

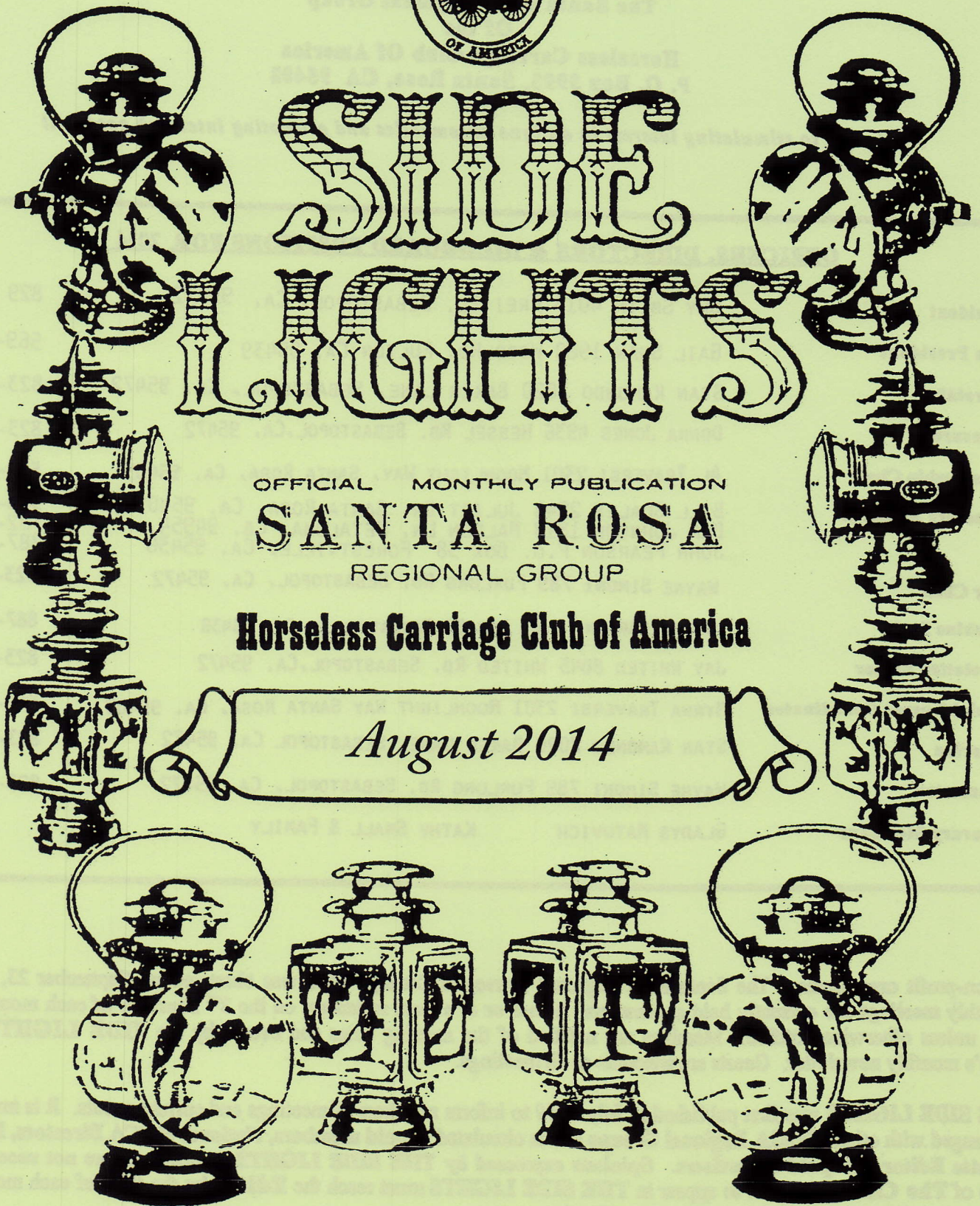


SIDE LIGHTS

OFFICIAL MONTHLY PUBLICATION
SANTA ROSA
REGIONAL GROUP

Horseless Carriage Club of America

August 2014



**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 2014

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Webmaster	WAYNE SIMONI 789 FURLONG RD, SEBASTOPOL, CA. 95472	823-1637
Honorary Members	GLADYS MATOVICH KATHY SMALL & FAMILY	

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.

