



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



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Project Car
Nuts and Bolts: Mike Lawrence

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:

A big thank you to all of you that sent your news articles to me for this months Gazette. It makes it so much easier when I do not have to follow up with you to get things going. We definitely have a lot on the calendar to keep us all busy for a few months. New types of activities such as our Chile dinner with our March meeting should be lots of fun. We will still have our Spring Potluck. Also, a new coffee pot promises to give us a nice addition to our already gourmet deserts. See you in Piedmont at 6:30 on Wednesday March 6th.





PRESIDENTS MESSAGE

Thanks to the Archers and Brommer's for a "GREAT" Valentines Lunch. I counted 24 enthusiasts. It was great to see the Sherman family again, the whole bunch of them. It was a wonderful event. If I missed someone in the thanks, please excuse me.

I am getting more excited about our upcoming "Brass in the Gold Country" tour. The details are still being worked out. Rooms will not be held, so make your reservations now.

NUTS and BOLTS will be revitalized. On Sunday, March 10th, we will meet at the Haist's to get Ryan Shelly's T on the road.

Nancy and I had a great time at the national meeting and Tour. Interesting new country for us, and we got to share it with Pieter, our Grandson. The weather was OK most of the time. Saw the Azevedos, Morrisons, Tony Wolleson, and Donna Jones. Who did I miss?

March has the Green Brass, April the Brass in Gold, May the Makers Faire. Lot's to do!

Yours in Touring

Fred Byl



CHILI AND BEAN FEED

We are having a chili and bean feed at the March Club meeting! You will not want to miss this meeting. Come at 6:30 and bring either a salad or dessert to share. The Club will furnish the chili with all the trimmings! Bowls will be provided, but bring table service.



“Brass Cars in Gold Country”

Bay Area Horseless Carriage Club Spring Tour

April 25 – 28, 2013

Itinerary Summary

Thursday, April 25, 2013

- Check In and Trailer Parking at Shenandoah Inn, Plymouth
- Late afternoon tour to Soban Estate Winery and Museum and the Amador Flower Farm.
- Welcome Dinner at Shenandoah Mine Ranch, 10531 Shenandoah Road, Plymouth. Outdoor barbeque dinner in the style of yesteryear.

Friday, April 26, 2013

- All day tour through the historic town of Lone, and we visit the Baumbach Auto and Aircraft Collection in Buena Vista, then past Camanche Lake to the landmark settlement of Lockeford for our private room luncheon.
- In the afternoon we return to the foothills for a guided tour of the Preston Castle, one of the oldest and best known reform schools in the United States.
- From there we return to Plymouth. Dinner is on your own this evening. Enjoy the many restaurants in Plymouth, Sutter Creek and Jackson and surrounds. Reservations are advisable for small groups.

Saturday, April 27, 2013

- Today we tour north to Shingle Springs, once a mining camp of the California Gold Rush.
- We visit the new home of long time members David and Patricia Pava and enjoy coffee and refreshments. From there we return south on narrow back country roads and visit a very small boutique winery (Chevalier) on French Creek Road.
- By mid-day we arrive at the American Truck Historical Society’s annual Show at the Kirkland Ranch in Plymouth. Lunch is available here. In the afternoon, you are free to tour the area on your own, visit antique shops, wineries or relax with your friends at the various points of interest in the area.
- This evening we have the exclusive use of the 1880s Shenandoah School House in Plymouth for our Gala Grand Banquet commencing at 5:00 P.M. with BYOB liquid refreshments followed by a fully catered gourmet dinner at 6:00.

Sunday, April 28, 2013

- This day offers several options. You decide:
- Head for home;
- Tour to Cameron Park for Brunch at Lynn & Jean Kissels’ and /or
- Hit the HCC Swap Meet, American River College, Sacramento
- Have a safe trip home!

Tour Features

<ul style="list-style-type: none">• All pre-1916 automobiles• All paved back country roads• Gentle topography• Leisurely pace	<ul style="list-style-type: none">• Two guided private site tours• Two gourmet catered dinners• Private dining room luncheon• Don’t miss it.
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Revised Tour Pricing

The initial tour offering included one dinner and one lunch for \$95 per person. The revised program now includes an additional catered dinner with our exclusive use of a historic 1880s school house and the cost is \$160 per person. If you have already remitted the \$95, please remit the balance.

