



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



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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.

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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: See calendar for schedule. Members welcome.

ADDRESS: c/o President **PHONE:** c/o President

WEBSITE: www.BAHCC.org

EDITORS NOTES:

The club's first big car tour of the year begins April 25th. If you get the Gazette in the mail you may not receive this until after your return. It looks like we will have great weather and 44 people and 20 cars have signed up to enjoy the efforts of Whitney Haist and his committee who have promised a memorable weekend. We hope to see you there!

Our next meeting is May 1st. Many folks that will be on the tour will be there to share their fun so be sure to plan on attending the meeting at the usual 7:30 time and feel free to bring a guest that might be interested in joining the club. Many thanks to those of you that have contributed to this months issue of the Gazette. We hope to have lots of pictures to share next month, so if you are touring please send the to the editor. Have you pictures and articles to Muriel by May 22nd to be included in the next issue.

BREAKING NEWS:

April 23, 2013 Baby Madison Elizabeth Lawrence born to Renee and Mike Lawrence. 8lbs 15 oz, 22 inches. CONGRATULATIONS!

PRESIDENTS THOUGHTS



The pot luck and auction on Wednesday was a success from my standpoint. There were three new guests; hopefully they will become active members. I was able to pick up some needed as well as unneeded items.

Many of you are aware that I have had a problem with freezing. I lost the engine to our 1921 touring with both a broken head as well as block. Thankfully, Ed Archer is helping get a replacement. I was able to pick up 2 gallons of antifreeze!

While our Club was established in 1951 for the “preservation of PRE-16 vehicles, for many of us touring with those vehicles is a major attraction.

Planning a tour takes time and effort. When this time and effort are expended and nobody wants to participate, it is disappointing. **THE MESSAGE:** When an event is planned, sign up even if you must later cancel.

Our Spring Tour is just 2 weeks away as I write this. The itinerary excites me. Interesting country, great stops. What excites me most is we get to visit some of our Bay Area friends who have moved to the area. If you haven’t signed up, do so soon!

May is “Makers Faire.” I also noted an interesting tour in Southern Oregon advertised in the “The Brass Nuts.” July 22 to 25. You could attend in your newer iron if necessary. Call me and I can give you details if interested.

Yours in Touring,

Fred

May Birthdays

POTTE	Phyllis	5/1	5/1
LUNDQUIST	Eric	5/5	5/5/44
STONE	Kelly	5/10	5/10
MARIN	Carol	5/15	18763
BROWN	Bayard	5/19	5/19/48
GURNEE	“Sam”	5/21	5/21/31
HAIST	Whitney	5/24	5/24
RYAN	Patricia	5/29	5/29
SILVERA	Jackie	5/29	5/29
SILVERA	Dick	5/31	5/31



May 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

Ford Model T Coils - 1913-1927

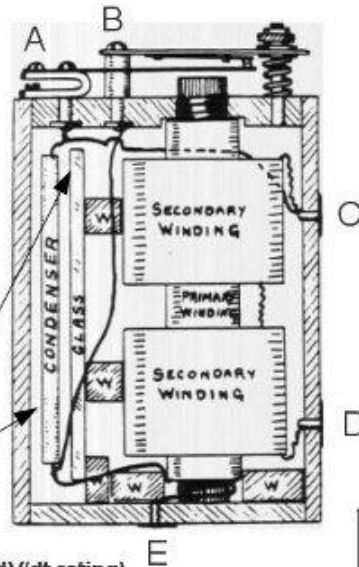
Connections/ Ohm Readings

A-B: $\infty\Omega$ (w/points open)
A-C: 0Ω
A-E: 0.295Ω (w/points closed)
B-E: 0.295Ω
C-D: 3300Ω

Note: Connections at A and B are sometimes reversed (more common on K-W coils).