2014 SANTA ROSA H.C.C.A. ACTIVITY CALENDAR:

DATE:	EVENT:	COMMENTS:
JULY 17	MEETING AT SMITH'S GEORGE RANCH @ 7 PM.	4015 FREI RD., SEBASTOPOL PH: 494-0505
JULY 27	ANNUAL WELSH TOUR/BBQ/POT LUCK	5050 HALL RD., SANTA ROSA
AUG. 21	MEETING AT RAMONDO'S 7 PM	7020 BAKER LANE, SEBASTOPOL PH: 823-3594
AUG. 24	TOUR - LOCATION TO BE DETERMINED	LEADER - SIMONIS
SEPT. 17-20	OLD CALIFORNIA TOUR PUT ON BY THE MODESTO GROUP	BASED IN STOCTON HILTON. PLANNED BOAT TRIP, PIERCE ARROW MUSEUM, & OTHERS
SEPT. 18	MEETING AT TRAVERS'S	2301 MOONLIGHT WAY, SANTA ROSA PH: 544-5711
SEPT. 21	TOUR - LOCATION TO BE DETERMINED	LEADER: GUY & MACHELE SMITH
SEPT 28-OCT.2	REDDNET NICKEL ERA TOUR BASED IN REDDING, CA. PRE-1932 VEHICLES	CONTACT: LES @ 626-961-8209
OCT. 3-5	POTENTIAL OVER NIGHT TOUR DATE -----	
OCT 7-11	HERSEY SWAP MEET AND SHOW	
OCT. 16	MEETING AT SCALES & CRAVEN'S 7 PM	2244 JULIET DR., SANTA ROSA PH: 526-4943
OCT. 19	TOUR - LOCATION TO BE DETERMINED	LEADER: SCALES & CRAVEN
NOTES:	LET JOHN PEARSON @ 887-1000 KNOW OF ANY CHANGE, CORRECTIONS OR ADDITIONS TO THIS EVENT CALENDAR	CALENDAR IS SUBJECT TO CHANGES - SEE CURRENT MONTH OF SIDE LIGHTS FOR ANY CHANGES..
NOTE:	PLEASE ADD OTHER CAR ACTIVITIES/DATES	DATE: 7/5/2014

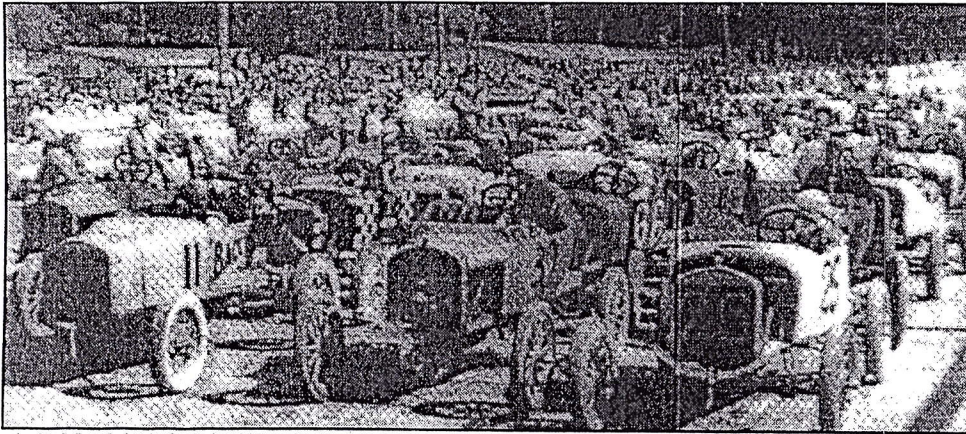


THE NUGGET

Large Hat for Dress Wear

The Drawing shows a lovely model of cream-white felt, the large brim of which drooped in a becoming fashion over the face. The under part of the brim was filled in with white*maline, the top of the hat showing a wreath of delicate yellowish pink roses, maiden-hair fern and forget-me-nots about the crown. Three full white plumes were used at the left side of the hat.

Maline: Plain gauze-like net of silk or cotton, with hexagonal open mesh, usually finished with sizing.



