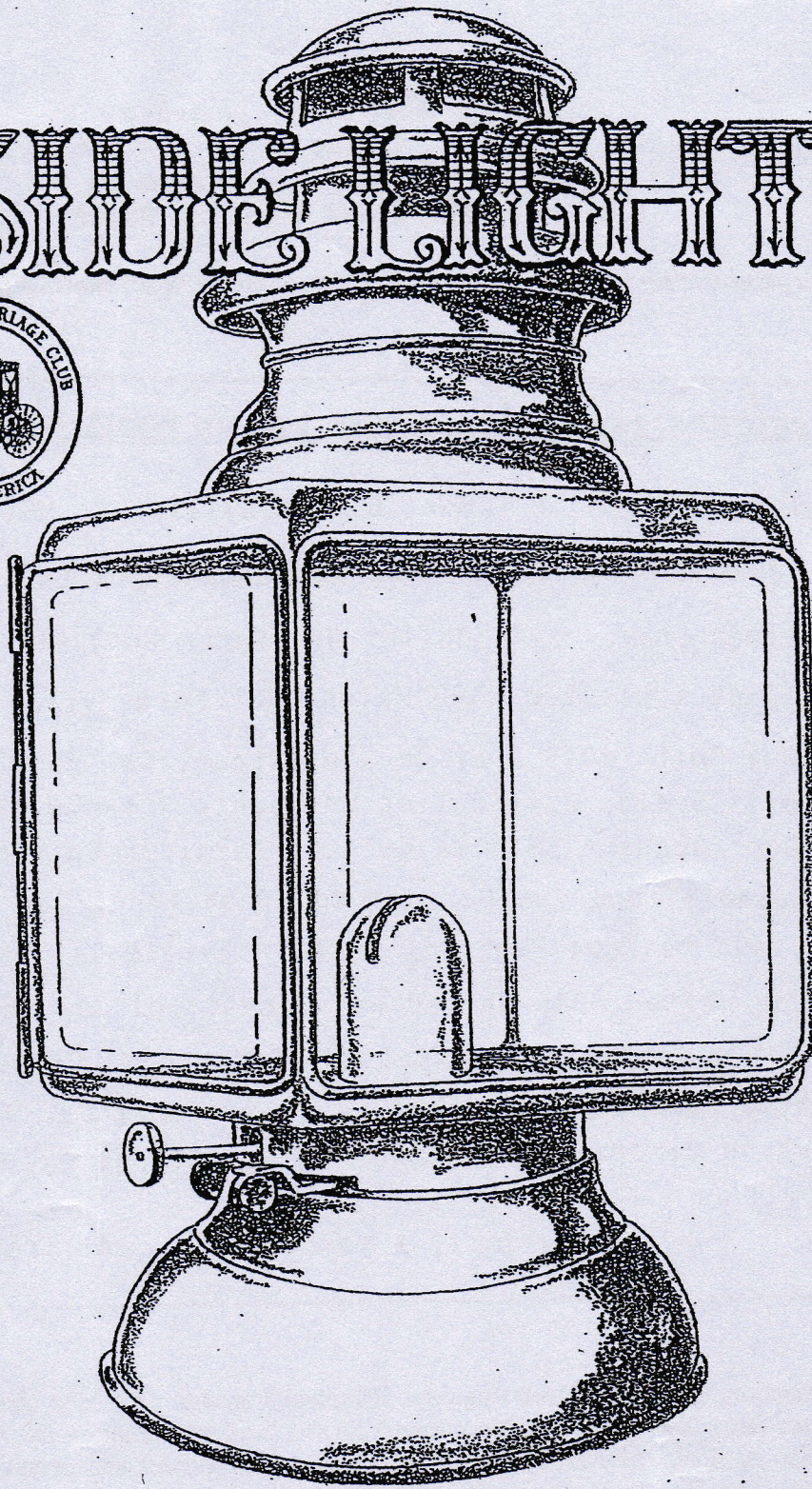
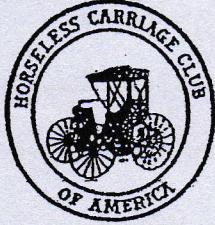


SIDE LIGHTS



SANTA ROSA

REGIONAL GROUP

Horseless Carriage Club of America

April 2017

**The Santa Rosa Regional Group
Of the
Horseless Carriage Club Of America
P. O. Box 3993, Santa Rosa, CA 95402**

Dedicated to stimulating interest in antique automobiles and promoting interclub good will