Condenser

$0.40\text{-}0.45\ \mu\text{F}$
replacement capacitor spec:
 $0.47\ \mu\text{F}$, $>400\text{VDC}$, $>600\text{V}/\mu\text{sec}$ (dV/dt rating)

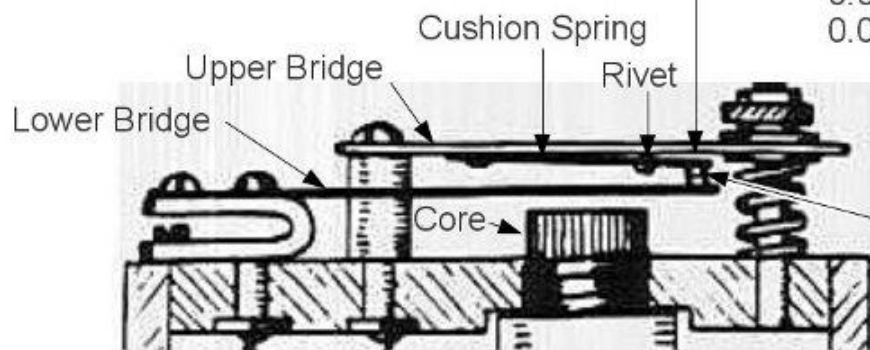


Problem Causes - Symptoms

- **Condenser Open** – heavy blue arc on points but no spark (A-B $\infty\Omega$ w/ points open)
- **Condenser Shorted** – no arc on points, no spark and irregular current draw (A-B 0Ω w/ points open)
- **Secondary Coil Open** – points vibrate and no spark (C-D $\infty\Omega$)
- **Secondary Coil Shorted** – points vibrate but irregular spark (C-D 0Ω)
- **Primary Coil Shorted** – points don't vibrate and irregular current draw (B-E 0Ω)
- **Primary Coil Open** – points don't vibrate, no current draw and points are clean/adjusted (B-E $\infty\Omega$)

Cushion Spring Gap:

(cushion spring touching rivet head with very light pressure, make all four coils the same gap)
 $0.003\text{-}0.005''$ (Ford)
 $0.010\text{-}0.012''$ (recommended)



Point Gap:

$1/32''$ or $0.029\text{-}0.031''$
(with lower bridge pulled down to core)

JMC 03/13

Courtesy of John Carter

Welcome New Members!

While many car clubs are experiencing a declining membership, the BAHCC can boast four new members in the first quarter of 2013. Not bad at a time when most of our cars are approaching or have past the century mark of longevity.

New members are, in order of sign up:

Paul and Toni Chapot of Alameda .

pastfanpaul@hotmail.com

Eric and Lynn Larson of Sonoma.

hpranch@interx.net

Mike Zinser and Elaine Merrill of Berkeley.

CuZn13@gmail.com

Ryan Shelley of Lafayette.

ryanshelley@hotmail.com

Looking for a pre-'16 car.

1919 + '13 Maxwell, '12 Cadillac, '14
Oakland, '15 Dodge Brothers

1915 Ford Touring

Welcome new members. We hope to see you at a meeting or a Nuts & Bolts gathering or a tour! Ride along passengers are welcome, too.



Jim Boyden driving his 1913 Oakland in the Devils Slide Opening Ceremony on March 25, 2013

Most Bay Area residents are aware of the problems with landslides closing the Pacific Coast Highway between Half Moon Bay and Pacifica. This area is called "devils slide" because of what geologists call an "adverse slope". It is because the layers of rock are like a deck of playing cards that is tilted downwards toward the ocean. Periodically it slips and closes the road for days or weeks before it can be cleared. This causes a great inconvenience for commuters from around Half Moon Bay who work in the City and have to back track to Highway 92 and 280 to get to work. It is equally inconvenient for residents of Pacifica to travel south. The Caltrans solution to this problem was a freeway bypass some distance inland around the area. Local residents highly objected to this plan for environmental and aesthetic reasons and started a campaign known locally as "think tunnel". This dispute went on for years until with the support of the late representative Tom Lantos a two bore tunnel plan was approved. The opening of this so called "Devils Slide Tunnel" was set for March 25, 2013.

