



CALIFORNIA
May 2012



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



Board Chair: Whitney Haist

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



President: Lynn Kissel

912 Loyola Way, Livermore, CA 94550
925-294-8047 BAHCC@starship.org

Vice President: Fred Byl

12961 Skyline Blvd., Oakland, CA 94619
510-531-9181 fredmbyl@yahoo.com



Treasurer: David Pava

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



Secretary: Mark Cerruti

256 La Questa Drive, Danville, CA 94526
925-831-0883 cerrutidesign@comcast.net



**Tour Chair: Ed Archer
Authenticity: Ed Archer**

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



Hospitality: Jeanne Kissel

912 Loyola Way, Livermore, CA 94550
925-294-8047



Membership: Bill Brommer

19529 Alana Road, Castro Valley, CA 94546
510-538-1795 sszephyr@aol.com



Web Master: Erika Kopman

1309 Blake St., Berkeley, CA 94702
510-717-2397 erikakopman@gmail.com



Gazette Editor: Muriel Lundquist

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



Sunshine: Susan Durein

510-523-4993

The BAY AREA HORSELESS CARRIAGE CLUB

"BAHCC" was founded in 1951 by and for the automobile antiquarians dedicated to the preservation of PRE - 1916 ancient motor vehicles. "BAHCC" is one of the numerous Regional Groups of the Horseless Carriage Club of America "HCCA" which has 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:

Our members are touring and attending swap meets and having fun. I hope you are all able to get out there and join in the activities. April has been a busy month and May promises to provide as many events. Let's hope the weather stabilizes and makes the touring extra special.

The editor will be out of town during most of May and part of June. I hope to return with great stories and pictures of our travels.

Remember the publishing deadline is the 22nd of the month. It really helps to get items early when available. Thank you to all who contributed this month and helped to make our newsletter special for our club.



The best-laid schemes o' mice an' men gang aft agley!

I sure had a good time at our April potluck and auction. David Pava reports that the club realized a whopping \$1099 from the auction which may be a record high. For me, the auction was an opportunity to trade a few underutilized treasures from my own collection for ones from someone else's. It would appear that multiple people benefitted from the effort: the people who donated items cleared a little space and had the satisfaction of finding a good home for their things; the people who bought got new toys and change often makes life a little more interesting; spectators got some amusement from the dynamic nature of the event; and the club materially gained funds that help balance our tight budget.

A special thanks to the people who helped make it all happen. I saw Ed Archer, Don Azevedo, Joe Chmielewski, Joyce Azevedo and Kaaren Brommer make major contributions to the effort. Forgive me if I failed to notice others.

Since this was so much fun, I'm proposing that we include an auction with our November potluck dinner.

The annual HCCA Bakersfield Swap Meet and Tour (April 12-14) was quite interesting this year. Of course, some people might substitute a different word for my use of "interesting." While the rain held off for the Thursday tour, rain of seeming apocalyptic proportions descended on the Friday swap meet. Although I had packed club banner, refreshments, popup tent and chairs for a "club booth," I never unpacked our SUV. By the reckoning of everyone I heard, this was the first serious rain in the 21-year history of the event. While the plan to have a BAHCC tent at this year's swap meet was a wash out, I hope that we will try again next year.

(If you don't immediately recognize it, the title above this note is a line from Robert Burns' 1785 Scottish poem "To a Mouse, on Turning Her Up in Her Nest with the Plough." The standard English translation of the line is "The best laid schemes of mice and men go often awry." In this case, it refers to my plans for an official BAHCC booth at Bakersfield.)

Your president,
Lynn Kissel



Ford Model T race car stuck in mud, somewhere in Kansas, during the New York to Seattle Transcontinental Endurance Race, June 1909. (The Henry Ford's photostream, Flickr)

GOODGUYS

Concours d'Elegance

May 18 is the deadline to apply to exhibit your horseless carriage at the Goodguys Concours (June 2-3, 2012) at the Alameda County Fairgrounds (Pleasanton)

Applications will be closing soon for your participation at the Concours d' Elegance sponsored by the Goodguys at their 19th Summer *Get-Together*. This is a rare opportunity to share your passion for horseless carriages with a broader automotive community. Contact Lynn Kissel (president@bahcc.org) for an application and to let him know that you've submitted your application.

For a second year, we have been invited to exhibit our unique cars in the spacious, air-conditioned Young California building, the main building on the fairgrounds. Our cars will be displayed behind stanchions. All exhibitors will receive complimentary weekend tickets and parking pass, an "award of excellence" and easy access to your vehicle inside the exhibit hall.

