the Thanksgiving Tour and gave a thank you to Norm & Adrian Schwartz for providing lunch in their wonderful museum.

Membership and Nuts & Bolts: Members thanked Bill Brommer for filling that last Board Seat by re-upping as Membership and Nuts & Bolts Chairman. Bill offered post card-style flyers to members to pass out to entice potential members.

Doug Durein, who will be hosting Nuts & Bolts for January, urged members to host future dates regardless if they've hosted in the past. He'd like to see a Nuts & Bolts occur every month.

The February edition of Nuts & Bolts will be at the Haist Carriage House in Orinda and will focus on the making of lost-wax castings for car parts.

Treasurer's Report: Treasurer David Pava stated the year-end balance for the club and noted that checks are still coming in for the Holiday Party. Dave is projecting a modest operating loss for the year 2011 and added that the extraordinary income from the Willits Tour really saved us from deep red ink. David said that dues are coming in, slowly, then read a long list of members who have not paid. Looking at the club's past financial performance, David thinks that we should break-even with the new dues structure, and finished his report by noting that only two members, to date, have opted to pay extra to receive a hard-copy of the Gazette.

Hospitality: New head of Hospitality Jeanne Kissel thanked the Brommer's for their past service. (*much applause*) . . . Jeanne sent around a sign-up sheet for members to commit to provide dessert for future meetings.

Website Report: Erika Kopman reported that she will update the calendar in the near future.

Gazette Report: No report.

Sunshine: Doug Durein reported that a card was sent to Mary Ann Ryan wishing her a speedy recovery from her broken arm.

Johnny Crowell asked if we should find a member to be in charge of notifying the National Club of the passing of our members. Johnny thinks that Doug King and Joe Sernach were important enough to the hobby that an obituary should appear in the National Gazette. President Kissel said he will follow up.

President Kissel invited the membership, via email and Gazette, to bring something for "Show & Tell" to the meeting. Lynn set very wide parameters for "show & tell" explaining that it can be a new product, an interesting car part, a member's *other* hobby or even just a good story.

Many members responded to the invitation and presented as follows,

Joyce Azevedo, commenting that she has recently had some free time on her hands, was finally able to

complete a quilt that she had been working on for some time. The quilt, which is comprised of many smaller old car embroideries, is entitled "The Driving Lesson."

Mike Lawrence showed members a fuel additive product called "Star Tron." The formula fights corrosion resulting from Ethanol, which is added to gasoline. One ounce treats six gallons and it's about \$8 for an 8-ounce can.

Alex Azevedo showed the group the most amazing blanket, dedicated to the memory of his late grandfather George Azevedo. The large blanket is of a photo, which by means of some wondrous computer technology, has been converted into a textile. The blanket depicts George, sitting in one of his Model T Speedsters.

Don Azevedo showed a tool for checking the trueness of the flange, which holds the magnets in a Model T transmission. Bill Brommer added that you should check your magnets for cracks as well.

Doug Durein relayed a story about a man he knows that took his Jeep Cherokee in for repairs. The mechanic determined that his car trouble was likely related to the gasoline he uses. Doug, being in the gasoline business himself, knows that Costco and Safeway can sell their gasoline cheaper because they don't add any additives to help keep your engine clean..

Lynn Kissel is rebuilding the springs on his '37 Cord and has found a dry lubricant for the springs called "Slip Plate." He showed the group some metal scraps that had been treated with the stuff and explained that the product should help keep the underside of his car a little cleaner. In addition he brought in a Delco-Lovejoy shock and wondered if anyone knew how the get the thing apart.

Old Business: None.

New Business: Pam Johnson asked if we will have an auction at the April Potluck meeting? The answer was an enthusiastic yes!

Ed Archer informed the group that Esther Sernach has decided to sell Joe's old 1909 Paterson. She would like to see the car stay in the club.

David Pava said that John King has a couple of old Reo "project" cars for sale.

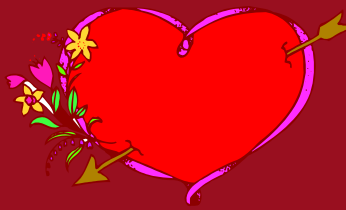
Lynn mentioned that the next Board Meeting will be at the Kissel Residence on January 18th, the next General Meeting will be on February 1st and reminded members that dues are now due.

An unidentified member raised a motion to close the meeting, Erika Kopman seconded the motion.

Meeting closed at 8:25 p.m.

Respectfully submitted,
Mark Cerruti, Secretary

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CALIFORNIA
BAY AREA