A ceremony was planned and the organizers wanted (for some reason, I don't know what it was) a 100 year old car to lead the opening day parade through the tunnel. To find an old car they contacted Don Azevedo who called me and asked if I would do it in the Oakland. With considerable fear and trembling I agreed to do it. I sent the organizer a picture of the car just to be sure he wouldn't faint when he saw it. Actually he was very complimentary about it. Jean and I had to be in Pacifica at 8:00 am Monday morning to queue up on the bridge at the north end of the tunnel. We trailered up Sunday night to avoid the Monday morning commute with the car trailer. We spent a chilly morning on the bridge (see picture) chatting with some of the other car owners who were lined up behind us. Overall there were about 25 or 30 other cars in the parade lined up in order of their age. There was a lot of interest in the car because of or in spite of its unrestored condition.

Finally the speeches and ceremony at the south end of the tunnel were over and the call came to get started. It was a somewhat tense moment for me to say the least to lead a parade into the tunnel with an unproven car with TV cameras on us and with no place to pull over, stop, or hide if it conked out. Well, the Oakland ran fine and we led a brisk tour about 10 miles down the coast to Princeton. The 1913 Model T behind us, which was the organizers' first choice to lead the parade, until we agreed to do it, died at least twice and ended up on a flatbed each time.

You never know what experience is right around the corner with a Horseless Carriage.

Jim Boyden

Copies of the newspaper coverage follow: Jim, Thank you for sharing this historic day with our club readers.

San Jose Mercury News

CALIFORNIA'S BEST LARGE NEWSPAPER
AS NAMED BY CALIFORNIA NEWSPAPER PUBLISHERS ASSOCIATION

Tuesday, March 26, 2013

BAY AREA NEWS GROUP WWW.MERCURYNEWS.COM 100 \$1.00
2.7 MILLION BAY AREA READERS WEEKLY IN PRINT AND ONLINE

San Jose Mercury News • Tuesday, March 26, 2013

LOCAL NEWS

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IN SECTION 4

TOM LANTOS TUNNELS

New era ushered in



A classic car parade exits the southbound tunnel at the grand opening of the Devils Slide tunnels on Highway 1 between Half Moon Bay and Pacifica on Monday, the first new tunnels in the state in nearly 50 years.

Spirits soar at the celebration of the opening of the new Devils Slide bores

By Aaron Kinney

akkinney@sjmercurynews.com

MONTARA — The people behind "the people's tunnel" reunited Monday to see their once-implausible vision become a reality.

Several dozen alumni of a historic grassroots political campaign joined elected officials and a throng of media for a colorful ceremony dedicating the new Tom Lantos Tunnels at Devils Slide. The twin 4,200-foot tubes replace a notorious stretch of Highway 1 that saw numerous traffic deaths and shutdowns after opening in 1937.

The Monday celebration reflected the unique spirit of a community that first defeated

See TUNNELS, Page 4



Annette Lantos, center, wife of the late Congressman Tom Lantos, and his daughter Annette Lantos Tillmann-Dick, right, at the grand opening.

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ISSUE PRICE \$3.50

TUESDAY, MARCH 26, 2013

Tunnels

Continued from Page 1

Caltrans — winning a long, bitter dispute over the best plan for replacing the crumbling cliffside road — and then befriended the people Caltrans tapped to carry out its wishes.

People old and young carried yellow "Think Tunnel" signs dating back to the 1996 ballot measure that forced Caltrans to build the tunnels instead of an inland freeway bypass. A Pacifica man strolled through the northbound tunnel dressed in a red smoking jacket, wearing horns and toting a pitchfork. A parade inaugurating the tunnel included a DeLorean and a unicycle. A custom 1949 Dodge Coronet wagon was driven by big-wave impresario Jeff Clark, pioneer of the Mavericks surf break just a few miles to the south.

Zoe Kersteen-Tucker, a leader of the grass-roots coalition of environmental groups and local citizens, was among 16 people who addressed the crowd on a cold, foggy morning.