There is only space for about 50 cars which are selected on a first-come, first-serve basis. To reserve your spot, Goodguys must receive your application by May 18 at the latest.

Our club participated in the 2011 Goodguys Concours and a good time was had by all. In spite of the worst weather in the nearly two decades of the event, the spectators enthusiastically received our cars and asked us many questions attesting to their keen interest. It was particularly encouraging to see the avid interest from young people.

Will you be joining me in the concours at the 2012 Goodguys *Summer Get Together*? I hope so, it will be a hoot and a premiere opportunity to share our horseless carriages with a younger generation of enthusiasts!



Bakersfield 2012 Tour and Swap Meet – It's All Wet!

Lynn Kissel

My apologies for a fading/failing memory as I write this brief report about one week after the event. Yes, I know I spoke with you and walked the field and ate the meals, but they don't give me a coffee break anymore because it takes too long to retrain me afterwards!

This was the 21st year for the big HCCA tour and swap meet held annually in Bakersfield, California. The tour was held on Thursday, April 12, and the swap meet was held Friday and Saturday, April 13-14, at the Kern County Fairgrounds. Early Friday is typically the prime time to be on the swap field and the good stuff goes fast. People and vendors are generally vacating the field by noon on Saturday.

Bakersfield is widely respected as one of the few remaining swap meets in the country that restricts itself to prewar items. In addition, the swap field is small enough that a reasonably ambulatory senior citizen (like me) can easily visit every booth over the course of a day. Consequently, it is a premium hunting ground for people seeking parts for their horseless carriages.

Typically the April weather in Bakersfield is dry with temperatures ranging from somewhat cool to mildly hot. Unfortunately the forecast for this year was for a cool and wet event. In spite of what I hear people say about the accuracy of weather forecasts, the National Weather Service had this one nailed a week in advance.

Jeanne and I trailered *Annie*, our 1914 KisselKar Touring named in honor Ann Klein (founder of Universal Tire and the car's owner from 1949-2007), to Bakersfield on Wednesday. I was briefly moved to display her in the DoubleTree parking lot on our afternoon arrival, but quickly returned her to her covered trailer as the skies opened up with semi-serious rain by 5 PM.

Thursday AM, I noted Donna Jones' beautiful 1914(?) Model T pickup during the assembly of about 25-30 cars for the big- and small-car tours. I think that the "big-" and "small-car" tours have less

to do with the size of the cars and more with the distance they travel. For example, I saw a large Pierce-Arrow leading the small-car tour and have seen a 1903 Curved-Dash Olds with the large cars.

The Haist's were planning to follow the tour in a modern car and accepted our invitation to share a ride in Annie. Although we raised the car's top, opened a light blanket for the ladies' laps, and Diane tightened the hood of her jacket around her face, I'm afraid that the back seat of our touring car may have been too windy for the ladies. Still, Jeanne and I have found that touring is more fun when it is shared with friends, either old or new.

The large-car tour was great fun and we motored somewhat over 70 miles through the valley and into the surrounding foothills. Our first major stop was at a relatively new Bakersfield National Cemetery. Later we enjoyed a delightful BBQ lunch in a public park. Local residents stopped to admire the cars and talk with the owners. The local police were attracted to the Model T patrol car. They took turns being photographed in the car and taking rides in it with the owner.

As the day progressed it became increasingly overcast and dark. Although it threatens rain, none materializes.

A small party of BAHCC members gathered for dinner at a nearby Basque restaurant. The party included Mark Cerruti, Doug Durein, Diane & Whitney Haist, and Jeanne & Lynn Kissel. The food was great and many courses accompanied our entrée orders. As you can tell from my girth, I had been trained as a young man not to waste food and consume everything that is served, but the proprietors of that restaurant laid waste to that instruction when much more food than any of us could consume.

Knowing of the forecast heavy rain for Friday the 13th, the opening day of the swap meet, I didn't go for my typical "we've got to be on the field by 6 AM approach" which generally annoys Jeanne. Instead I opted for a more leisurely arrival around 8:30 AM. Although the ground was wet and the skies were dark and threatening, it was not yet raining. "Maybe this is going to work out after all," I thought as I parked our 6000 pound Excursion SUV on the field.

But by about 9 AM the sky opened and the rain descended by the buckets full. Although I had an SUV full of stuff, including a popup tent, club banner and cooler full of sodas for my planned *Bay Area Horseless Carriage Club official booth*, I left everything in the vehicle and walked the field under a large umbrella. It

appeared to me that only about 1 in 10 vendors put out merchandise for sale.