OFFICERS, DIRECTORS & NON-BOARD POSITIONS FOR 2017

President	John Pearson P.O.Box 58 Forestville Ca. 95436	887-1866
Vice President	Wayne Simoni 789 Furlong Rd. Sebastopol Ca. 95472	823-1637
Secretary	Cinda Craven 2244 Juliet Dr. Santa Rosa Ca, 95409	526-4943
Treasurer	Linda Eggleston 7505 Malone Rd. Forestville Ca.95436	887-2412
	Guy Smith 4015 Frei Rd. Sebastopol Ca. 95472	829-1370
Directors At Large	Bill Scales 2244 Juliet Dr. Santa Rosa Ca. 95409	526-4943
	Don Johnson 1818 Malden Ln. Petaluma Ca.94954	782-0229
Tour Chair	Wayne Simoni 789 Furlong Rd. Sebastopol Ca. 95472	823-1637
Sauskine Lady	Linda Pearson P.O. Box 58 Forestville Ca. 95436	887-1866
Newsletter Editor	Jay Whited 8045 Whited Rd. Sebastopol Ca. 95472	823-3816
Membership Chair	Donna Jones 4936 Hessel Rd. Sebastopol Ca. 95472	823-2310
Historian	Stan Ramondo 7020 Baker Ln. Sebastopol Ca. 95472	823-3594
Webmaster	Wayne Simoni 789 Furlong Rd. Sebastopol Ca. 95472	823-1637
Honorary Members	Kathy Small & Family	Al Traversi

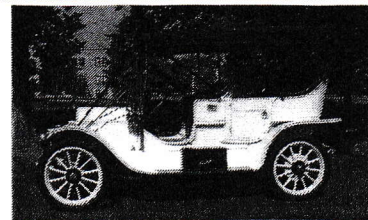
A non-profit organization, The Santa Rosa Regional Horseless Carriage Club was chartered on September 23, 1955. Monthly meetings are currently held at members' homes or at a local restaurant on the 3rd Thursday of each month at 7 p.m. unless otherwise notified. Members are notified of the meeting dates and events by the **SIDE LIGHTS**, the Club's monthly newsletter. Guests are welcome at all meetings.

THE SIDE LIGHTS was first published in July 1959 to inform members of meetings and current events. It is mutually exchanged with other **HCCA Regional Groups** and is circulated to **paid members, National HCCA Directors, HCCA Gazette Editor** and **paid advertisers**. Opinions expressed by **THE SIDE LIGHTS** contributors are not necessarily those of **The Club**. Materials to appear in **THE SIDE LIGHTS** must reach the **Editor** by the third of each month as much as possible in order to be publicized in a timely manner.

- NOTES:** (1) **National HCCA membership is a mandatory pre-requisite to any Regional HCCA Group membership. However it is not necessary to own a pre-16 vehicle.**
 (2) **Other HCCA clubs may reprint any material contained herein for their use.**

PRESIDENTS MESSAGE

MARCH 2017



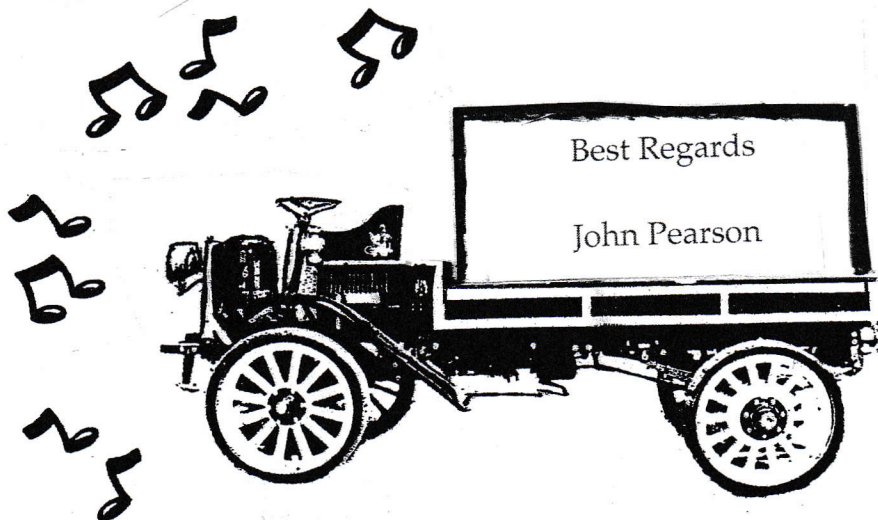
As a reminder, we have gone back to our general meeting being on the Third Thursday of the month; still at 7pm at the Round Table Pizza, Guerneville Road at Marlow Road, any changes will be noted in our Side Lights news letter.