"It took an uprising of the people of this county to 'think tunnel,' 'vote tunnel,' 'build tunnel,' and today, at last, to open the tunnel," said Kersteen-Tucker, referring to the campaign's slogans. She later added, "Caltrans, aren't you glad we made you build this?"

Tribute to tenacity

The tunnels on a rocky promontory between Pacifica and Montara are state-of-the-art, with 24-hour monitoring of various safety systems — from cameras to carbon monoxide sensors. The south portals and much of the interior feature faux-rock surfaces meticulously matched to nearby cliffs. The tunnels' ceilings are painted black to make the



JOHN GREEN/STAFF

Tony Dominski, of Pacifica, dressed as a devil for Caltrans' ribbon cutting for the Tom Lantos Tunnels, which replace the cliffside road at Devils Slide.

People old and young carried yellow "Think Tunnel" signs dating back to the 1996 ballot measure that forced Caltrans to build the tunnels instead of an inland freeway bypass.

passages seem less confined for claustrophobic motorists.

Caltrans project manager Skip Sowko worked on the design and engineering of the tunnels for nearly two decades.

"This is as good as it gets," said Sowko, describing how it felt to see the tunnels completed. "I've been on a lot of nice jobs, but this is sweet."

The lone standing ovation Monday was reserved

for Annette Lantos, wife of late Rep. Tom Lantos, who won early funding for a permanent fix to the landslide-prone highway at Devils Slide.

"He was a great man," she said of her husband. "And this tunnel is a wonderful representation of his dedication to improve the lives of those he cared for."

Another key tunnel backer who didn't live to see Monday's unveiling was Ollie Mayer, a leader of the Loma Prieta chapter

Online extra



Scan this code with a smartphone to view a photo gallery of the opening of the dual mountainside tunnels or go to <http://photos.mercurynews.com>.

of the Sierra Club. Kersteen-Tucker remembered Mayer, who died last week at the age of 94, as a "one-in-a-million environmental fighter."

Standing together

Environmentalists and residents near Devils Slide dug in against Caltrans' plan for a four- to six-lane bypass because it would have cut through McNee Ranch State Park and possibly led to more development on the coast. They dubbed the project unveiled Monday "the people's tunnel" in honor of their fight.

Rep. Anna Eshoo, who first got involved with Devils Slide in the 1980s while on the county board of supervisors, said she was heartened by Monday's gathering, with Caltrans and its former opponents standing side by side.

"What it says to me is that democracy worked," Eshoo said, "and the people's voices were heard."

Contact Aaron Kinney at 650-348-4557. Follow him at [Twitter.com/kinneytimes](https://twitter.com/kinneytimes).

BAHCC MEETING AND TOURING CALENDAR

Apr. 25-28	“Brass Cars in Gold Country” - Bay Area Horseless Carriage Club Spring Tour (follow these links for event	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. 1	Watsonville Fly In	Archer
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><i>Antique Autos in History Park</i></u>	Morrison, Hoffman, Durein, Cassoday
Oct. 2	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
Oct. ??	Halloween Tour	Schwartz, A. Azevedo, D. Azevedo, Haist
<i>Oct. 9-12</i>	<i>AACA Eastern Regional Fall Meet (Hershey Swap Meet)</i>	<i>Hershey, PA</i>
Nov. 6	Potluck, Auction & General Meeting (setup at 6:30 pm, dining at 7:00 pm)	Piedmont Community Center
Nov. ??	Holiday Mystery Tour	Board Members
Nov. 20	Joint Board Meeting	San Ramon
Dec. 14	Holiday Party & Dinner/Dance (cocktails at 6:30 pm, dinner at 7:30 pm)	Piedmont Community Center

Ladies page- a little history of fashion

Early Developments in Women's Fashion



'crinoline'.

