



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

The Gaslight Gazette is published 11 times per year with one issue for the month of JULY and August.

**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:**

As our summer is coming to an end we are reminded of how lucky we are to be living in this part of the United States where our weather is relatively mild and we do not have to worry about flooding and major storms disrupting our lives.

We do have some changes in our club coming up with some members moving out of the area and others just moving but not being as active in the club. We wish these members well and hope they will still attend as many of the meetings as they can and definitely tour with us. It definitely is a time to consider ideas to attract new members and bring some younger members in as well. Let our board members know if you have some ideas or people interested in the club. Also if you have an interest in serving on the board - now is good time to let it be known.

A big THANK YOU to those of you contributing articles. Please have articles to the editor by the 20th to be included in the October issue. Our next meeting is September 5th and we hope you can all attend. I am looking for someone to take over the duties of the editor from Dec 2012 thru Mar 2013 on a temporary or permanent basis. Please let me know if you are interested.

Muriel

## America's First Working Automobile?

One hundred and nineteen years ago this month, in September 1893, an automobile built by Charles and Frank Duryea made its first successful run on the streets of Springfield, Massachusetts. Inspired by a gasoline engine that he had seen at the 1886 Ohio State Fair, Charles became convinced that an engine-driven carriage could be built. The two brothers were bicycle makers. Working together in a rented loft, it took them two years of experimentation and tinkering before their demonstration run in 1893.

Some years ago I acquired a detailed metal-cast model of the 1893-94 Duryea. I thought that the model was interesting but I did not appreciate what an accomplishment this model represents. Likely I still don't.



In early August, we celebrated the 100-year anniversary of the modern California highway system; a short report on the event in San Bruno can be found elsewhere in this issue of the newsletter. Like my model of the Duryea, it's hard for me to fully appreciate what conditions must have been like at the time. While we had arrived in several vehicles from the period and were wearing period-like clothing, we had started from a suburban neighborhood, driven our car out from a garage with a remotely operated electric door, glided on hard surfaced roads with traffic controlled by LED signal lights, stopped to eat our breakfast at a restaurant that is part of an international chain of fast-food outlets, and crossed the bay on a bridge that supports a 6-lane limited access highway.

As I participate in horseless-carriage events I try to imagine what life was like a hundred years ago in America, but I don't think I succeed very well. I read that Americans in the early 1900s felt that they were experiencing a period of rapid technological change with unknown changes still to come. Access to electricity, automobiles and indoor plumbing was not widespread. America was still largely a rural society, but the population was increasingly moving to the cities looking for work. Americans were optimistic. For many, life was better materially than it had ever been. Anything was possible in America. It was a time of the self-made man, the American Dream, "rags to riches."

For me, one of the rewards of participating in horseless carriage events is the chance to capture, maybe just out of the corner my eye, a glimpse of a past that helps to enrich my future.

Your president,  
Lynn Kissel

Photo of Charles (left) and Frank Duryea in the 1894 Duryea gasoline car. (Google books archive: *Outing* magazine, Vol. 51, 1908)





## ***September Nuts and Bolts***

The September 8<sup>th</sup> Nuts and Bolts will be held at the Brommer's shop from 9 am to noon at 19529 Alana Road, Castro Valley, CA. It was decided that it would be better to have someone else do the resilvering on the lamp reflectors, instead of attempting to do it ourselves. And, the cost would be less. If we bought the chemicals to do the job ourselves, the cost would be about \$30.00 for each reflector. If we made any mistakes the cost could be higher.

Don Azevedo found someone in Roseville that is willing to do it for \$26.00 each (6" or 7"), if we bring in 10 to 12 reflectors at a time. Don is also willing to take them up there and bring them back for us. I don't think we can beat that!

So if you will bring your reflectors to the next general meeting on September the 5<sup>th</sup> or bring them to the September 8<sup>th</sup> Nuts and Bolts, we will collect them up, label them, and give them to Don to be resilvered. As a bonus, our 1-cylinder Cadillac will be running that day (September 8) and no you don't have to help push it. You wouldn't want to miss that! If you need directions give me a call at (510)-538-1795.