Tour Registration

Cost: \$160 per person includes Thursday dinner, Friday lunch and Saturday Banquet dinner and two private site tours.

No. of persons _____ Total enclosed _____ Make checks payable to BAHCC and mail to W. Haist, 12 Sunrise Hill Road, Orinda, CA 94563 925-899-4912

Name _____

Address _____

Phone _____

Vehicle Make _____ Year _____

Headquarters Motel

- Shenandoah Inn 17644 Village Drive, Plymouth (800) 542-4549
<http://www.theshenandoahinn.com/> \$120 king / \$130 2 queen / 2 nite min.
****If the Shenandoah Inn is full, contact me. We have a few extra reservations held.****

Bed and Breakfast / Optional

- Plymouth House Inn 9525 Main Street - Plymouth (209) 245-3298
www.plymouthhouseinn.com/
- 9 Gables Vineyard and Winery 10778 Shenandoah Road, Plymouth,... 209-245-3949 www.9gables.com/

BAHCC Spring Tour

April 25, 26, 27,28

Help Wanted

Welcome Committee. 3 people

Make up name tags. Be at Shenandoah Inn by noon for check in and hand out tour packets.

Hospitality. 2 people

Take charge of coffee and donuts on the Friday tour mid-morning stop.

Dinner set up. Thursday and Saturday. 5 people.

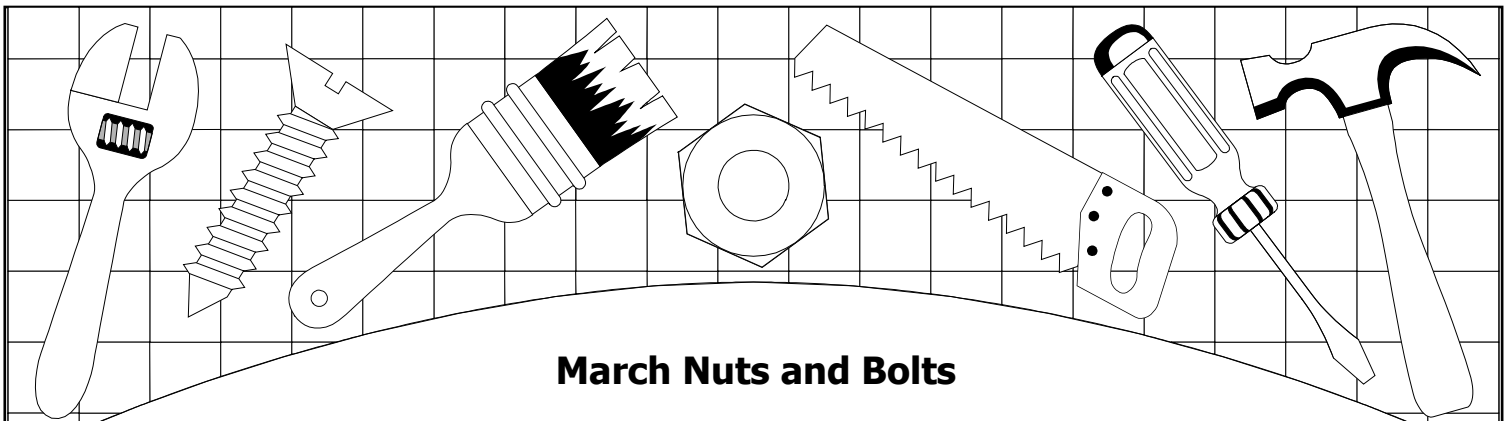
Assist Joyce Azevedo in coordination of rented table and chair set up. Set up table center pieces.

is already on this team.

Assistant Tour Director. 4 people.

Assist Don Azevedo in logistics and problem suppression.

Sign up now or be drafted later. Contact Whitney Haist, 925-899-4912 or haist2@comcast.net



March Nuts and Bolts

Sunday March 10th from 12 noon to 4pm, at Whitney Haist's house (12 Sunrise Hill Rd., Orinda, CA 94563). Our goal is to get Ryan Shelley's 1915 model T Touring car driving down the road. He has been diligently working to get the car up and running and it still needs a few things:

The radiator may need repairs or replacement.

