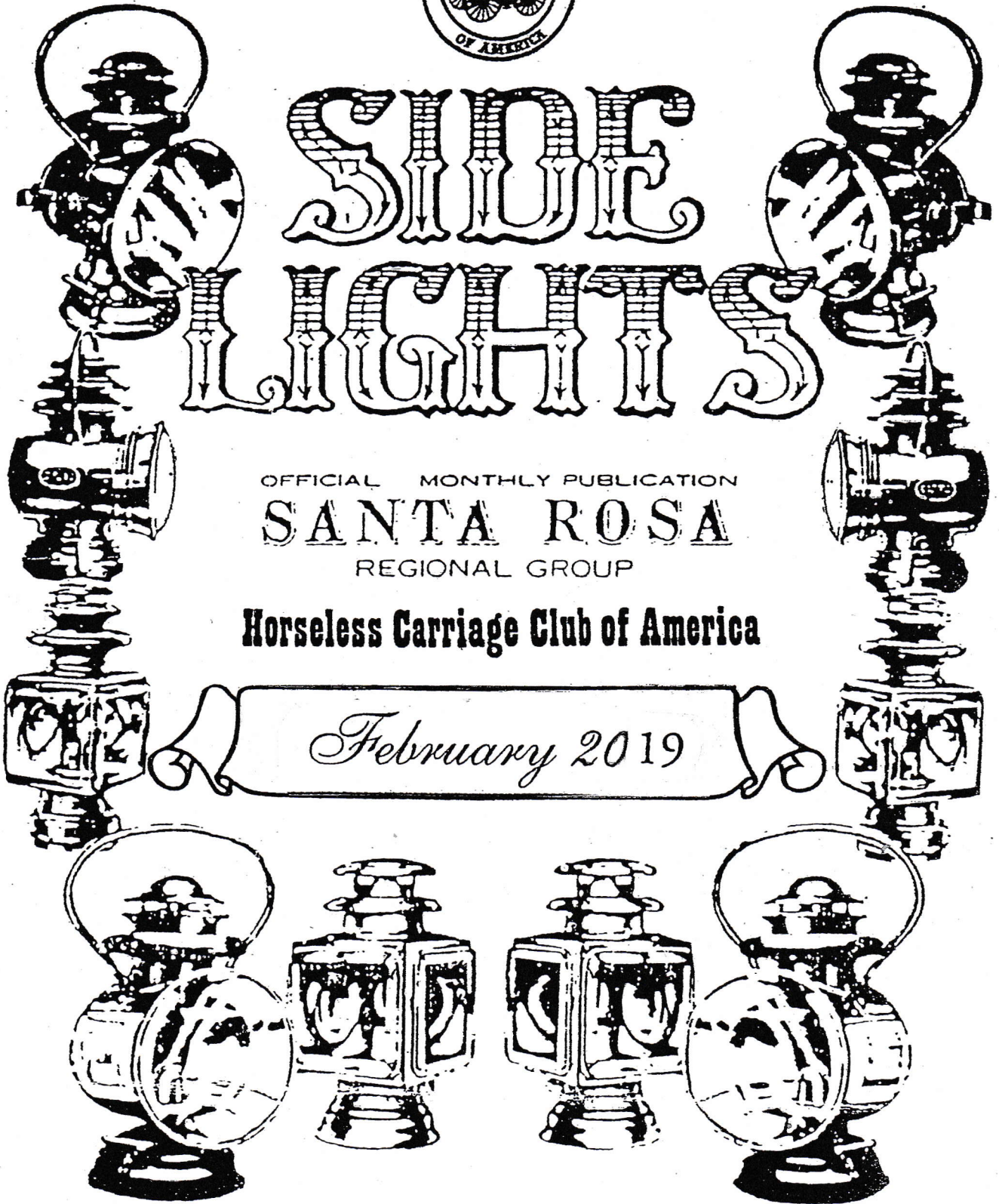


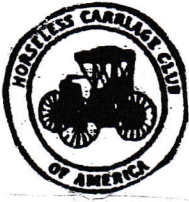
# SIDE LIGHTS

OFFICIAL MONTHLY PUBLICATION  
**SANTA ROSA**  
REGIONAL GROUP

**Horseless Carriage Club of America**

*February 2019*



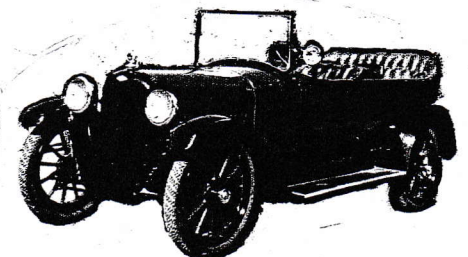
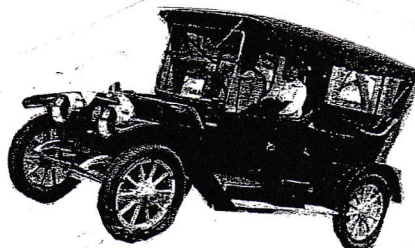