### **Nuts and Bolts**

By Don Johnson

August Nuts and Bolts was at the Johnson's in Petaluma. This month, the spouses were invited to attend as well. Before beginning our project, we enjoyed good conversation, coffee and muffins in the Johnson garage. While the ladies were working on some sewing projects in the house, the men worked on Don Johnson's Model T Speedster. The project of the day was the removal and replacement of the speedster's old brass radiator.

Heading up the crew was Chief Mechanic Bill Brommer with Eric Lundquist, Lynn Kissell, Whitney Haist, and Don Johnson assisting. In typical fashion, the old radiator came off easily. However, the reassembly did not go as planned. Whoever rebuilt the radiator added some additional reinforcement to the bottom bracket area causing the radiator to stand proud of the space where the radiator was to set between the car's frame. After some careful grinding and filling by our Chief Mechanic Bill, the radiator slipped into place.

After our project was completed, the group proceeded the patio where barbequed hamburgers, polish sausages, fresh strawberry Sundays and cookies were enjoyed by all.

### **A TRIP TO THE NORTH COUNTRYSIDE** **by Karen Brommer**

Petaluma was the destination for the August Nuts & Bolts gathering. Actually, it turned out to be a "modern" car mini-tour whizzing by small cities, rolling over several bridges, climbing gentle hills dotted with vineyards - ending up on a quiet, charming cul-de-sac called Maiden Lane where Pam and Don Johnson hosted the activities.

Friends had time to relax and enjoy some refreshments before focusing on the task at hand - a little replacement and restoration work on Don's Model T speedster. It seems that the old radiator was causing a fair amount of water leakage. So, Eric Lundquist, Lynn Kissel, Whitney Haist and Bill Brommer ran through a trouble-shooting process and, along with Don, decided to install a replacement radiator which needed a little "refitting" in order to seat down correctly on the chassis. Don was prepared with new fittings, rubber hose connections, a replacement radiator and some hefty bolts to lock everything together. (Grandkids Jessica & Matt helped too.)

Meanwhile, our equally well-prepared crafty hostess, Pam, had set up supplies, work stations and sewing machines for Jeanne Kissel, Muriel Lundquist, Diane Haist, Pam's daughter Michele, Kaaren Brommer and Pam, to each create a small hand-held "doll" which would be donated to

the charity **Comfort Doll Project** whose efforts extend across the country to women who find themselves in domestic abuse shelters. A special card is attached to each doll with the inscription (in part): "I am a Comfort Doll. I was made especially for you by a woman's heart and hand who cares...." And as you can see by the photos, Pam really inspired us to complete a unique collection of beautiful dolls.

So, with all the real work of the day done - we retired to the patio and had a wonderful, tasty barbeque luncheon with all the fixin's under blue skies - a most refreshing end to the day.

Thanks to Don and Pam for the food and friendship and a fun nuts & bolts day.



We were lucky enough to have two articles about the Nuts and Bolts event on Saturday, August 4, 2012 and we also had two picture takers, Lynn Kissel and Muriel Lundquist. It was a fun day and one which are ladies participated in as well for a good cause. Great idea Pam.





the **Santa Clara Valley Model T Ford Club**  
and **History San José**

# **Antique Autos in History Park**

present

12th Annual

**Sunday  
September 9  
2012**

**Noon to 5:00 PM**

**Free**



**Vintage Autos (Stock Pre 1946)**

**1 & 2 Cylinder Autos**

**Model T Assembly**

**Vintage Motorcycles**

**Vintage Bicycles**

**Vintage Fire Equipment**

**Early Day Gas Engines**

**Historic Buildings**

**Handcraft Demonstrations**

**Antique Collectibles**

**Zinfandel Stompers Band**

**Children's Activities**

**Vintage Clothing Recognition**

**Trolley Rides**



**history|san José**

silicon valley from a to z

History Park (Kelley Park)  
Senter Road and Phelan Ave.  
San Jose, CA



Food by Peggy Sue's Restaurant & ice cream by O'Brien's Cafe

[www.scvmtfc.org](http://www.scvmtfc.org)

[www.historysanjose.org](http://www.historysanjose.org)

## **BAHCC'S NEXT EVENT:**

### **ANTIQUÉ AUTOS IN HISTORY PARK**

**Gate entrance is at 635 Phelan Avenue, San Jose, CA 95112**

**Sunday, September 9, 2012**

**Free Admission**

**Gate opens at 9:00AM; all antique autos must be in and parked by 11:30AM**

Our BAHCC, along with that of the Santa Clara Valley and several other Bay Area Model T, A, and other clubs, have been participating in this event for the past 12 years. The BAHCC has its own designated for our cars and our folks, and we provide tables, umbrellas and chairs to facilitate a great time for our group.