The bands may need adjusting or replacement.

A general tune up of the ignition and carburetion (he has already tuned the coils and rebuilt the carburetor).

Installation of an oil sight glass.

His wheels have some damaged spokes, if someone may have any suggestions to repair?

Lastly, Ryan needs a driving lesson! He has bought the car and joined our club and still hasn't learned to drive a T!

I would love to see a crowd of willing and able people show up with tools, parts, knowledge, and anything else that may be helpful to get Ryan's car tour worthy!

If anyone has any questions about the event, please contact Mike Lawrence at 510-541-7418,
Ryan Shelley 925-395-1100, or Whitney Haist 925-253-1333

Thanks,
Mike Lawrence

If you need a little encouragement to get to work on your "old" cars and get them ready for this seasons touring – maybe this poem by Genelle Azevedo will give you the "push" you need.

Thank you Genelle!

FIXING THAT OLD CAR AGAIN

**As I look out my window the sun is shining another day,
My work is ahead for me, so don't delay
How fortunate we are to live in this beautiful golden state,
While others have to plow thru snow and be late.
The trees and grass are so green and alive,
Even the bees pollinate and help our crops survive.
Flowers are in bloom and brighten our path,
As the variety of birds chirp and laugh –
It is time to work on that old car,
As your temporary quick fix, wont' last too far.
Tear it apart and fix it right,
And you won't look at your wife after breaking down and pick a fight
Such a good feeling to hear that old car hum,
Grab your hat and coat and now we will have a great run.**

Author: Genelle Azevedo

March 3, 2012

A Baby Shower Brunch

honoring Renee Lawrence

Saturday March 16th at 11:00am
 The Kopman's House
 1309 Blake Street, Berkeley 94702

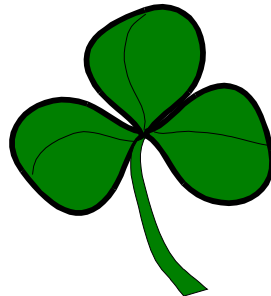
Ladies please RSVP to Erika
 by March 8th (510.717.2397)

It's a Girl!
 Registered at Babies R Us, Target, Amazon



MARCH BIRTHDAYS

KOPMAN	Ben	3/2
BORGES	Gary	3/3
O'NEILL	Carol	3/3
ARCHER	Ed	3/4
SHELDON	Linda	3/8
SCHWARTZ	Norman	3/10
HIRONIMUS	Gene	3/13
CERRUTI	Mark	3/14
NELSON	Marion	3/18
ROSEN	Bob	3/20



MARCH ANNIVERSARIES

RIGGS	Lloyd	& Jane	Mar. 1, 1952
JOHNSON	Don	& Pam	March 7, 1964
SHELDON	Wayne	& Linda	March 19, 2010
REAK	Ron	& Bea	March 21, 1964
CROWELL	Wes	& Henrietta	March 31, 1992





Valentine Day Luncheon & Tour with BAHCC Family and Friends

Karen & Ed Archer were our tour hosts for this Sunday, February 10th social gathering and road tour. The Frankie, Johnnie & Luigi, Too, Restaurant in Dublin was the starting point as we parked our modern cars next to the little T Roadster, the long T

Touring Bus and the spectacular green Packard.

The guest list included: Fran & George Sherman, Diane & George Jr. Sherman, Nancy & Fred Byl, Diane & Steve Hoffman, Mary Mendes & Bill Hund, Karen & Ed Archer, Joyce & Don Azevedo, Kaaren & Bill Brommer, Susan & Doug Durein, Bill Cassidy, Donna Jones, Pam & Don Johnson, Carol & John O'Neill, and Diane & Whitney Haist. Everyone enjoyed the lovely private dining room and Karen decorated the tables with fresh long stemmed red roses, sweet candy and chocolate hearts and vintage postcards (like the one pictured above). Our delicious meals were served well and Susan got to choose the price of her drink – 50 cents, she said. We challenged everyone to guess, “Who is our most senior member?”. Answer: George. And, “Who do we miss today?”. Answer: Esther. “Do you know about the next Nuts & Bolts?.” Answer: On March 10 at Whitney’s garage. And, “Do you know where today’s road tour is going? Who needs a ride and What is planned for us to see ??.” Answer: Ask Ed & Karen.