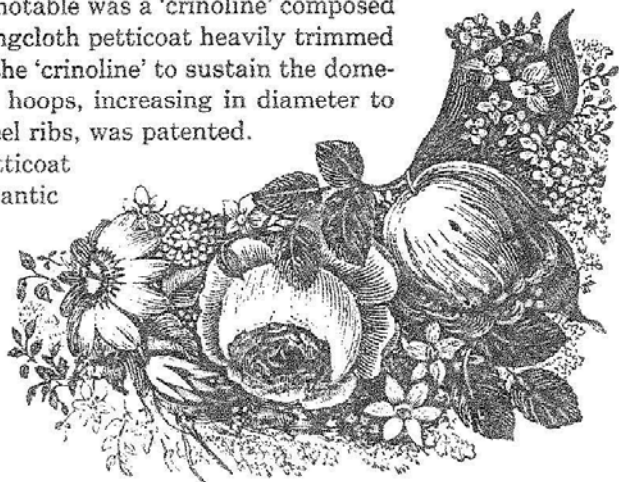
One of the most important developments influencing fashion in the 1850's were the first true *haute couture* house, proliferation of ladies' magazines, the improvement of the sewing machine, the invention of aniline dyes and, stylistically, the appearance of the spring steel 'crinoline'. *Haute couture* came of age when Charles Frederick Worth, an Englishman who spoke little French and that with an atrocious accent, set up his *maison de couture* at Number 7 *rue de la Paix* in Paris in 1858. It became Paris' first true *haute couture* house. Only the affluent who traveled could shop in Paris, London, or Berlin. Only the well-to-do could buy direct from Worth or purchase imported European models in the mid-nineteenth century. However, high society's dress styles were translated into Americanese by *Peterson's Magazine*, *Godey's Lady's Book*, *Harper's Bazar*, and *Mme. Demorest's Mirror of Fashions*, diffusing fashion on wider social levels. Thus began the paradoxical formula of high fashions at low cost, made possible by the advent of the commercial drafting systems and paper patterns advertised in the above ladies' magazines. The first trimmed paper pattern is said to have been displayed in the 1850's in the parlor of the Demorest's house in Philadelphia. The demand for paper patterns was immediate and overwhelming at a time when the sewing machine was whirring its way into mass popularity.

In 1851 Isaac Singer produced the first truly practical sewing machine. It was made with an overhanging arm, a table to support the cloth, a presser foot to hold the material down, a wheel to feed the fabric under the needle, and — the real breakthrough — a foot treadle instead of a hand crank, leaving the hands free to maneuver the cloth as it moves under the needle. Singer's improvements did much to move the fashion industry along but perhaps the thing that moved it fastest was the fact that he introduced an installment plan to sell thousands of his machines at \$75.00 per machine.

Another boost to the fashion industry was given in 1856 when aniline dyes were discovered and two new colors resulted — mauve (lilac) and magenta (bluish-red). Electric blue, alizarine (purplish-red) and black were introduced in the 1860's. Before 1856 soft pastel colors were popular, and it was said in 1851 that "The Highest Ladies in London were remarkably sensitive about quiet colors, especially out of doors. They have quite a dread of Red and Yellow." In 1855 Prince Albert gave great impetus to the popularity of plaid by decorating Balmoral Castle with tartan interiors and tartan patterns.

Before the invention of the cage 'crinoline' in 1856, women wore as many as six under petticoats. The outermost was decorative and beneath it was worn a plain, white longcloth petticoat. One or more flannel petticoats, cream-colored and plain or scalloped around the hem, were beneath these outer layers of petticoat. Beneath them, finally, was worn a knee-length petticoat of some stiff material, of which the most notable was a 'crinoline' composed of horsehair warp and wool weft. Occasionally a longcloth petticoat heavily trimmed with cording up to the knees was worn in place of the 'crinoline' to sustain the dome-shaped skirt. In June 1856, a cage of spring steel hoops, increasing in diameter to the bottom and connected with tapes or curved steel ribs, was patented. Sometimes the hoops were incorporated into a petticoat forming a contraption rather in the form of a gigantic old-fashioned lampshade.

All of these commercial, technical and stylistic developments contributed significantly to women's dress in the nineteenth century.