A field of 45 Model T Fords lined up for a 100-lap race at Santa Rosa, California on April 16, 1939. Joe DiGrazia, in car No. 11, enjoyed a big lead until triggering a 10-car crash late in the race.
- Joe DiGrazia Collection

Model Ts and the Big Wreck

-by Don Radbruch

This is the story of two American traditions. Of two pieces of Americana — the Model T Ford and the county fair. The Ts are all but gone now. The county fair has changed over the years, but it evokes a mental picture of hot summer weather, exhibits, carnivals and days of relaxation. So it was in the '30s, when Model Ts and county fairs combined to help a Depression-weary America forget its troubles for a day. Model T races on the fairgrounds oval!

Hundreds of Model T Ford races were held all over the country in the '30s — especially in the last half of the decade. It was the ideal county fair entertainment. Local cars and local drivers meant a built-in grandstand crowd. The local fair board usually promoted these events, posted a purse and provided officials. Just where the rules came from is unknown, but they were remarkably similar all over the United States.

The cars were stripped

of unnecessary parts. Only stock Model T parts could be used. Sometimes, steering parts could be reinforced, but nobody worried about driver protection.

Unlike today, a competitor could go racing for a small outlay of cash — from free on up to maybe \$50. That would buy the race car. For most drivers, a county fair Model T race was a one-time thing, and the car would be raced "as is." Naturally, there were a few pros around, and these men would spend time and money to

properly prepare their Model Ts and race them at many events.

A typical Model T race would start 20 to 50 cars on a half-mile horse track. Race distance was usually 100 laps. It would be dusty. Parts would fall off the Model Ts, they'd overheat and engines would blow up. They'd run through fences, and crash into each other. It was a combination auto race, slapstick comedy and high drama as the drivers struggled to finish the torturous event. The T

cars were billed as "fun" events, but speeds reached 50 mph on a half-mile track. The potential for serious accidents was there. Surely there were fatalities. However, perhaps mercifully, these have gone unrecorded.



Workers attempt to untangle the mess made by the crash of 19 Model T Fords. It is unbelievable that all the drivers survived this Santa Rosa crash.
- Joe DiGrazia collection

In general, auto racing in the '30s is poorly documented, and few records exist.

Fortunately, one Model T race can be well documented, and it was pretty much typical of what went on at hundreds of other races. Typical — that is — until about the 75th lap.

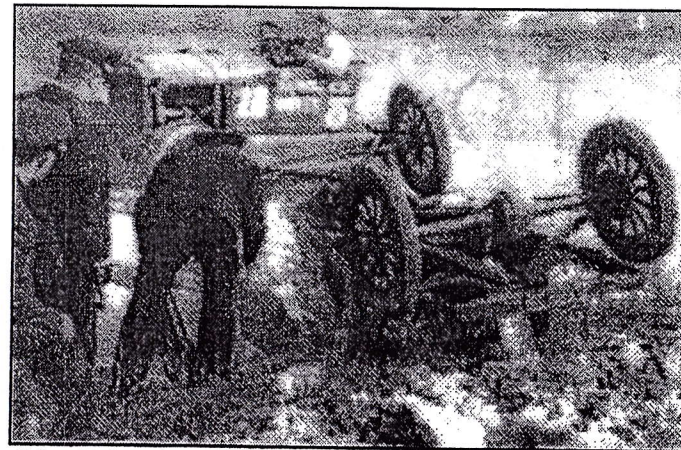
This is what happened at Santa Rosa, California, on April 16, 1939.

The Santa Rosa race was not part of a county fair. This area had been soured on auto racing since 1920 when a race on the local Sonoma County Fair oval claimed three lives. A "Captain" Edwards appeared from some-

where, and talked local officials into letting him promote a race. Edwards advertised a 100-lap Model T Ford race on the mile-and-an-eighth horse track at the fairgrounds. The race would pay \$500 to win. In 1939 only a handful of races in the country paid that kind of money (this

was near the payoff for the 10th Indy). Edwards was no dummy, and demanded a \$25 entry fee. He soon had 45 drivers signed up, so a bit of arithmetic reveals that the money for the purse was already in hand.

Around Santa Rosa, Model Ts appeared from barnyards and junk piles. As was the norm, most cars were simply stripped,



John Palmari crashed early in the race. Firemen tried to quench the blaze.
-Joe DiGrazia collection

and pronounced ready for the big race.