You are encouraged to bring and display your antique car, and there is free trailer parking available if you do. But you are also encouraged to come even if you do not bring your antique car, and there is a public parking lot for modern cars one block away for this purpose. (This lot has a modest charge, even more modest if anyone aboard is a senior.)

Things you will see at this event are:

- Around 200 antique autos 1900 to 1945 (all stock, no hot rods are involved)
- Antique fire equipment
- Antique motorcycles, bicycles, and displays of stationary engines
- Early day crafts
- Antique collectibles

Other things featured this year are:

- A contingency of 1 & 2 cylinder vehicles with a presentation by Bill Brommer
- A presentation on the film "Horatio's Drive" – the 1903 Winton cross country journey (presented by Roger Allison, who owned the Winton used in the film)
- A demonstration of assembling a Model T in minutes (Don Azevedo and team)
- A live Dixieland Band
- Dancers doing the Charleston and Swing
- Recognition of period costumes
- Door prizes for participants
- Blacksmith demonstrations
- Antique trolley rides
- Horseless Carriage era homes and commercial buildings open to peruse and enjoy
- Food by Peggy Sue's Restaurant
- Ice Cream by O'Briens Café

Please call John Morrison with any questions (510-655-6128).

Won't you please join us? There is no need to sign up; just show up and enjoy!



# California Highway Centennial Tour

Lynn Kissel

On August 7, 1912, many Northern Californians participated in a significant event in the history of the California highway system, groundbreaking on Contract One in San Bruno. This was the first contract of an ambitious \$18,000,000 effort to create a connected highway system. Although state highways existed previous to this time, they were not interconnected into a unified system of roads. As a result, long distance travel by road was extremely difficult. According to an article published in the *San Francisco Call* on Aug. 8, 1912, "The first ground has been broken, the work has commenced and California's dream of good roads is in process of coming true." At the conclusion of the groundbreaking, "the visitors were invited to repair to a nearby grove of cypress trees" where an old fashioned barbecue was prepared.

One hundred years later, on August 7, 2012, Bay-Area-Horseless-Carriage-Club-members Karen and Ed Archer and Jeanne and Lynn Kissel along with many other antique automobile and history buffs celebrated the anniversary of this groundbreaking. Antique cars lined up along El Camino Real based on their age and the Archers' 1906 Locomobile was at its head, followed closely by the Kissels' 1914 KisselKar. Near to the original groundbreaking spot, city, state and federal officials marked the occasion with a series of brief speeches. At the end of the speeches, members of the San Mateo County Historical Association, dressed in period attire, re-enacted the shovel turning before a crowd of spectators.

The antique car participation in this event had been organized by the Mid Peninsula Old Time Auto Club. Following the groundbreaking ceremony, the cars toured down El Camino Real to Burlingame in Washington Park. After parking in rows on the grass in the park, many of us enjoyed a picnic lunch in and around the cars. Later, large birthday cakes decorated with cars were cut and served to the attendees.

As added spice for the day, Jeanne and I drove (rather than trailered) our 1914 KisselKar to and from the event from our home in Livermore. We could avoid highways for much of the 100-mile round trip, but elected to cross the San Francisco Bay on the San Mateo-Hayward Bridge, the longest bridge in the Bay Area (a 6-lane 7-mile-long superhighway). I had anticipated that crossing for some weeks with dread but had received encouragement for the adventure from Ed Archer. In the end, the bridge crossings generally went smoothly. We were able to maintain about 50-55 MPH according to our speedometer and the other traffic did not seem to whiz by as fast as I expected. Just as we approached the 750-foot-high-rise section, where I anticipated our car slowing, the morning rush-hour traffic slowed and we were able to match its speed.

The scariest part was the drive home. As we approached the bridge, electronic road signs warned of high winds and indeed we were strongly buffeted. But my fears that the car would be blown off of the bridge were apparently unfounded and we made our way home without much difficulty.