**BAHCCA BOARD MEETING
7 FEBRUARY AT THE MORRISON'S**

Present: Mike Lawrence, Ed Archer, Whitney Haist, Fred Byl, Don Azevedo

Excused: Mark Cerruti, Eric Lundquist, Muriel Lundquist

TREASURERS REPORT: Whitney indicated no significant change, Will e-mail specific details. Has been no time since the meeting.

The financial goals should be reconsidered. Is it wise to have such a large bank account? Perhaps a planned reduction over 10 years (2021) should be seriously considered. A balance of \$5000 seems adequate and would reduce tax issues. The money could be used for the Christmas Party, Refreshments on tours, dues reduction, and community service.

This issue is open for future consideration. Nothing finalized.

BAY AREA TOUR: Whitney reported that there has been lots of enthusiasm, many inactive members signing up. There have been changes and the tour costs are changing. Details later.

PROJECT CAR: The project car has been shelved for now.

NUTS AND BOLTS: Nuts and Bolts seems to be an important aspect of Club activity and will be continued. Traditionally, it has been the Saturday after the club meeting. This is not cast in stone.

The next Nuts and Bolts will on Sunday, March 10th. We will gather at the Haist's where will get new member Ryan Shelly's T up and running so it can participate in club activities. There seems to be considerable enthusiasm.

BAKERSFIELD SWAP MEET:

Lynn Kissel will have C22-C23 at the swap meet and space will be available for Club gathering. Don Azevedo will coordinate having our banner, club information, and a spot for member to gather and relax.

MARCH BOARD MEETING: Will be at Haist's. Date Wednesday, March 20th.

LIFETIME MEMBERSHIP: Those over 80 can apply for lifetime membership. This will obviate the need to know members ages.

The By-laws may already cover this issue and need to be checked. Nothing finalized

BIRTHDAYS/ANNIVERSARIES: Fred needs to remember to include this at the meetings.

MEETING CALENDAR:

The March meeting will be a Chili feed. Members need to bring Salad/Deserts, their own eating stuff.

April will be a Pot Luck and Auction. Ed Archer will not be available, so Don will problem solve

ENTERTAINMENT AT MEETINGS: Need to encourage members to contribute. The "Whats' It" was well received..

TOUR CALENDAR:

March: Green Brass

April: Bay Area

May: Makers Fair

June: Good Guy's. Will negotiate for a dedicated area for our cars

Fred Byl

**BAHCC Board Minutes
March 20, 2013 – Whitney Haist's Home**

Attending: Fred Byl, Whitney Haist, Mike Lawrence, Don Azevedo, Ed Archer, Muriel Lundquist, Eric Lundquist. Absent: Mark Cerruti

The meeting was called to order by President Fred Byl. Muriel Lundquist agreed to take the minutes in the absence of Secretary Mark Cerruti.

The February Board meeting minutes were reviewed for corrections and Fred agreed to make the suggested corrections and send them out again for approval and publication.

Tour chair Don A reported that the Green Brass Tour had been canceled by Johnny and the Board indicated that it was disappointed at that decision.

Most thought that our tours should go on as planned regardless of the number of cars unless there was a weather issue that we had no control over.

Whitney reported on the Gold Country Tour. There are lots of new and interesting things to do and at the time of the meeting he had 10 signed up and paid for. Whitney also indicated he would like help. Muriel volunteered to help with the printing of the tour book.

Bakersfield Swap meet begins on April 11th and Lynn Kissel will have a space for hospitality.

Maker's Faire – Erika is working on getting the \$1000.00 fee waived if we are to participate.

Don A reported on the "Good Guys" and whether to attend as a group again this year. It has been difficult to work with them.

The Palo Alto Concours will not be at Stanford this year, but will be held at the San Mateo Exposition Center. Don A. has asked that they waive any fees if they expect us to show our cars.

Ed Archer reported on the Watsonville Fly In. This is a two day event which will be held Sept 1, (corrected from May 25-26). We could do Sunday from 10-4 with cars and be able to see the air show. Don Azevedo suggested that we have a short tour from Gilroy to Watsonville to make it more interesting for those attending.