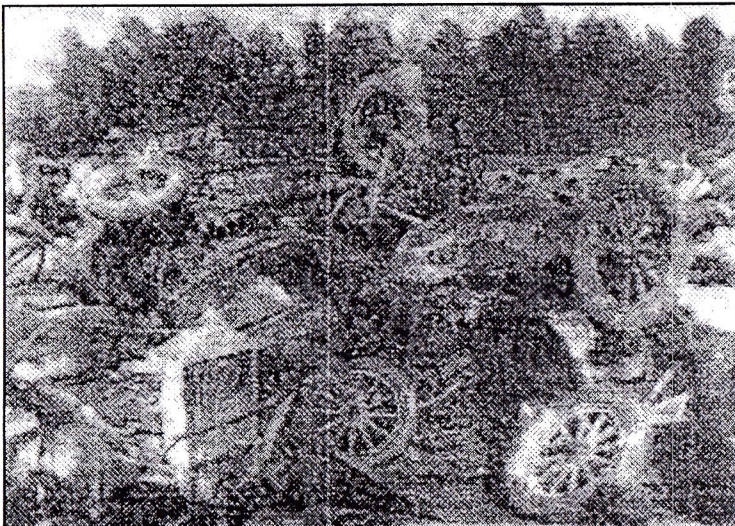
Not so with with a couple of local "pros" — Joe DiGrazia and Bob Hoffer. Lex Murray planned to drive the Hoffer car. The men wanted to field a couple of very well prepared Ts. DiGrazia took special care with his engine, and enlisted the help of the high school shop teacher, Rock Anderson. The T block was from 1913, but most parts were from a '27 T. New valves, valve

springs and rings were installed. Anderson assembled, ran the engine, disassembled and put it back together four times before he was satisfied the rod and main bearings were properly fit. A test run on a local highway produced 70 mph, and DiGrazia was ready to go. Hoffer's T was nearly as fast. They were ready to split the \$500 first-place money and the

\$300 offered for second.

On April 16, 1939 there were 10,000 fans in the grandstands at the Sonoma

Early mechanical failures and crashes took out a few cars, but for Joe DiGrazia and Lex Murray, things



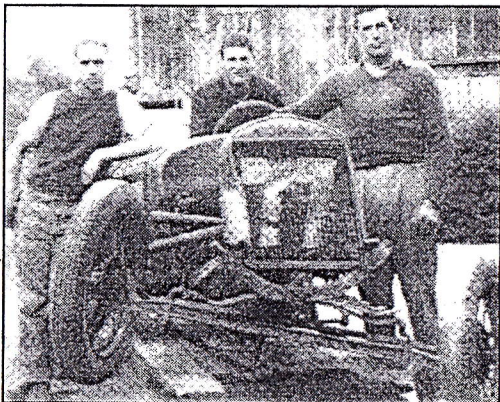
This photo made newspapers all over the world. Nineteen Model Ts in one wreck. The biggest all-Ford crash in racing history! NASCAR has crashed more cars, but not all Fords.

-Bob Hoffer collection

-Santa Rosa Press Democrat photo by Vern Silvershield

County Fairgrounds. They saw 45 Model Ts get underway on a near dustless track.

were going as planned. DiGrazia enjoyed a huge lead, with only Murray even close. Dust was becoming a problem as DiGrazia groped his way around the big oval. At around lap 75, he tangled with two slower cars. All three machines spun to a stop in the middle of the dusty track. Thus began the biggest all Ford crash in racing history. Car after



Bob Hoffer's Model T wasn't too badly damaged in the big wreck. Shown with No. 77 are Bob Hoffer, Joe DiGrazia and Lex Murray.

-Bob Hoffer collection

EPA Says Catalytic Converters are Adding Nitrous Oxide to Air.

THE CATALYTIC CONVERTER, designed to scrub smog out of automobile exhaust, is spewing greenhouse gases from tailpipes into the upper atmosphere, the Environmental Protection Agency concluded.

The converters, while breaking down smog-causing nitrogen and oxygen from car exhaust, are also rearranging the compounds to form nitrous oxide.

Also known as laughing gas, nitrous oxide is over 300 times more potent than carbon dioxide, the most common of the greenhouse gases that blanket the earth's upper atmosphere. Those gases trap in the sun's heat, which can slowly melt polar ice and subtly change the Earth's weather patterns.

"You've got some people trying to solve one problem, and, as is not uncommon, they've created another," Wylie Barbour, an EPA official who worked on the study, told *The New York Times*.