Seated in the Archers' 1906 Locomobile are (left-to-right) Ronalie Jenkins, Ed and Karen Archer and Jeffrey Jenkins.



Jeanne and Lynn Kissel pose before their 1914 KisselKar on El Camino Real.



U.S. Representative Jackie Speier (on left) admires the Archers' car.





The view from the front seat of the KisselKar as others arrive in Washington Park for a picnic and cake.



Cutting one of several celebration cakes in Washington Park.



**Joseph Chmielewski**  
**Dec 17, 1920 - Aug 9, 2012**

Joe was born December 17, 1920 in Tappen, Kidder County, North Dakota the 6<sup>th</sup> child of 8 children born to Anthony and Frances Chmielewski. He was next to the youngest son. He had four brothers and three sisters. He spent his childhood growing up in Tappen on the family farm. He was drafted into the Army Air Force in 1942. After the service he was discharged at camp McCoy in La Crosse, Wisconsin on the 9<sup>th</sup> of November 1945. He and one of his brothers came to the Bay Area where Joe obtained a job with a construction company. His job with that company was to crawl through and clean major sewer pipes to the Bay. He only worked there for about two weeks...because as he said..."It was a dirty job!" Luckily he was able to obtain a job at Caterpillar Tractor Company where he worked for seven and a half years. During this time he was enrolled in a Machinist trade program. From there he went to Friden Calculator Company where he worked for three plus years as a machinist. It was during this time that he met Evelyn Campbell and they were married August 3<sup>rd</sup>, 1952 in Oakland, California. Joe had heard of job openings taking place at the Lawrence Livermore Lab during the late 1950's and applied and received a position as Precision Machinist. Joe retired from the lab in December 1983.

Joe was always interested in how things worked, and with automobiles especially, since his early childhood. On one of Joe's childhood birthday's he received a pedal car which he loved tinkering with and driving around the farm. One day Joe discovered that his car was totally banged up and broken. He was so disheartened to see that his car was so smashed. One of his brothers told him "not to be sad" that it was wrecked. Later he found out that it was the brother whom had told him that the car was in a wreck was also the one who had taken a large hammer to it earlier. Possibly this is where Joe's interest and love in restoring cars originated. As a young boy and a teenager, Joe would use his free time ...after his chores were finished... wandering the Dakota hills around the family farm looking for arrow heads and interesting rocks. This interest and passion he shared throughout his life with his family and friends. Later in life he learned how to Knapp arrowheads and create beautiful jewelry out of rocks and gems he found. Also if Joe wasn't out scouting for rocks and arrow heads, he could be found out in the fields practicing his shooting techniques. He loved classic movies and history, always loving books, magazines and documentaries. Joe loved music, especially polkas and played the accordion and harmonica. He and his brother formed a two man band and played at local functions in the Tappen area. Joe and Evelyn traveled throughout the US, camping and exploring the historical areas of the country. They also made a couple of trips to Europe. Joe and Evelyn's marriage was always filled with adventures. Among his many hobbies, Joe loved restoring his Model T Fords. He enjoyed the restoration and the events that the collectable car organizations offered. Evelyn enjoyed his hobby too and participated with him by making and collecting authentic costumes that they wore to their car club tours. Although they didn't have children of their own, Joe loved all his nieces and nephews dearly as if they were his own. Joe loved his family and close friends. He had a special connection to his military comrades in all armed forces and lived his life with honor and respect for others. He was a true patriot and a member of BAHCC for 50 years.

**SEPTEMBER BIRTHDAYS**

<b>LUIS (Life)</b>	Alice	9/11
<b>ORTMAN</b>	Bill	9/18
<b>GULARTE</b>	Lee	9/20
<b>BOYDEN</b>	Jean	9/25



**SEPTEMBER ANNIVERSARIES**

<b>CERRUTI</b>	Mark	Veronica	Sept. 6, 2003
<b>BUTLER</b>	Layden	Jean	Sept. 20, 1986
<b>AZEVEDO</b>	Don	Joyce	Sept. 21, 1974
<b>HAIST</b>	Whitney	Diane	Sept. 27

## ***Horseless Carriages at the Goodguys Summer Get-Together***

by Lynn Kissel

For the third year in a row, horseless carriages and other unmodified cars were proudly exhibited at the Goodguys Concours d'Elegance. The event was featured at the Goodguys 19<sup>th</sup> Summer Get-Together presented by J. Rockcliff Realtors and held June 2-3, 2012, on the Alameda County Fairgrounds in Pleasanton.