One of the few active sites I found was Don and Joyce Azevedo. It was hard to find a moment to talk with Don who was busy responding to a constant stream of people. Instead I spent more time talking with Joyce, who appeared to be cold and wet. During my visit I saw Don complete multiple transactions. Now there's a family that knows how to work a swap meet!

I also spoke with Don Johnson and Scott Henningsen while walking. John Morrison, Tony Wolleson and Pam Johnson were spotted huddling under a tent. Did I see Charles Ebers???

By 2 PM I decided to return to the hotel where Jeanne had strategically decided to stay. That was easier said than done!. Our Excursion could not push itself through the soft field and flounder in the mud. *Queenie* (our name for our tow vehicle, as in the HMS Queen Mary) needed to be assisted by a professional towing service. Yikes!

Later that evening, Jeanne and I joined Diane and Whitney at a table for the official banquet and auction that followed. Whitney scored a cap with a Studebaker imprinted on it, and I bought a large glass jar cast as a touring car. I don't know the original purpose of this 3-5 gallon container, but a slot had been cut in its lid to form a coin jar. I plan to add a note to it like "Help with a Down Payment on Jeanne's Pierce-Arrow" and see if I can get others to help me fill it with coins.

On Saturday it rained a little, but by then the soil was deeply soaked and the aisles had been heavily chewed up by vehicle traffic. There were two tractors on the field actively assisting trucks and motor homes as they inevitably got stuck trying to leave. I noticed that attendees adopted a technique of cruising up one side of an aisle and crossing at the ends where the ground was firmer. Then they would walk back down the other side to avoid having to cross the deep, muddy ruts.

Some eastern philosophies hold that opposites define each other, that they're two sides of the same coin: love & hate; good & bad; hot & cold. One wet year in 21 at Bakersfield isn't that bad, but I'm sure I will appreciate the swap meet much more next year when I don't have to jump puddles and muddy ruts, or hire a towing service to pull my ride off of the field.

Still, even with the rain and cold I was warmed and buoyed by the friendship of others.



Jeanne Kissel, Diane and Whitney Haist pose in front of Annie after a day on the big-car tou



A Model T police patrol car at the Bakersfield National Cemetery on the big-car tour.



One of at least two Stanley Steamers that were seen at Bakersfield. Stanley was the featured car for this year's event.

A view of the field on Saturday. Most vehicles without four-wheel drive could not navigate this sea of mud.



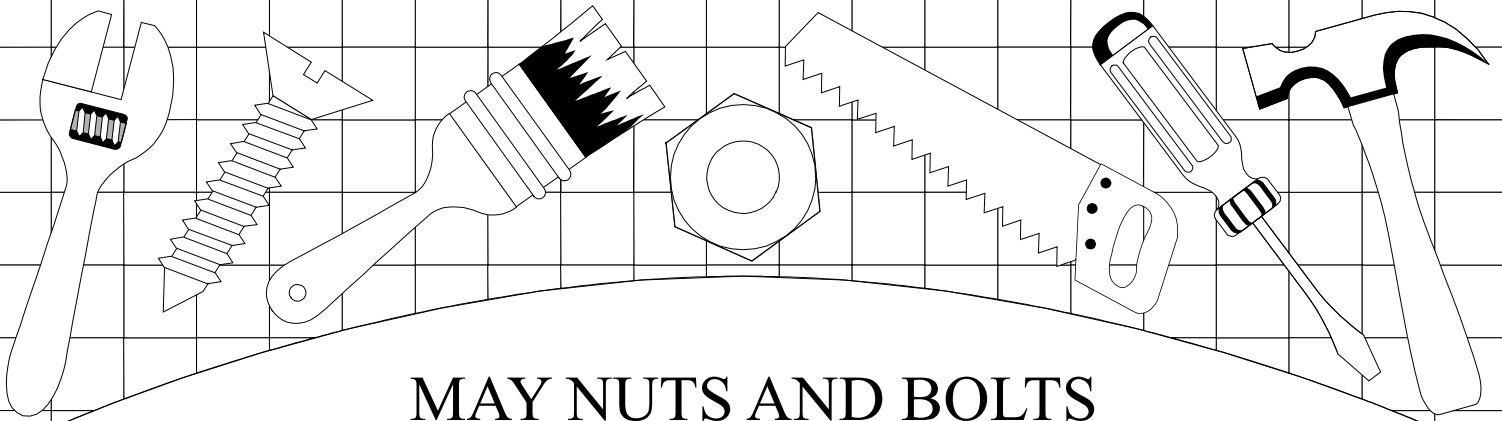


OLD # 4

I had no idea that I had a passion for early 2 man race cars back in 1959 until I saw this old race car stored outside at a newly acquired friends house and being used as a speed parts supplier for his model T speedster. His speedster was restored but when something went wrong and he was in need of some special part, just rob it off the old race car. How times