Other EPA officials downplayed the significance of the findings, saying the problem car entered the dust cloud — none came out the other side. Nobody actually saw what happened, but the sound was almost like a series of explosions, as steam and smoke was emitted from the dust cloud. The crash seemed to go on forever before the remaining cars were flagged down.

When it was all over 19 Model Ts were stacked in a pile that looked like a junkyard. Some drivers had escaped to the infield and others were untangling themselves from mangled cars. By some miracle, nobody was killed and no fire broke out. The most serious injury was a broken arm!

Joe DiGrazia was well battered in the crash, but still remembers Lex Murray shouting at him, "Come on Joe, hurry up, they're going to restart the race!" Just how

Murray figured on them getting their cars out of the bottom of the pile is unknown.

The race was finally restarted, with about a dozen cars remaining. Andy Traicca won the race and the \$500.

The *Santa Rosa Press Democrat* had photographer Vern Silvershield on hand. He took some sensational photos of the wreck. One made front pages of newspapers all over the country, and was even distributed overseas. The photo, showing a 10-foot high stack of Model Ts was, ironically, the only national publicity that Model T racing ever received.

There were a few Model T races after World War II, and then it was all over. A piece of Americana was gone.

- thanks to *Old Cars Weekly*

could be addressed with minor adjustments to catalytic converters. Auto maker agree, although some environmentalists say the problem will exist as long as cars run on gasoline.

Catalytic converters have been reducing smog for the past 20 years. Their unexpected contribution to global warming came into focus only recently.

The EPA study concluded that from 1990 to 1996, production of nitrous oxide from autos rose by nearly 50 percent.

The suspected cause is the growth in the number of vehicles with the catalytic converters, which have replaced older model vehicles that did not carry them.

-thanks to *The Arizona Daily Star*

WANTED

'28 or '29 Chevrolet rear brake bands and levers. Rear backing plates for same would be great as well. Sheet metal door jams for '28 Chev roadster. Art Sell, phone 360-241-0903

Antique slot machines any condition. Call Mario, 503-816-0144

FOR SALE

Bob and Nancy Ullrich are selling their collection at the Bonhams Quail sale on Aug. 15, 2014. All will be sold with no reserve. Please go to the Bonhams website to get pictures and descriptions of each car. Here is a list of the cars on offer:

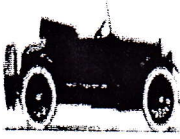
- 1899 Locomobile steam car
- 1908 Stanley Model K steam car
- 1910 White Model 0-0 steam car
- 1922 Stanley 20 hp roadster steam car
- 1905 REO roadster single cylinder
- 1905 REO Runabout two cylinder
- 1910 Kissel Kar touring
- 1911 Buick Model 38 roadster
- 1931 Ford Model A Victoria
- 1955 Mercedes 300 SL Gullwing
- 1958 BMW Isetta 300.



1928 Model A roadster. This is an early Model A, but not an AR. Looks good and runs well. Dark blue body with French Grey pin stripe over black fenders. Rumble seat, top boot and side curtains. Comes with some extra parts including carburetor, generator, and distributor. \$18,000. Ollie Rove 503-663-7791. E-mail for pictures: kwtownsend2@comcast.net

Man's leather gauntlet driving gloves. Gauntlet is lined with leather. S/M size. Call Kris Freiermuth. (503) 255-7685

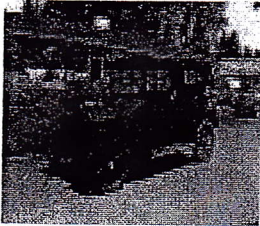
Two 700 x 18 Black Tires with tubes. 85% rubber. \$70.00, Bud Rex, (503)292-1334



1917 Kissel Four Passenger Gibraltar Roadster Coupe, 90% complete. All new ash and oak body framework, complete running gear. All original fenders, aprons, doors. New ash wheels, 6-cylinder engine. Numerous extra parts. Great restoration project. \$12,000. Call Bryan Baxter (503) 320-6967.

1928 Model A, 2-door sedan. Needs restoration. Solid car - \$4,800, Mario Dow (503) 816-0144

1931 LaSalle convertible coupe, dsm, trunk, rumble seat. Original, 22 years as owner, great reliable tour car. \$65,000. 1930 Lincoln Dual Cowl Sport Phaeton, real show car, drive anywhere, 1-10 scale an 8, \$90,000. Call Frank Hurley, 360-256-9855 or 360-921-1450.