Events sponsored by the Goodguys Rod & Custom Association are not generally associated with exhibition of classic cars. Yet for a third year, they extended an invitation to Bay Area clubs and organizations to participate in a non-judged concours d'elegance. They devoted the spacious and air-conditioned Young California Building to this end. I'm sure it represents a considerable financial and organizational investment on their part. I admire their efforts to bridge the considerable gap that often exists between collectors of unmodified cars and the rod and custom community.

For my part, I appreciate the opportunity that this show affords to expose our vehicles to younger people. My guess is that most individuals, who currently collect, maintain and drive old cars, can point to a particular incident in their youth that set them on this path. At last year's show, I watched with fascination at the excitement generated as as Bay-Area-Horseless-Carriage-Club members Carol O'Neill and Kaaren Brommer invited children and young adults to sit in their 100-year-old vehicles. I thought to myself at the time, "Wow, that's going to leave a mark!"

Aping their example, I spent much of my time this year inviting individuals to sit in one or both of the two cars that I had brought to the show. While most of the younger people who accepted my invitation chose to sit behind the steering wheel, many of the older individuals preferred the deeply-padded back seat of my 1914 touring car.

In addition to representation from the BAHCC, cars from other Bay Area clubs and organizations were represented including the NorCal Classic Car Club of America, Northern California Packards and the Blackhawk Collection. I noted vehicles from BAHCC members Joyce and Don Azevedo, Kaaren and Bill Brommer, and Lynn Kissel on display.

Unlike the ill fated 2011 show, the weather this weekend was picture perfect. Clear and sunny skies and moderate temperatures served to bring many people to the Fairgrounds to look at the hundreds of customized cars and displays. Some fraction of these discovered the collection of unmodified cars and stayed to learn more. It was exciting to respond to those who wanted to know more about our beautiful cars from a bygone era and I'm glad that others responded to the call to exhibit their classic cars at the Goodguys show.



A young man is evidently enjoying his time behind to wheel of the Kissels 1914 KisselKar.



A young lady sitting in the 1914 KisselKar moved her stuffed companion so that it would be part of the photo.





This 1906 REO was exhibited by BAHCC members Joyce and Don Azevedo.



Bill Brommer (dressed as the baker, left) exhibits his pie throwing capabilities with his good friend Ron Bueno (dressed as a baker, right) who helped exhibit the Brommers' 1912 Ford at the show.



The Brommers' grandson joined them as they exhibited their 1912 Ford at the show.



The weather was perfectly pleasant for the show and a wide variety of cars, displays, vendors, swap meet, autocross and other activities were in full swing at the larger show outside of the Young California Building.

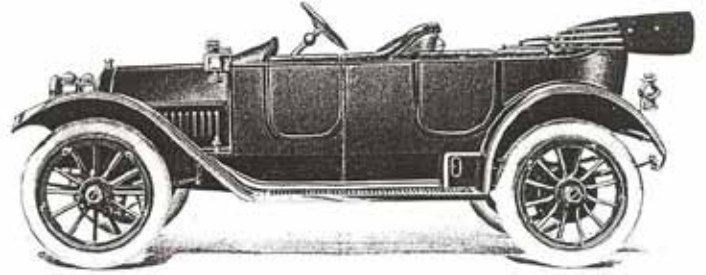


## Oakland story

By Jim Boyden

*"The Car with a Conscience"  
for 1913*

I have a good friend who is a car collector and restorer and for years he was also a dedicated garage sale and yard sale addict. Over the years he amassed a huge collection of old books, antiques, tools etc. One day a few years ago he just happened on a yard sale just a few miles from his home. No cars were advertised or tools just the usual array of lawn mowers, old furniture, unwanted clothes, kids toys and the like. While there he noticed an old Buick sedan from the late '30s back in the driveway. Being a car collector he asked if he could look at the car and was told "go ahead". While he inspected the Buick he noticed behind it back in one of those narrow tandem garages which were common before the war the glint from a couple of reflectors looking like old headlights. He wasn't really interested in the Buick but when he inspected the old car back in the gloom of the garage his interest really began to pick up. Here was a Brass Era car largely intact just sitting there. Upon inquiring he learned it was a 1913 Oakland and it might be for sale!