have changed! I guess at this point I need to put things in perspective. In the 1950s and sixties there was almost no interest in early race cars, especially Model T Ford race cars. The only value that they held was the great speed parts that they had and could be used on the ever popular Model T Ford speedsters. So, when I asked, #4 was not for sale, period! For some reason the nearly totaled out aluminum hood that laid under the car was made a gift to me, as I showed so much enthusiasm and interest in the car. I guess a sort of a teaser. The hood was in such bad condition that when I got home and pulled it out of the trunk I literally tossed it onto the dirt ground towards the garage door. That's the first time that I saw the almost nonexistent faded yellow paint and the faint outline of the black number 4. The way the hood landed, the bright sunlight revealed the old paint surface. I wish that I had taken a picture of it A short time later I built up from an accumulation of old Model T parts my own very primitive version of number 4. Well, it was yellow and had a #4 on it. It was pretty bad, but cute and we had a lot of fun with it. I used to commute to San Francisco in it until one day when it was parked on the street while I was at work someone left a note on it offering me much more than I thought it was worth and it went bye bye, I think that was around 1963 or so. Finally in 1967 the real Old #4 was offered to me and I jumped at the chance. The price was \$800.00, seemed fair at the time. We wasted no time in getting started on the restoration and finished it in a little less than one year's time. Old #4 is an original 1915 Ford 2 man race car (driver and riding mechanic), restored and equipped as retired/last raced in 1920. Some important specs on the car are as follows; 4 cyl. Model T Ford engine of approximately 50 HP/171 Cu. In./1500 CC, highly modified with original era components and technology including, Rajo Cylinder Head, German Bosch magneto ignition, and Juhasz barrel valve carburetion. The engine is connected to a 2 spd. planetary transmission coupled to a 3 speed selective gear transmission, driving a 2 spd. rear axle assy. Final drive ratio (high gears) 1.7 to 1. Fuel is air pressure fed by hand operated air pump mounted on the riding mechanics seat side. Engine lubrication is by "splash system" (no oil pump) supplemented by the small tank on the right side under chassis, via hand pump and sight feed on the dashboard (supplies oil during long races.) Water temperature gauge is special racing skeletal Boyce Motometer mounted on the radiator cap. #4 also has a 120 MPH Stewart speedometer, 3000 K Stewart tachometer, Perlman 30X3 1/2 artillery wheels, drop center front axle with steady steering device, Hartford friction shock absorbers, split adjustable front radius rods, and external contracting rear (only) wheel brakes. Top Speed; over 100 MPH!

4 is currently operating on its 2nd mechanical and 3rd cosmetic restoration since that time. As caretakers we have logged a modern history (1968 – 2012) no doubt more illustrious than any early history #4 experienced.



MAY NUTS AND BOLTS

Saturday May 5, 2012

Resilvering Seminar Part 1

Bill Brommers House in Castro Valley

More details at the meeting or Call Bill Brommer

Hope to see you there!

Continued OLD #4

Beginning with the Long Beach/Signal Hill, CA. Hill climbs, winning first in class, first in the womans class (Karen driving), and Best Of Show restoration over the hill. Autocross' (against Corvettes, etc.) Pleasanton, CA. Raced ½ mile oval paved San Jose, CA. first place. ¼ mile oval dirt Solano County Fairgrounds, 2 ½ mile oval paved Indianapolis Motor Speedway (Including **5,600 mile drive** to and from. 2 laps only on the track at speed, no race), Calistoga Classics ¾ mile oval dirt Calistoga Fairgrounds, first place (includes **150 mile drive** to and from), Mid West Old Timers ¾ mile oval dirt Davenport, IA., Monterey Historics Laguna Seca Raceway 2.238 mile closed circuit paved, first place (including **230 mile drive** to and from), Palm springs Historics 1 ¾ mile closed circuit paved (including **1000 mile drive** to and from), Pan Pacific Road Race 200 miles open road (Los Angeles to Visalia, CA.), California Grand Prize Revival Endurance Run Petaluma, CA., Salinas Valley Endurance Run (Including **225 mile drive** to and from), Northwest Vintage Speedsters Endurance Run (including **900 mile drive** to and from), Lompoc Endurance Run (including **640 mile drive** to and from), Sun Country Arizona Endurance Run

(including **1800 mile drive** to and from), and Santa Clara Valley Endurance Run. Drive to MTFCA National Tour Fulton MO. and Dearborn MI (**5,600 miles**). Drive to Klamath Falls HCCA National tour (**800 miles** to and from). Drive to MTFCA Nat. Tour Portland OR. (**1300 + miles** round trip), Drive to MTFCA Speedster Reunion Lincoln, NE. (**3400 + miles** round trip). Drive from Pacific ocean San Francisco to the Atlantic ocean Atlantic City, NJ. (**7,800 miles** to and from) 2008 in celebration of the centennial celebration of the introduction of the Model T Ford. To numerous to mention other tours and trips driven, several to Southern CA. (800 + miles round trip) and various other parts of CA., OR., & NV.