The Potluck and Auction will be held at our next meeting on April 3rd. Treasurer, Whitney Haist reported that all monies are reconciled. He expects a \$2500 loss this year. We had expected a collection of about \$2500 for dues and to date we have only taken in \$1830.00. Eric reported that he had some more late payments that he would get to Whitney. There are still some members that have not paid their dues. The Gazette was discussed as a way to save money and emailing to most members has cut this expense down.

There was a motion to accept the budget with an expected loss of up to \$3000.00. The vote was unanimous to approve.

The following new members were unanimously approved by the board: Eric Larson, Ryan Shelley and Paul Chabot.

Life Memberships were discussed and the requirements were reviewed. Nothing was finalized. The Board will discuss members to be nominated on a one by one basis – per the by-laws. An online (emailed) copy of the Gazette will be included with Life Membership. A payment would be necessary for a mailed copy of the Gazette. The Board will review the by-laws for updating.

Esther Williams was nominated by Eric Lundquist for Life Membership. This was seconded by Don Azevedo. The Board voted unanimously in favor of the nomination.

The next Board meeting will be held at the Lundquist's on April 17, 2013.

The next Nuts and Bolts will be Saturday, April 20th at the Lundquist warehouse, 1384 Rollins Road in Burlingame.

The meeting was adjourned at 9PM by President Fred Byl.

Muriel Lundquist
Acting Secretary

Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, April 3, 2013

Officers Present: President, Fred Byl, Secretary, Mark Cerruti and Treasurer Whitney Haist.

Following the Pot-Luck Dinner, President Byl called the meeting to order at 8:09 p.m.

Guests: John Morrison introduced his guests Anthony and Ellison Dunlap. The Dunlaps have a few old cars including a 1912 Ford.

Don Johnson introduced his guest Vince O'Brien. Vince has a 1910 Ford and a 1925 Star.

President's Report: Fred was happy to report that he is already one-third of the way through his tenure as President.

Fred read a list of member's birthdays and anniversaries.

Treasurer's Report: No report.

Tours & Authenticity: Don Azevedo reported that the "Green Brass Tour" had been canceled due to low interest. Don added that the tour may be offered again later in the year.

Whitney Haist reported that the "Brass Cars in Gold Country" tour, set for the end of April in Plymouth, just keeps getting better and better. In addition to the events already scheduled, the group has been invited to a private resort on the banks of the Mokelumne River.

Don Azevedo advertised the Maker's Faire set for May 18th & 19th in San Mateo. Don urged members to sign up for a free pass and see some of the amazing stuff that people have built. Kaaren Brommer added that if you can't bring your car, come anyway and take a turn at the club booth.

Erika Kopman reported on the Baby Shower she hosted last month for Renee Lawrence and said it was nice for the ladies to get together and that they "had a great time."

Don ended the report by reminding members of the SCVMTFC Endurance Run, which will take place in June.

Communications: Fred Byl read a letter from long-time members Chet and Marlene Zimmerman.

Doug Durein informed members that there will be a swap meet in Alameda on April 7th hosted by the Alameda Naval Air Museum. Doug urged members to support the event, which is put on by the East Bay Collector Car Club. Last month, Don Azevedo got a call from a gentleman looking for an old car to participate in a parade to celebrate the opening of the "Devil's Slide Tunnel" on Highway 1. After making a few calls, Don enlisted Jim Boyden and his rusty, but original, 1913 Oakland to lead the parade. Tony Wollesen added that Jim has received lots of exposure from the experience, appearing in newspapers and on television.