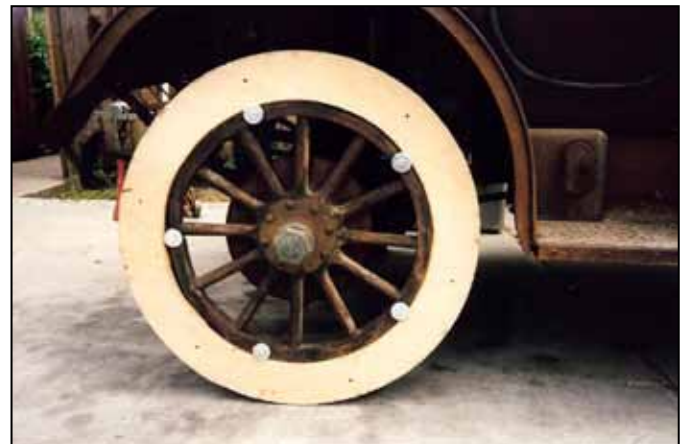


MODEL 40 FIVE-PASSENGER TOURING CAR  
\$1450 (Equipment extra)



My friend wasn't interested in the Oakland but he thought I might be and he gave me a call and told me the story of finding it. I went to look and was told the history of the car. It turns out that the car was driven until about 1919 or 1920 (the date of the last license plate) when it was put in a shed in Southern California where it sat for 80 years or so. The owner was a surviving nephew of the previous owner who evidently had no other heirs or acquaintances who were interested in the car. And the nephew wasn't particularly interested in it either. So we struck a deal and the Oakland was mine.

Now, to get it home. The Oakland had evidently resided under a good roof but one side of the car rested on damp soil which took its toll on the wheels on that side. They were rusted through the rims and the fellows but they still seemed sound enough to roll a little. So, we dragged the machine onto my flat bed trailer and brought it home a distance of only about 10 miles. I thought it would be best to improve the stability of the bad wheels so I made up some plywood tires which strengthened the wheels enough to roll the car around and into my shop. The car was missing the right front fender and there was some damage to the splash apron on that side as well. I assume there was a minor crash of some kind and at that point the Oakland went into a long sleep in the shed.



I had a new fender made as well as two new wheels for the left side. The rest of the car is remarkably sound although it has a light coat of surface rust all over probably being due to long storage near the Pacific Ocean. The Oakland was originally black with a fine gold stripe. The original equipment and specifications are as follows:

Oakland Model 40

Northway Engine 4 cyl, 4 1/8 by 4 3/4 (254 ci)

Car number 14001.8 (tag on kick board)

Wheel base 114"

Model L Schebler Carb uretor

Briggs Magneto and Ignition System

Denver Clock

Rands Windshield

Rome Turney Radiator (Rome NY)

26" Baker Wheels

Original Lee Tires were 35" by 4 1/2

Acetylene Lighting

An interesting feature of this car is that although it has gas headlights and the usual kerosene side lamps and tail lamp it has sockets for 6 volt electric lamps in the side lights and tail light. 1913 was a transition year for electric lighting on many cars and the bigger Oaklands had electric headlamps. This car got only these small electric bulbs probably as a last minute addition since it has no generator and they had only the battery for their power source. To get the car running I installed a modern Hentchell distributor since I did not want to deal with restoring the original magneto at least in the beginning. The Hentchell looks very good on the car since its shaft drive is horizontal and it replaces the original magneto very nicely. At least temporarily I installed a Carter BB-1 carburetor not wanting to deal with the vagaries of the original Schebler. At some point in the future I may put the original units back on the car but for now it runs quite nicely with the more modern components.