4 Has undergone a few changes since 1968, all initiated in pursuit of "the way it was", correct era authenticity throughout. As you can tell, we've had and are still having a great time with what has become a great car. Lots of (s)miles, few problems, my kind of car!
Ed Archer

FOR THE LADIES:

With summer rapidly approaching and wedding season it is fun to see what the ladies were wearing in the early 1900's.. From Esthers collection of patterns.

1900 PRINCESS GOWN

Fig. 112 Princess gown worn by Mrs. Julia Hackley of the Hackley House in Muskegon, Michigan. This dinner or reception gown is speculated to have been created between 1899 and 1902. It is easily adapted as a wedding gown.

The original is constructed of a black taffeta foundation petticoat with a black lace overlay. The foundation fits snugly from the low scoop neckline to the waist; flaring out from the waist to the hem.

The lace overlay is trimmed with French curves which themselves are trimmed with soutache braid and ruched (pleated) organza. The French curves swirl around your shoulders from front to center back, making it appear as if there is

a separate yoke placed on top of the bodice. The same embellished French curves enhance the waist and frost the skirt. The demi-train is an interesting feature of the skirt because it does not spread when you walk but quietly shadows your silhouette.

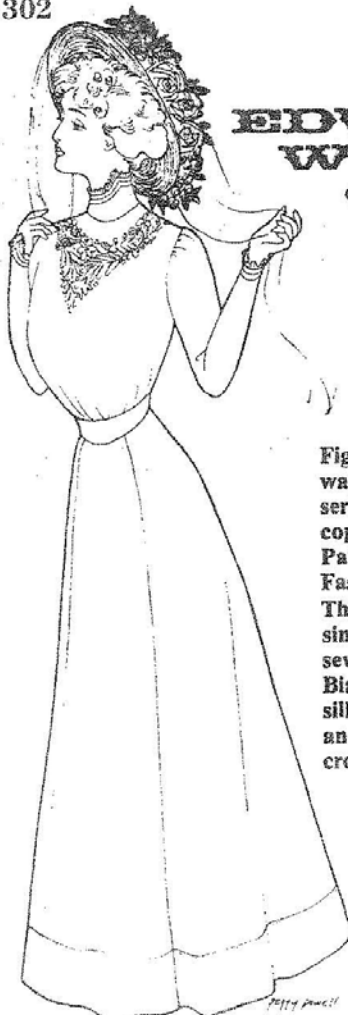
Underneath the grandeur is a very simple yet sophisticated garment. If you choose to capture the classic princess cut gown of the Turn-of-the-Century you can eliminate the trim and sew a stunning creation using printed silk chiffon or a double knit rayon crepe.

The gown closes at center back with hooks and eyes.

112



302



1907 EDWARDIAN WEDDING GOWN

Fig. 302 A 1907-1909 silk faille Edwardian wedding gown. The first in a series of many popular vintage fashions copied with the generous permission of Patti McClain's Museum of Vintage Fashion located in Oakland, California. This Edwardian wedding gown is simplicity itself. The bodice and lining are sewn as one and gathered at the waist. Bias strips of taffeta and ruched (pleated) silk gauze ribbon trim the dutch collar and pointed cuffs. The machine made crocheted lace decoration on the bodice

front can be satisfactorily imitated with the many styles of modern bridal appliques.

The skirt is enhanced with a demi-train made more graceful by the ample fabric hidden in the inverted pleats. The inverted pleats located on each side of center back are made larger or smaller to accommodate your waist size. The lower portion of the original skirt is uniquely finished with a six inch wide bias facing top stitched on the right side of the fabric.

The Gas Light Tour...

Joyce Azevedo doesn't know it, but she has told a good part of a story on the Gaslight tour. Since this is a collection of short e-mails, jump to the last one and read up. You'll find out who was there, where they were, what they were thinking and even what the weather was like. Thanks, Joyce.