The weather couldn’t have been more perfect – so Ed lead the way over the Dublin/Castro Valley hills and down the quiet, scenic back-roads which dead-ended at a ranch house with dogs & more dogs – all barking a greeting. Touring in an open car can be so much fun. And then there was the roadside vendor who had oranges for sale. The poor fellow must have wondered if we were lost because we passed him at least four times! (yes, we did buy some delicious fresh oranges on the last pass.)

Only Mary & Bill, Kaaren & Bill and Karen & Ed went on the Kolb House & Museum Tour. It turned out to be very interesting because the docent gave us a lot of local Dublin area history and explained how Dublin has devoted the parkland to preserving the old school house/museum, church, private Kolb Home and 1850’s cemetery. And, as we later found out, our docent knew Karen & Ed – because he had owned their Hayward house years before.

All in all, it was a most enjoyable day spent with family and friends. And thanks to Bill Cassidy I now have a new motto: “Eat dessert first – life’s short!”

Our warmest thanks to Karen & Ed for all their efforts on our behalf.

VALENTINE DAY LUNCHEON AND TOUR PICTURES FEBRUARY 10, 2013



IS THERE A ROLLS ROYCE IN YOUR FUTURE?

Ed Archer



I never thought of owning an antique Rolls Royce. There's a certain model that I always admired but I dunno, owning one just never entered my mind. Well, I guess for one thing, I couldn't afford one even if it did, and then there's the snob thing that seemed to go along with ownership. Me and snobs just don't gel well together. I mean, it's just a car, a rather expensive one but so what! Also in my eyes most old Rolls Royce's looked a little foreign to me and I like good old American stuff. Americana, I love it! Nothing wrong with that! Well.....Life has a funny way of changing things.

Back in the early 1970s when we wanted enclosed car comfort we enjoyed touring with our 1927 Cadillac Fleetwood limousine. This car originally belonged to the Fleishhacker family of San Francisco, had 42,000 original miles on it and was in nice original condition. After a few years of enjoyable driving the car developed a major engine problem (rod bearings). The engine came out, went into a shop, and a few years later the shop was still struggling with fitting those

V-8 fork and blade rods to the crankshaft. According to the shop, "a real nightmare" I couldn't help but think, I should have stayed with cars that have an inline engine, straight 4, 6, 8, much easier to work on, and since I don't do my own work on these monsters, a straight inline engine is basic. Any good mechanics shop could do whatever it needs. It was at that time that I happened to run across a classified ad in an old car publication, with a small picture of my favorite model and body style Rolls Royce for sale. Hmmmmm....Rolls Royce is well known for mechanical integrity, and.....Rolls Royce has a straight 6 cylinder engine! Well, the gears started turning.

Going back to when I was a teenager (yes, believe it or not I can remember that far back) there was a certain model Rolls Royce that always caught my eye, usually in an old movie or as I got older, at antique car events. I would stop and drool when I saw one. Fortunately as previously mentioned I never really got the bug to own one, but I sure loved the looks of them. One thing I noticed but didn't

understand until years later. Whenever I'd see a picture of one, the caption always read "Rolls Royce Springfield etc. or Springfield Rolls Royce etc.". I had no idea what the "Springfield" meant and didn't really care enough to try and find out, just knew that that was the only Rolls that really impressed me. As time went on I kinda narrowed it down (the Rolls I liked best) to the ones built prior to 1928, before the addition of chrome instead of German silver and "acorn" style headlights replacing the big "drum" lights. Love those big "Drum" headlights and cowl lights. Anyway at some point I learned that the "Springfield" meant Rolls Royce built in America, in Springfield Massachusetts.