Not much happening, except I hope an end of the rainy season and the start of getting out our cars and driving.

Gail & I are thinking of doing a tour about May 5-7, going north to Willits and Fort Bragg. We plan to drive the route on March 8 and will let the Club know what we find at our next meeting.

Save the date of April 9 for the Fisherman's Festival tour.

Lets make this a great touring year!



Current Legislative Issues

ACCC Legislative Status Report March 2017

AB 1

(Frazier D) **Transportation funding.** (Introduced: 12/5/2016 Text)

Status: 1/19/2017-Referred to Coms. on TRANS. and NAT. RES.

Current Location: 1/19/2017-A. TRANS.

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

Organization	Assigned	Position	Subject	Group
ACCC	JCaldwell	OPPOSE UNLESS AMENDED		
			FROM THE	DEFENDER

2017 SANTA ROSA H.C.C.A. ACTIVITY CALENDAR:

DATE:	EVENT:	COMMENTS:
2017	NOTE: ALL MEETINGS WILL BE AT ROUND TABLE PIZZA, EAT 6:30 TO 7 - MEETING AT 7:00+/- (OR AS NOTED)	GUERNEVILLE ROAD @ 1791 MARLOW ROAD, SANTA ROSA. (SAFEWAY CENTER)
MARCH 12-15	CONVENTION IN OKLAHOMA	
MARCH 16	MEETING AT ROUND TABLE	
MARCH 17-18	CHICKASHA SWAP MEET	
MARCH 19	POSSIBLE TOUR DATE.. GO TO BREAKFAST??	DECIDE IF, WHERE AND TIME AT NEXT MEETING?
APRIL 1-5	GRIZZLY TOUR IN BAKERSFIELD	
APRIL 6-8	BAKERSFIELD SWAP ;MEET	
APRIL 9	FISHERMAN FESTIVAL TOUR	SEE MAP IN MARCH SIDELIGHGTS
APRIL 16	EASTER SUNDAY	
APRIL 20	MEETING AT ROUND TABLE	
APRIL 23-27	NICKEL TOUR IN MURPHY, CA	
MAY	DO OVERNIGHT TOUR TO WILLITS & FORT BRAGG??	
MAY 14	MOTHERS DAY	
MAY 18	MEETING AT ROUND TABLE	
MAY 21	GAIL SHAW TOUR	MORE TO COME
MAY 21-25	BBC SWAP & TOUR IN PA.	
MAY 29	MEMORIAL DAY	
JUNE 15	MEETING AT ROUND TABLE	
JUNE 18	SIMONI TOUR	MORE TO COME
JUNE 25-30	N.E. BRASS & GAS TOUR IN MAINE	
JULY 20	MEETING AT ROUND TABLE	
JULY 21-23	POSSIBLE OVERNIGHT TOUR DATE?	
AUG 17	MEETING AT ROUND TABLE	
AUGUST 20	EGGLESTON TOUR	MORE TO COME
SEPT. 4	LABOR DAY	
SEPT 11-14	TWAIN HART TOUR	BY BAY AREA REGION
SEPT 21	MEETING AT ROUND TABLE	
SEPT. 24	SMITH TOUR	MORE TO COME
OCT 4-7	HERSHEY SWAP MEET	
OCT 19	MEETING AT ROUND TABLE	
OCT 22	POSSIBLE SKUNK TRAIN RIDE	OVERNIGHT ON COAST
NOV. 16	MEETING AT ROUND TABLE	
DEC.	NO MEETING	
JAN	INSTALLATION DINNER	TIME:
NOTES:	PLEASE ADD CORRECTIONS & OTHER CAR ACTIVITIES & DATES AND GIVE TO PEARSON	PLEASE SIGN UP FOR OPEN DATES DATE: 3/5/17



Meeting Minutes

The March 16th meeting of the SRHCC was held at Round Table Pizza on Marlow Road in Santa Rosa, CA and was called to order at 7:04pm by President John Pearson.

Attendees: We had 12 attendees this month: Michelle and Guy Smith, Don and Pam Johnson, Linda and John Pearson, Linda and Daryl Eggleston, Vicky Porter, Bill Scales and Cinda Craven, and Jay Whited. No guests or new members were present.

Secretary's report: Minutes from Vickey Porter were acknowledged.

Treasurer's report: Linda Eggleston reported our current checking account balance. She is trying to open an account at RCU to avoid the \$6/month fee at Exchange Bank. To do so, we need a letter from the national club stating that we are a tax-exempt organization. She has not received a reply from Sharon yet. Can Wayne help make contact?