I learned one very expensive lesson the hard way. When I first started the engine, by hand crank since it has no starter, it smoked so badly I thought my neighbors would be calling the fire department. Seeing this I concluded the Northway engine needed new piston rings so I installed new ones. I started the engine again and still no improvement. It still smoked terribly. I now concluded the cylinders must be out of round and had the jugs rebored and this time installed new pistons and new rings. I reassembled the engine again and guess what? It still smoked as bad as ever. I was near my wits end when I realized that the Northway engine has essentially a total loss oiling system and the crankcase is designed to hold very little oil. In fact, there are provisions for eight drain cocks on the bottom of it so the excess oil can

be drained out periodically. Not knowing this I had added about a gallon of oil to the crankcase thinking about that much was required. That much oil was 95% too much and was certainly the cause of the smoking.

I haven't run the car much since I got it back together. Like the Brits say "I am still sorting it out" It starts remarkably easy with the hand crank and on the road it seems "long legged" at least to me. I think I am going to like this car.



# ***BAHCC ACTIVITY CALENDAR***

<b>Sep. 5</b>	<b>General Meeting</b> (socializing at 7:00 pm, meeting at 7:30 pm)	<b>Piedmont Community Center</b>
<b>Sep. 8</b>	<b>Nuts and Bolts</b> (starting at 9 am, Resilvering Part 2)	<b>Bill Brommer, Castro Valley</b>
<b>Sep. 9</b>	<a href="#"><i>Antique Autos in History Park</i></a>	<i>John Morrison, San Jose</i>
<b>Oct. 3</b>	<b>Board Meeting</b> starting at 5:00 pm [change of date/time]	<b>Fred Byl</b>
<b>Oct. 3</b>	<b>General Meeting</b> (socializing at 7:00 pm, meeting at 7:30 pm)	<b>Piedmont Community Center</b>
<b>Oct. 6</b>	<b>Nuts and Bolts Seminar</b> (starting at 9 am)	<b>Fred Byl, Oakland</b>
<b>Oct. 9-13</b>	<b>39th Old California Tour</b> (hosted by the Santa Cruz Regional Group - 831-423-7877)	<b>Walker Woolever, Greenfield</b>
<b>Oct. 10-13</b>	<b>AACA Eastern Regional Fall Meet (Hershey Swap Meet)</b>	<b>Hershey, PA</b>
<b>Oct. 21</b>	<b>Pumpkin Tour</b> [	<b>Doug Durein, Sacramento River Delta</b>
<b>Nov. 7</b>	<b>Potluck, Auction &amp; General Meeting</b> (setup at 6:30 pm, dining at 7:00 pm)	<b>Piedmont Community Center</b>
<b>Nov. 14</b>	<b>Joint Board Meeting</b> (one week earlier than normal due to date of Thanksgiving)	<b>San Ramon</b>
<b>Dec. 8</b>	<b>Holiday Party &amp; Dinner/Dance</b> (cocktails at 6:30 pm, dinner at 7:30 pm)	<b>Piedmont Community Center</b>

## ***MEMBERS MOVING AND NEW CONTACT INFORMATION:***

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## Bay Area Horseless Carriage Club

### Minutes of Board Meeting

Wednesday, August 15, 2012

Meeting opened at 7:10 p.m. at the Cerruti Garage in Danville.

**Members Present:** Chairman, Whitney Haist, President, Lynn Kissel, Vice President, Fred Byl, Secretary, Mark Cerruti and Bill & Kaaren Brommer.

President Kissel has been updating the club's on-line roster and reviewed the steps he has taken to streamline the process.

Lynn announced that he and his wife Jeanne have purchased a home east of Sacramento and will be leaving the area before year's end. Lynn added that he plans to maintain his membership and remain as Webmaster through at least 2013.

**Membership:** Bill Brommer reported that Gary Larsen's application has been fully processed and a badge has been ordered.

**Modify Membership/Renewal Forms:** Lynn Kissel reported that he has changed the contact information on all forms from husband and wife to primary and secondary member.

**Treasurer's Report:** Fred Byl made a motion to appoint Whitney Haist as the new Treasurer. Mark Cerruti seconded the motion. The motion passed. Whitney will finish the year as Treasurer and Board Chair.

**New Business:** In an effort to reduce the burden on Board Members, the Board discussed reducing Board Meetings from six to four per year. Fred Byl argued that if Board Meetings are spread out too far, the club will lose vitality. Some members agreed. Whitney suggested four Board Meeting per year minimum, with additional meetings added as necessary. Board members agreed to move the next meeting to October 3<sup>rd</sup>, at the Byl Residence in Oakland. The experimental meeting will precede the General Meeting and will commence at 5 o'clock, p.m. As usual, the General Membership is welcome to attend.