A short bit of history here, then on with the story. Prior to World War 1 Rolls Royce was selling more cars in America than to the whole rest of the world combined and so they decided to build a manufacturing plant here in America. Then the war came along and they didn't get started seriously looking for a location until 1919. They settled on Springfield, MA., taking over the recently vacated American wire wheel corp. building and were able to begin production of the Springfield Rolls Royce there by 1921. They built chassis only, and sent the chassis to a variety of U. S. custom coachbuilders for the type of coachwork ordered by the customer. Most, and as time went on, all components were U. S. Mfg. Initially the chassis was virtually identical to the British mfg. but as time went on, changes were made. Some as improvements over the British car and some, answering to the demands of the American buyers, like, by 1924, when all new chassis were left hand drive. There were signs throughout the plant that said "BEAT DERBY" (Derby, England was where the British Rolls Royce plant was located) Due to the great depression of 1929 sales in the U. S. market began slowing and by 1931 when the new Rolls Royce Phantom II was introduced in England, the cost of re tooling in the U.S. for the new model could not be justified and so Rolls Royce production ceased in America and never resumed.

Well it's 1977, our Cadillac engine is still in the shop and this ad from Old Cars Weekly classifieds is staring me in the face reading "1926 Rolls Royce Springfield S172PM Phantom 1 Berwick 7 passenger

sedan, with coachwork by Biddle and Smart. I had to somehow get past this snob thing that bothered me so much and make a decision. "It's just a car!" I called the owner in Idaho and told him that I was looking for something that I could enjoy as is, no project. He assured me that the car was in real nice shape, needing nothing cosmetically. Everything was excellent mechanically except that the engine smoked a bit. I flew back to look at this beauty thinking that this was just what I was looking for.

One plane a day flew into the nearest town, Twin Falls, which was approximately 30 miles from his ranch where the car was located, meaning that I would have to stay over and return the following day. The owner was very hospitable and said that he would pick me up from the airport and I could stay at his place till the next plane out. This situation proved very uncomfortable once I saw the car as he had totally misrepresented it, wasting my time and money. To start with the exterior repaint was an "Electrolux special". I couldn't even get a reflection off of it. Body and fenders were solid but looked like someone parked it in a rock quarry and stood back and threw small rocks at them for a couple of weeks. The hood and radiator were the only things that were untouched and flawless. The original interior had a rancid odor, bad stains and rear armrest torn up a bit. As for the test drive, the engine started easy, ran smoothly and upon acceleration you saw nothing in the rear view mirror but smoke, smoke and more smoke. If there was a car following you you'd never know it. Otherwise she ran excellent, was 99 and 44 one hundredths percent complete, and RESTORABLE. Just what I didn't want, another project. Being stuck there for the night, needless to say, I was kind of speechless, that is without saying something that would not be very nice. I told him I didn't want a lifetime project and he proceeded to explain how correct and authentic the paint job was "this is the way that they came from the factory new" I kinda think that somehow he seriously believed that. He wanted me to make him an offer. I reluctantly made an offer that I considered low enough for him not to accept. The problem was that I really wanted that

exact body style and vintage, give or take a year, and in the Rolls Royce world there are a variety of closed car body styles, but this is the most desirable and only 9 were built from 1921 to 1928. So I had a tendency to be a little soft. We talked a little about it that evening during the commercial breaks of the World Series and he suggested flipping a coin, my price or his. I answered with a no, feeling at that point, either way, I'm the loser. By the next morning I had softened a bit and so did he, and at breakfast after an open short conference with his wife across the breakfast table, he accepted my original offer. As I flew home elation began to set in as I was convincing myself that it wouldn't take that much work to put it back into shape. Where have I heard that before!

Well anyway, Karen and I flew back a couple of days later and drove it home! We spent a few extra days taking a longer indirect but very scenic route. What a great trip, lots of back roads lots of small towns and lots of fun, also lots of oil! By the time we reached home that smooth running Rolls had consumed 54 quarts. About every 35 miles the oil pressure gauge would start fluctuating and we would pull over and put in a few more quarts of oil! (that was not part of the fun.) Other than oil consumption the return trip went well, most of the time (on straight stretches) cruising along at 50 - 65 MPH and very comfortable. A month later driving down to the local R.R. phantom 1 repair shop in Fremont I was pulled over by the local PD for of all things..... polluting the air!