Correspondence/Editor: Jay passed around the monthly newsletters we receive from other clubs.

Old Business: Discussed proposed yard sale in the spring/summer as a fundraiser. No date selected yet.

New Business: None.

Tours: Sunday, March 19th we will meet at Raley's on Fulton at 9am for a breakfast tour. We will vote on a destination that morning. Several members will be traveling to the Bakersfield Swap Meet April 6th – 8th. April 9th John and Linda will lead a tour to the Fisherman's Festival in Bodega. John and Gail scouted out possible routes between Ukiah and Willits for a spring/summer overnigher. Dates were discussed but no decision was made.

Sunshine: Linda Pearson had heard of no issues with our members. We are all well!

Membership: No report.

Website: No report.

Car Talk: Guy and Michelle traveled to Tehachapi to pick up their new 1931 Slant Windshield Murray.

Meeting was adjourned at 7:40pm.

Respectfully submitted,
Cinda Craven, Secretary

A Tale of Some Old Cars

-by Edwin Brown

Edwin Brown is the editor of one of our exchange newsletters, The Touring Tribune, published by the Eugene Oregon Regional Group. Your editor found this an interesting tale and felt Goggles Gauntlets readers would enjoy it too. Because of space limitations, some editing was required.

IT WAS IN THE SUMMER OF 1947. My high school buddy, Mert McMahon and I were in need of money for school and a great idea came into my mind. Why not, I wondered? We could follow the grain harvest. My dad had a McCormick Deering Combine that we pulled behind a Farnall F20 tractor. I talked to my buddy and he agreed it was a great idea. My dad allowed we could use the equipment although we would have to pay him a percentage of our take. I had a 1937 Ford Tudor in which we fixed the backs of the front seats so they would fold back and make a bed. This would be our sleeping quarters.

Bright and early one morning we headed for Yankton, South Dakota. This was one of the crossings over the great Missouri River. Although the Farnall did have a rare road gear, it was still only good for about 15 miles per hour, so it was a slow process. But — we were on our way! One of us would drive the car while the other drove the tractor pulling the combine, then we would trade off.

We arrived at the highway junction about 10 miles south of Yankton in the afternoon. We were in a line over 10 miles long — it was combines as far as you could see! In those days the bridge at Yankton had a jog in it. Because of this jog wide traffic moving in opposite directions could not pass each other. They had a traffic light to control traffic, allowing it to move only one way at a time.

With so many combines in line they would hold the combines for an hour. After that they would shut off the regular traffic and allow the combines to proceed. It was an unbelievable sight. Imagine — over 10 miles of

combines waiting in line. This went on 24 hours a day.

We finally got across the bridge into Yankton where we were ushered to an inspection station where we were checked for weed seeds. We were very apprehensive, although we had made sure we cleaned the machine well before we left home. The inspector came by and looked inside and said, "You boys really did your home work," and ushered us on our way. As we were heading out we saw those that had been ahead of us by the roadside digging out weed seeds.

We got our first job about 15 miles up the road. A farmer came down the highway madly flagging us down. It seemed nobody could cut his field as it was not very uniform and had a lot of tall and short grain. However, we knew our old McCormick Deering could do the job as it could easily handle heavy straw. We got all our jobs from that one field, as the other farmers couldn't believe how good a job our combine did.

One day, as we were driving to a

nearly lake the '37 Ford sheared a rear axle key. With a little extra tightening of the rear axle nut we were able to ease the car into Tripp to the local Ford dealer for parts.

When we entered the showroom, I and behold, there it was — the nicest 1914 Model T Touring I had ever laid eyes on. It looked like it was brand new. I remarked to the dealer that someone had done a lot of work restoring the car. The dealer said, "No! That is just the way we found the car in the barn." I just couldn't believe this story. The dealer was very adamant and said that the same fellow had a 1925 Model T Tudor that was every bit as nice as this, and that he was sure the farmer would not mind showing it to us as it was for sale.

Of course both of us had to see this, so off we went to the farmers place. We arrived at the farm and there in the driveway was a very nice 1934 Maroon Fordor DeLuxe Ford V8. This was their everyday driver.

The farmer came out and invited us in and we told him what we were looking for. He said, "Sure, it's for sale. It was my father's car. He bought it new and it still has three of the original tires on it." He said he would take us up to look at it because it was at the his other place about a mile away. When we arrived it was just as they had said. That car was very good.