Whitney... now jump down to the Apr 19 entry

I kinda figured you were! No accidents or close calls so it has been great. The thoughts of John and Carolee's accident are never far from our minds down here. Today is supposed to be 93 degrees as we travel to Spreckels to see the Henninson Restoration business.

See you at the next meeting.

Joyce

Sent from my iPad

On Apr 20, 2012, at 6:37 PM, "Whitney & Diane" <haist2@comcast.net> wrote:

> Joyce, I was just being facetious, as usual. Glad you're having a

> good time!>

> Whitney

> -----Original Message-----

> From: Don Azevedo [<mailto:imnuts4fords@comcast.net>]

> Sent: Friday, April 20, 2012 3:51 PM

> To: Whitney & Diane Cc: Lynn Kissel; Durein, Doug & Susan; Cerruti, Mark; Jones, Donna;

> Ebers, Charles; Lundquist, Muriel; Archer, Ed & Karen

> Subject: Re: Report on Bakersfield

> Not at all. Just letting you know who is probably not getting email. I have my iPad here so thought I would let you know. We are having a wonderful tour in Soledad. As always, we drive and eat, drive and eat. Then drive and eat some more.

> Joyce

> Sent from my iPad

> On Apr 20, 2012, at 11:17 AM, "Whitney & Diane" <haist2@comcast.net> wrote:

>> This doesn't exactly answer the question. Does it imply that some or all of these folks will write about the Gaslight Tour?

>> Whitney

>> -----Original Message-----

>> From: Don Azevedo [<mailto:imnuts4fords@comcast.net>]

>> Sent: Thursday, April 19, 2012 3:26 PM

>> To: Lynn Kissel

>> Cc: Whitney & Diane; Durein, Doug & Susan; Cerruti, Mark; Jones, Donna; Ebers, Charles; Lundquist, Muriel; Archer, Ed & Karen

>> Subject: Re: Report on Bakersfield

>> John Morrison, Donna, Don and I are at the Western Gaslight tour. Oh, and so are the Dureins and Tony W.

>> Sent from my iPad

>> On Apr 19, 2012, at 10:52 AM, Lynn Kissel <BAHCC@starship.org> wrote:

>>> Whitney, Don, Joyce, Doug, Mark, Donna, Charles:

>>> Anyone planning to write a report on the Bakersfield tour and swap meet?

>> Do any of you have an interesting photo or two to contribute to the effort? Interesting thing that you noted/saw/heard? Muriel has a looming newsletter deadline and is requesting input ASAP.

>>> Thanks, Lynn

April 1, 2012 – JACK PASSEY TOUR – Watsonville, CA

It was a cold and blustery day around the Bay, and even colder in Morgan Hill where BAHCC groups gathered for a short trip to Jack Passey's car collection in the hills overlooking Watsonville. Ed Archer arranged for the visit and has been a personal friend of Jack's for many years.

Enroute, BAHCC met up with other clubs, a Model T Club and a Chrysler Club, who showed up in their various collector cars which ranged from exotic to fairly modern. One neat one was a three wheeled Morgan with motorcycle engine. This was the first multi Club event we had attended, and it was quite interesting to meet and talk with the other car nuts, who were just as nutty about their cars as the horseless carriage enthusiasts are at BAHCC.

Jack Passey's collection, mainly Lincolns, a Pierce Arrow or two, a couple of Packards and Chryslers numbered maybe 80 cars altogether. Most were in side a two story barn, constructed on a hillside, allowing cars to enter on two different levels. Jack's book, written several years ago was available for purchase.

This was the first time I had met Jack, who is now in his 80's, and greeted his guests warmly. Photos were taken, hands shaken, and everyone seemed honored to be in his presence. Jack's interest in cars was kindled by his family, who were large property owners in Santa Clara Valley. Jack's life was spent managing the family real estate, and obtaining enough capital to pursue his auto acquisition, resulting in the largest collection of unrestored (mostly) impressive cars from 1920 – 1960.

Following the Passey tour, BAHCC headed to Gilroy for lunch, then returned to the Bay Area. Thanks to Ed and Karen for putting on this neat tour of a special collection, generally not open to the public.

Eric





Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, April 4, 2012

Meeting opened at 7:52 p.m.

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

President Lynn Kissel called the meeting to order.

Bill Hund introduced his friend Mary Mendes. Members welcomed Genelle Azevedo.

President Kissel asked if there were any corrections or additions to the previous month's minutes. There were none and the minutes were approved.

Dave Pava gave a very brief Treasurer's Report by stating that there have been no significant changes since the last meeting and added the Club's Taxes have been filed.