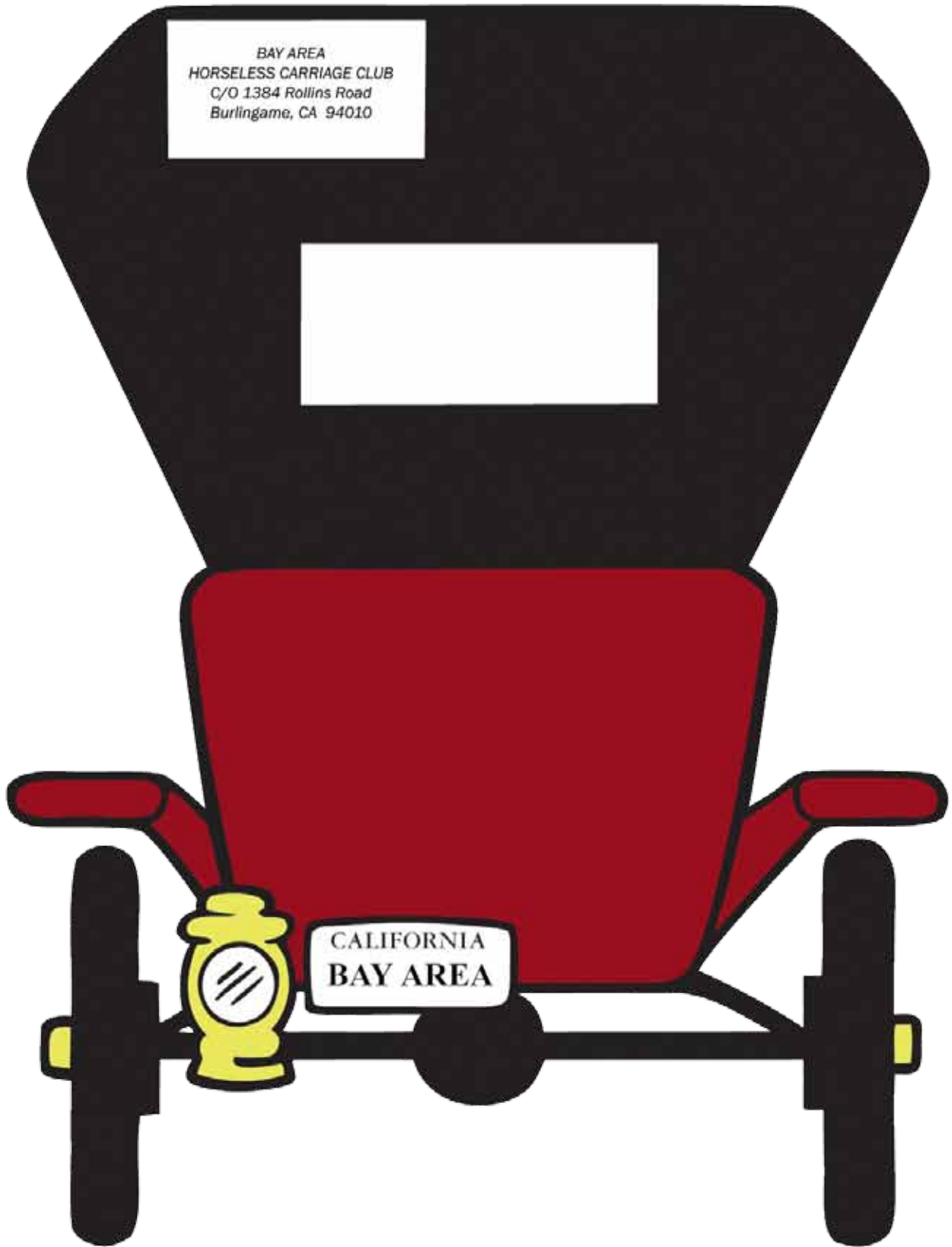
Nuts & Bolts: Mike Lawrence reported that there was a good turnout for the March edition at the Haist Carriage House in Orinda. Mike announced that the next Nuts & Bolts will be at the Lundquist's warehouse in Burlingame on April 20th where the focus will be on fixing the Lundquist's recently recovered 1916 Overland. Mike added that he's looking for someone to host the event in May.

Renee Lawrence motioned to adjourn the meeting. Erika Kopman seconded the motion. The abbreviated meeting closed at 8:34 p.m. to make way for the Auction.

Respectfully submitted,

Mark Cerruti, Secretary

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