1915 Overland Model 81 4 cyl, 4 dr touring, Excellent Brewster Green body, chassis, engine, green upholstery, black top, new clutch and tires. I've owned this car since 1974. \$24,500.

Please phone for more info. Bud Rex -- 503-292-1334

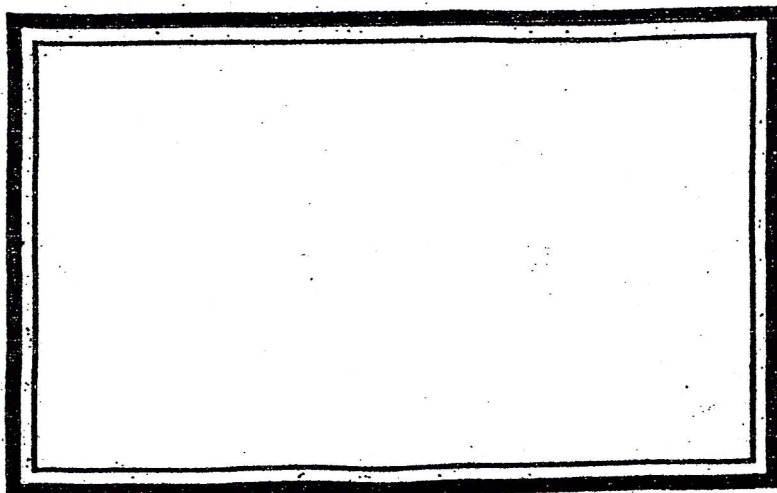
1929 Hudson dash gauges, carb linkage, ignition parts, etc. Lots of Ford T "rusty parts", "Black T" parts and various Model A parts... must sell! Call Jim Larrabee, 503-656-2413

Rocky Younger has 3 cars for sale: a '41 Lincoln Continental, a '56 Studebaker Golden Hawk, and a '64 T-Bird convertible. Call Rocky at (503) 656-2010

Signs for sale (Rocky Younger): 6" and 3' Pegasus Oil signs, and Time Oil clock (needs repair) -\$600 each; Chevron sign - \$75; Beer signs for \$200-\$400 each. Contact Gary Croker,

(503) 551-1569.

Unless prior notification is received, ads will run for three (3) consecutive months, after which time they will be removed. You may, however, request that they continue for another three months. If you would like to post a picture of any For Sale items, please submit the picture before the deadline for submissions and please clearly state which For Sale ad it belongs with.



Happy Anniversary

AUGUST 23

DODGE & MAUREEN RIEDY



Happy Birthday

AUGUST 15 KATHY SMALL

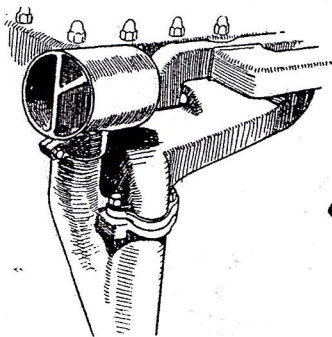
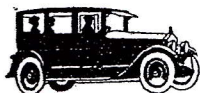
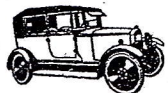
AUGUST 20 DON JOHNSON

AUGUST 22 MYRNA TRAVERSI



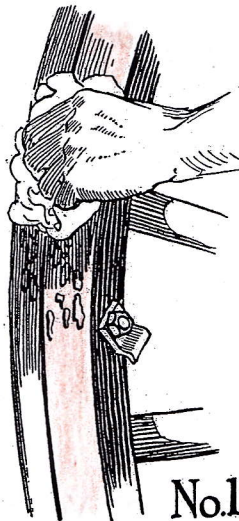
AUTOMOBILE TRADE JOURNAL

Engineering Features for 1925



AIR PREHEATER COMBINED WITH
AIR CLEANER ON RICKENBACKER
EIGHT,

REPAIR - HINT



129—Stop Rims From Sticking

Here is an idea for preventing tire rims from sticking. I found that by using a well-known brand of borax laundry soap rubbed well over the rim surface, that the sticking could be eliminated. If the rim is rusty it is necessary to scrape it and rub in the soap to fill up the pitted surface. A rag can be used to smooth out the soap. This soap can also be used in the inside of the tire instead of the customary soapstone—Edward F. Wood, 4 Cecil Ave., Glen Cove, N. Y.

No.129