Lynn Kissel announced that space B-71 will be the official BAHCC site for the upcoming Bakersfield Swap Meet and invited members to stop by.

Lynn apprised members of a new tour on August 7th celebrating the 100th Anniversary of the Dedication of the California Highway System. The tour will begin in San Bruno with Horseless Carriages leading the way and head south to Burlingame. The tour will include a visit to the "Candy Store."

Dave Pava informed members of the passing of David Schwartz, the father of Norman Schwartz.

VP Fred Byl asked members for articles about their car for future publication in the Gazette.

Susan Durein informed members of Carolee Morrison's recent knee replacement surgery. Carolee is doing well and is getting around just fine.

President Kissel reminded members of the upcoming Bakersfield Swap Meet and declared the meeting adjourned. The meeting closed at 8:00 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

Bay Area Horseless Carriage Club

Minutes of Board Meeting

Wednesday, March 21, 2012

Meeting opened at 7:05 p.m. at the Brommer Residence in Castro Valley.

Members Present: President, Lynn Kissel, Vice President, Fred Byl, Treasurer, David Pava, Secretary, Mark Cerruti and Membership, Bill Brommer.

Minutes from the January Board Meeting were approved..

Treasurer's Report: Treasurer David Pava reviewed the club's financial numbers and reported a modest income, but pointed out our low overhead. Dave added that the rent for Piedmont has been paid in full for the year.

Pot-Luck Dinner & Auction: Lynn suggested we look into having an additional auction following the November Pot-Luck Dinner.

Gazette: Board Members reviewed the pending results of the discontinuation of the printing of the Gazette. The hard-cost of each member per year was re-calculated. Fred Byl, concerned with the potential loss of membership, suggested we look into printing a one-page, stripped-down version of the Gazette for mailing. Most members agreed that a second version of the Gazette would place more of a burden on the Gazette Editor, Muriel. Lynn recommended that we live with the new plan for a year and see what happens.

Club Calendar: Lynn Kissel proposed we send out an email "blast" to all members to inform them of additions or changes to the Club Calendar. Some members worried that notifying members of every little change may be "too much" information. The email "blast" will be used only for significant events.

Club Roster: Erika Kopman has purged 12 unpaid members from the Roster. Work continues on the Roster in an attempt to correct inaccuracies. Members that are aware of any inaccuracies should contact Erika.

Bakersfield Swap Meet: Lynn informed members

that he will be attending the Bakersfield Meet and will be setting up BAHCC headquarters at space B-71. Lynn said he'd put up a tent, set out some chairs and hang the club banner. He asked Board Members for any other ideas.

April Pot-Luck & Auction: Members reviewed plans for the April meeting.

Fourth of July Parade & Picnic: John & Carolee Morrison have agreed to host the annual 4th of July event. The Board explored ideas to raise money to offset the cost of the event, which far exceeds the \$300 that the club has allocated. A \$5 or \$10 cover charge was suggested for those attending the bar-b-que at the Morrison Residence.

Modify Membership/Renewal Forms: In the future, Membership and Renewal forms will include a space where new and renewing members can donate money to the club.

New Tour: Lynn informed members of a new tour that will commemorate the 100th anniversary of the dedication of the California Highway System. The tour will be on August 7th in San Mateo. Lynn suggested we participate in the tour and organize an event or BBQ to coincide with the tour.

New Members: The club has recently gained new members. VP Fred Byl volunteered to give them a "welcome" call and invite them to feature their car in a future edition of the Gazette.

Meeting closed at 8:31 p.m.

Respectfully submitted,

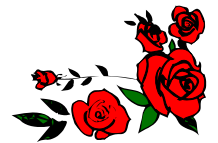
Mark Cerruti, Secretary

Additions to your Roster

Alex Azevedo
369 Pecan Place
Brentwood, CA 94513
925-783-9343

MAY BIRTHDAYS

| | | |
|----------|------------------|------|
| Phyllis | POTTLE | 5/1 |
| Eric | LUNDQUIST | 5/5 |
| Kelly | STONE | 5/10 |
| Carol | MARIN | 5/15 |
| Bayard | BROWN | 5/19 |
| "Sam" | GURNEE | 5/21 |
| Whitney | HAIST | 5/24 |
| Patricia | RYAN | 5/29 |
| Jackie | SILVERA | 5/29 |
| Dick | SILVERA | 5/31 |