The paint on the left front fender was faded as there was a small window on the south side of the barn and the sun could shine on that area. But the inside looked as if no one had ever sat in it. Even the dome light was sparkly new.

This was just too much! He wanted

\$125 for the car. We couldn't make up our minds. The farmer said, "We can go back home and maybe you can make up your minds later. Meanwhile I have two other cars you might be interested in." Of course we were interested. When we arrived back he took us to the corn crib and in its alleyway sat a beautiful 1929 Essex Four Door Sedan. This car, too, looked like it had never been driven and it still ran like new. My friend Mert fell in love with it. The price was right, only \$75, and we could drive it away. Mert was drooling — but how were we going to get it home?

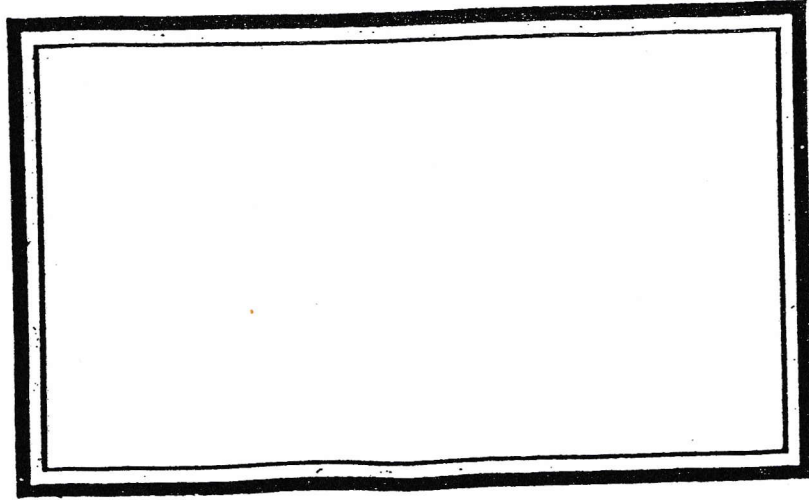
Last on the list was a 1916 Dodge Brothers Touring Car. It was sitting outside, but it still had the side curtains on and was in very good condition. The tires were bad, however, and the farmer said they quit driving it because it had a bad valve. We could have it for \$35 — and I wanted it in the worst way. But at the time I didn't think I could get those big 33 inch tires anymore.

We thanked the farmer and told him we might be back. We didn't know how we would get them home, and we didn't know how much money we would be able to make in the short time we had left before school started.

And we had already had some bad luck — that first farmer had stiffed us out of our money. But on the other side of the coin, another farmer had paid us more money than we had asked. We really learned some lessons on that trip.

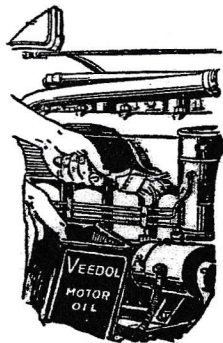
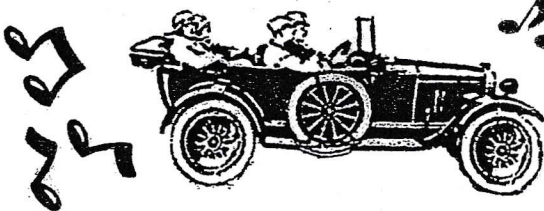
Needless to say, we never got back to see those old cars again. We did bring up the subject and talk about them many times afterwards. I still wonder whatever became of those vehicles. I assume someone collected them many years ago and I hope that they are still around somewhere.

H. C. C. A. Santa Rosa
P. O. Box 3993
Santa Rosa, CA 95402



Happy Birthday

APRIL 2 PHYLLIS WELSH
APRIL 13 DODGE RIEDY
APRIL 20 MARK BRYANT



101 ECONOMIES FOR THE MOTORIST MOTOR CLEANING

A good method of cleaning a motor is to spray kerosene over the exterior of the motor. This is a very effective way of washing down all dirt and oil. If a spray is not available, a mixture of half kerosene and gasoline applied freely with a brush will give the desired results.

Do not touch electrical terminals with the metal ferrule of the brush as this may cause a short circuit with its attending fire hazard. The safest precaution is to disconnect one of the terminals on your battery before starting to clean your motor. After disconnecting, be sure to keep the terminal from contact with metal or any other substance which conducts electricity. A good method is to wrap it with a piece of cloth or tape.

Defects in clean motors are more readily located. Carefully oil all moving parts after cleaning the motor.

It is a wise precaution to keep all nuts pulled up as tight as they will go—while you're about it, make sure that every nut is securely held in place with a cotter pin or lock washer.