Once in the shop , Chris Dutsch and Frank Peters spent a couple of months and fixed the mechanicals. It turns out the main problem was something relatively simple but the engine had to come apart to fix it. Someone previously put in a new set of piston rings and forgot to install the locking pins that keep the rings in their correct location. Once the pins were installed, the smoking problem was solved. With the mechanicals fixed, next came the body, and exterior paint work. The German silver had to be stripped and professionally

polished as somebody had poorly chrome plated most of the German silver, lousy job! Finally we were ready to refinish the interior and after finding the correct material replace the upholstery. We found out where the rancid smell was coming from. Mice nests under and behind the back seat (if you were a mouse wouldn't you rather settle in a Rolls Royce?) The new upholstery and top insert were beautifully done by Marco Tahtaros of Pleasanton, CA. The top insert opening was so big that we had problems finding a cow hide large enough to cover it. The supplier finally found a buffalo hide that just barely made it. After all that kind of fun, the real fun began, what a great driving machine! And I could actually see if someone was behind me. Nothing lasts forever, and about a year and a half later the Rolls was setting in front of our house after a late night (early morning) out on the town, and around 5:30 in the morning it was hit by an out of control 1965 Ford that was coming down the hill in front of our house, totaling the Ford and doing major damage to the left front of the Rolls, totally demolishing the fender, bending the frame front axle and a few other chassis parts. She was towed to a restoration shop for repairs/restoration as needed. Thanks to Rolls Royce Owners Club member Randy Hall we acquired the badly needed replacement parts so as not to have to use any of the bent pieces. Randy had a spare incomplete chassis and after hearing of our misfortune, offered it to us. The demolished fender became a major problem but finally after advertising in many publications, a pair of front fenders were acquired. They had been originally installed on President Woodrow Wilsons 1923 Silver Ghost as an update in 1926 and when the current owner acquired the car he replaced them with correct 1923 fenders bringing the Presidents car back to the original 1923 configuration and he put these fenders on the shelf until someone needed them. So a year later we were back in action again, and since, have had many incredibly memorable drives.

BAHCC CLUB CALENDAR

Mar. 6	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
Mar. ??	Green Brass Tour	Crowell, Johnson, Jones
<i>Mar. 21-22</i>	<u>Chickasha Pre-War Swap Meet</u>	<i>Chickasha, OK</i>
Mar. 20	Board Meeting	
Apr. 3	Potluck, Auction & General Meeting (setup at 6:30 pm, dining at 7:00 pm)	Piedmont Community Center
<i>Apr. 11-13</i>	<u>Bakersfield 21st National HCCA Swap Meet & Tour</u>	<i>Bakersfield, CA</i>
Apr. 25-28	"Brass Cars in Gold Country" - Bay Area Horseless Carriage Club Spring Tour (follow these links for event <u>flyer/registration, accommodations</u>)	Haist, Azevedo, Kissel, Pava - Plymouth, CA
May 1	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
May 15	Board Meeting	
May 18-19	Maker's Faire	Kopman, Lundquist, Shelley
June 1-2	Goodguys Concours d'Elegance	Brommer, Lawrence - Pleasanton, CA
June 5	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
<i>June 9</i>	<i>Model T Endurance Run</i>	
<i>June 10-15</i>	<i>Western Gaslight 1&2</i>	
July 4	Parade & Picnic	Morrison, Sowell - Piedmont
Aug. ??	Reunion Field Meet	Azevedo, Wolleson, Cerruti
Aug. 7	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
Aug. 21	Board Meeting	
Sep. ??	Castro Valley Car Show	Brommer, Archer
Sep. 4	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
Sep. 8	<u>Antique Autos in History Park</u>	Morrison, Hoffman, Durein, Cassoday

503

1926 SLIP-ONS

502



FIG. 503 - LADIES' AND MISSES' SLIP-ON SLEEVELESS EVENING DRESS, with Round Neck and Drooping Shoulders. Opening at Left Underarm Seam of Waist. Separate Kerchief Scarf in Five Sections. Two-Piece Skirt with Two-Piece Circular Flounces Dipping at Back. Removable Tie Sash.

FIG. 502 - LADIES' AND MISSES' SLIP-ON SLIGHTLY BLOUSED DRESS, with Round Neck and Three-Piece Circular Cape Extending in Points at Back to Correspond with Three-Piece Drapery on Two-Piece Skirt. With or Without Long Dart-Fitted Sleeves.

Bay Area Horseless Carriage Club
Minutes of General Meeting
Wednesday, February 6, 2013

Officers Present: Board Chair/Vice President, Ed Archer, President, Fred Byl, Treasurer, Whitney Haist and Secretary, Mark Cerruti

President Byl called the meeting to order at 7:35 p.m.