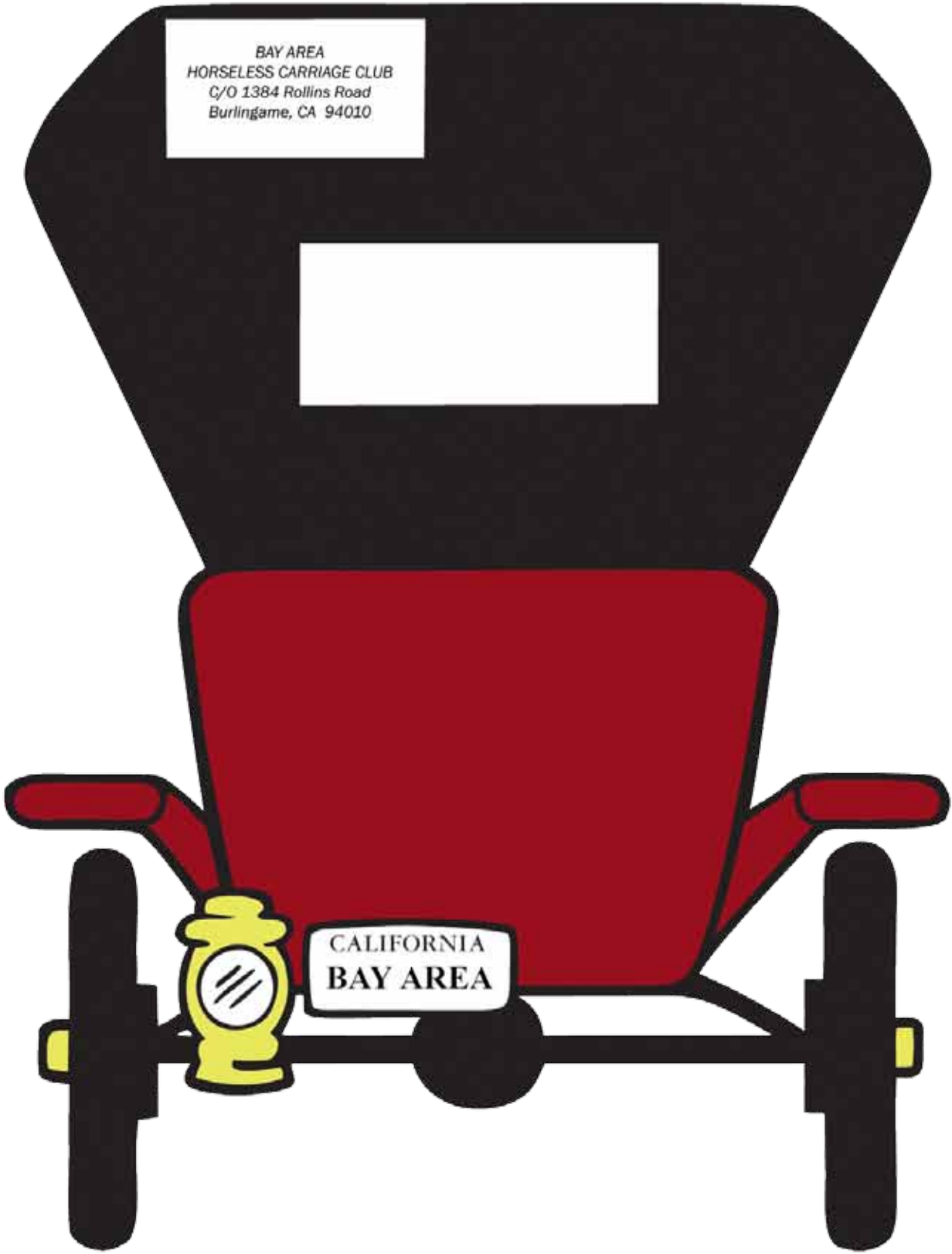
MAY 2012 ANNIVERSARIES

| | | | |
|----------------|---------|--------|--------------|
| METAIS | Bernard | Anne | May 1, 1964 |
| O'NEILL | John | Carol | May 5, 1986 |
| FORBES | Mark | Tanya | May 12 |
| NELSON | Bill | Marion | May 18, 1946 |
| MARIN | Doug | Carol | May 20, 2012 |

Calendar of Events

| | |
|------------------------------------|-----------------------------------|
| May 2 | General Meeting |
| May 5 | Nuts and Bolts - Resilvering Pt 1 |
| May 16, | Board Meeting |
| May 17-19 | Spring Blossom/Bay Area Tour |
| June 6 | General Meeting |
| June 9 | Nuts and Bolts Seminar |
| July 1-6 | HCCA 75th Internatinal Tour |
| July 4 | Piedmont Parade and Picnic |
| CHECK WEBSITE FOR CALENDAR UPDATES | |

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



CALIFORNIA
BAY AREA