Now that the budget crisis of 2011 has been solved, some think it is safe to reduce the large balance in the club's bank account. Members considered ways to slowly burn-off the account balance. One member suggested we offer Scholarships at local Colleges to youth's pursuing a career in automobile restoration. Other ideas were simply to have the club provide coffee and doughnuts at Nuts & Bolts events and on tours. Another idea was to subsidize popular events such as the Holiday Party.

Members also considered what amount should be left in the account for reserve. Two years operating expenses was a popular notion.

**Safety at Nuts & Bolts:** Lynn Kissel proposed the club provide safety glasses at future Nuts & Bolts events. Fred Byl raised a motion to provide 10 pair of safety glasses at each event, with the host being allowed to keep one pair as a thank you for hosting the event. Mark Cerruti seconded the motion. The motion passed.

With fall fast approaching, members discussed the task of finding people to volunteer to serve on the Board. A few current Board Members agreed to stay on and some names were tossed about as replacements. Bill Brommer announced that he will be stepping down as Nuts & Bolts chairman. Lynn Kissel pointed out that due to his departure later this year, we'll need a new Hospitality host as well.

Meeting closed at 8:40 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

## Bay Area Horseless Carriage Club

### Minutes of General Meeting Wednesday, Aug. 1, 2012

Meeting called to order at 7:45 p.m.

**Officers Present:** Board Chair/Treasurer Whitney Haist; President Lynn Kissel; Membership/Nuts&Bolts Bill Brommer; Tour/Authenticity: Ed Archer.

**Guests:** Eric Larson (from Sonoma, was on recent 75<sup>th</sup> Anniversary HCCA Tour in Colorado Springs), Ryan and Sarah (friends of Whitney Haist and looking for a Model T)

Minutes from the June General Meeting were approved.

**Board President Report:** Lynn Kissel announces that he will be running for a spot on the 2013 national HCCA board and asks BAHCC members for their support. Reminds members of Aug. 15 board meeting at Mark Cerruti's home.

**Treasurer's Report:** Whitney Haist notes that he's taken over the job of treasurer to fill the vacancy from David Pava's move out of the area. Notes that Whitney Haist and Lynn Kissel have been given access to the club's bank account.

**Tour Report:** Ed Archer reviews recent events with the help from members present. 1) Sonoma County Tour, June 24, sponsored by Don Johnson – great tour! 2) Goodguys Concours, June 1-2. Lynn Kissel notes importance of exposure of our cars to a broader audience and that this will be an annual event. 3) July 4<sup>th</sup> Parade and Picnic in Piedmont, sponsored by John and Carolee Morrison. Parade was slow and some cars were overheating. There was a cemetery tour after the parade. 4) 75<sup>th</sup> Anniversary HCCA Tour in Colorado Springs. Nationally reported wildfire did not have big impact on the tour as it turns out. Several members made it to the top of Pikes Peak (14,110') with their cars. There was much discussion about the rain, car failures and thorough fun of the tour. 5) Reminded of upcoming tours: California Highway Centennial Tour Aug 7 in San Bruno; Bridgeport 1&2 cyl tour in Bridgeport Aug 27; Antique Cars in History Park organized by John Morrison on Sep 9; Pumpkin Tour (Delta Tour) organized by Doug Durein and Bill Cassiday on Oct 21.

**Membership Report:** Bill Brommer tells us of new club member Gary Larsen.

**Nuts&Bolts Report:** Bill Brommer tells of great session at Don Johnson's home in Petaluma. Men installed radiator in Model T in garage; women worked on a service project inside. Everyone enjoyed a great BBQ lunch later.

**Show and Tell:** Lynn Kissel reports that ethanol was \*not\* responsible for carburetor problems he reported earlier. Don Azevedo presented a "what's it" tool – opinion of some was that it was for smoothing leaded body work, maybe. Joyce Azevedo presented some historic posters showing the Buick plant and surrounding area. Joyce also noted an upcoming Nevada City Model-T Tour.

Meeting adjourned at 8:50 p.m.

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



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