Guests: No guests.

President's Report: President Byl disclosed the purchase of a Keurig Coffee Maker by the club and asked Bill Brommer to give a demonstration on how the contraption works. Bill quickly brewed and delivered the first cup to member Jim Boyden. Fred said he'd appreciate any feedback on the machine.

President Byl stated that he would like to see the use of nametags continue but will forego a fine for not wearing one. Fred offered stickers to those who've misplaced their nametag.

Fred asked if there were any corrections to the Minutes from the January General Meeting. Don Azevedo made a correction to the January Board Meeting Minutes. Don noticed he was left off the "present" list.

Treasurer's Report: Treasurer Whitney Haist reported that checks are coming in for the Plymouth Tour and added that he's waiting for membership checks from Eric Lundquist, who is out of town.

Tours & Authenticity: Karen Archer reported she has 20 people signed up for the Valentine's Day Lunch on February 10th at "Frankie, Johnnie and Luigi Too!" restaurant in Dublin. She added that the lunch will start at 11:30am, not 11am as advertised. Ed Archer revealed that he has a "surprise" car tour planned, following the lunch. Don Azevedo informed members that Johnny Crowell will resurrect the "Green Brass Tour" for March, which was washed-out last year due to poor weather. Johnny said he has the preliminary date of March 24th in mind and will apply last years route visiting parts of Marin County near the Golden Gate Bridge. Johnny warned that you'll need good brakes to negotiate the steep hills but added that it's some of the most beautiful scenery in the Bay Area. Johnny said the tour is very "weather sensitive" and implied that he will cancel the tour again, lest fair skies.

Whitney Haist reported on progress of the "Brass Cars in Gold Country" tour in the Plymouth area set for late April. Whitney reviewed the highlights, which include visits to a private automobile collection and an antique truck show, as well as stops at several wineries and a barbeque. Whitney stressed the importance of making lodging reservations immediately due to the limited availability of rooms in the area.

Don Azevedo publicized the "Maker's Faire" scheduled for May 18th & 19th. Don said it's a very interesting "must see"

event and urged members to contact Erika Kopman if they'd like to participate.

Many members plan to attend the Bakersfield Swap Meet on April 11th - 13th. Lynn Kissel will represent the club at spaces C-22 & C-23.

Project Car: The project car has been put on hold.

Gazette Report: Muriel Lundquist reminded members to submit articles by the 23rd of the month and added, "More stuff equals a better Gazette." Don Azevedo explained that the Chairman of a tour does not necessarily need to write an article about the event, but should be responsible for finding someone to do so. Ed Archer will write about a car in the next issue and Tony Wollesen will feature his Mitchell in the April issue.

Sunshine: Doug Durein reported that his wife Susan recently had a cyst removed from her finger. . . . In addition, regarding the former practice of sending flowers to an ill or grieving member, Doug remarked that he and his wife Susan were a little more than offended after reading the Minutes from the last Board Meeting. A member present, speaking for the entire group, assured Doug that everyone knows Susan has nothing but the best intentions.

Communications: Don Azevedo wished a Happy Anniversary to the Brommers and a Happy Birthday to Charles Ebers and led the group in the Happy Birthday Song. Don Azevedo announced plans for a "Chili Feed" at the next General Meeting on March 6th, starting early at 6:30pm. Members should bring a salad or dessert.

Show & Tell: Doug Durein read a humorous story from the "Model T Times" about a camping trip undertaken by Henry Ford and his entourage, John Burroughs, Thomas Edison and Harvey Firestone. Johnny Crowell informed members that Henry Ford once gave Thomas Edison a Simplex car as a gift and remarked that Henry Ford knew better than to explore the wilderness in anything but a Simplex.

President Byl reminded members of the upcoming Board Meeting at the Morrison's Party House, tomorrow night at 7:30.

Following the meeting, Muriel Lundquist announced that she would be running a short film on the "big screen" showing how to rebuild a Model T Ford hogshead.

Kaaren Brommer motioned to adjourn the meeting. Bill Brommer seconded the motion. The meeting closed at 8:25 p.m.

Respectfully submitted,
Mark Cerruti, Secretary

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