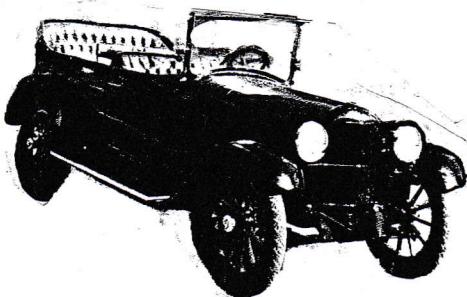
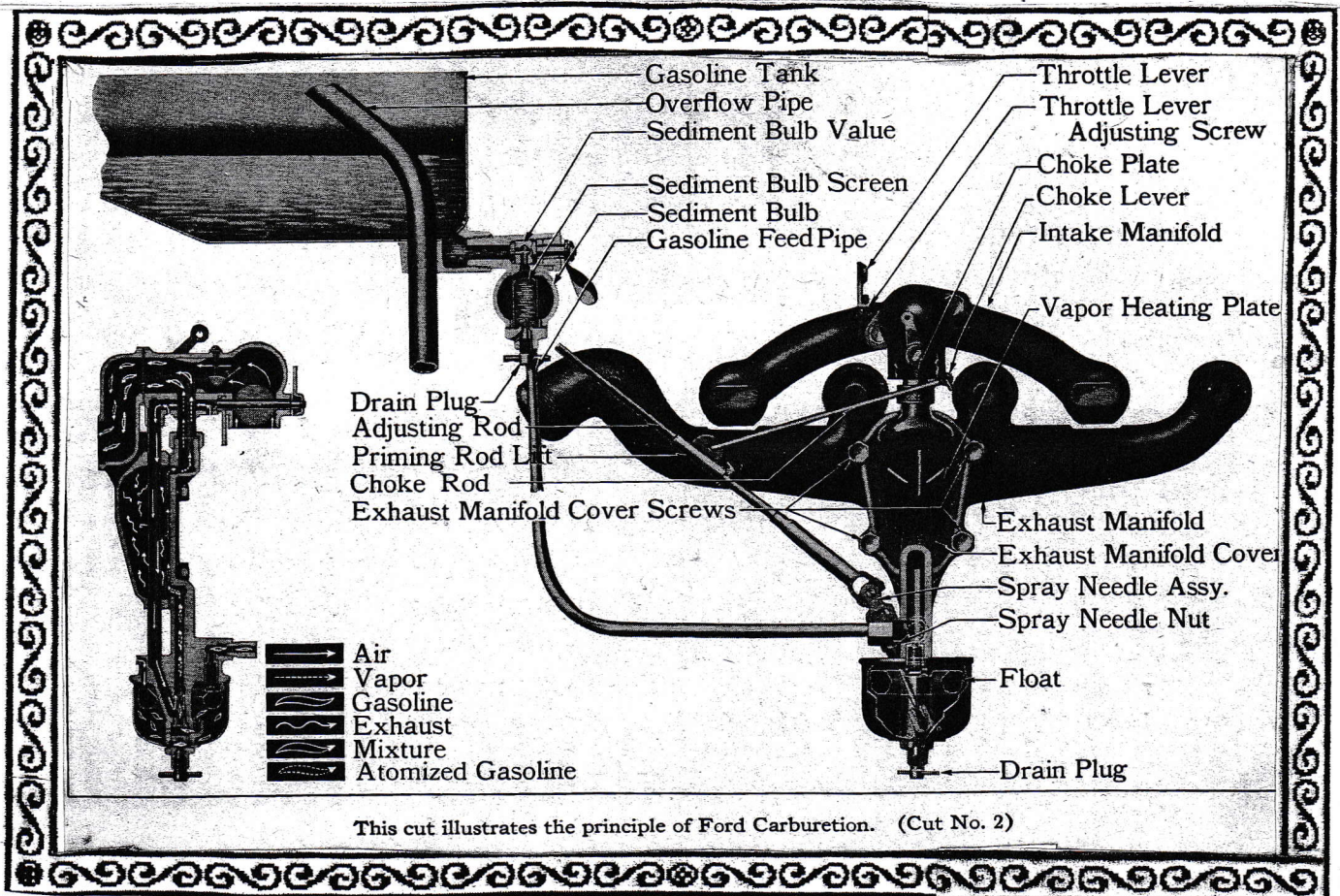


## President's Message



This year's Installation dinner at the Union hotel was the same as last years.... excellent. It was good to see everyone and the food, as always, was plentiful and delicious. Thank you to Kim Simoni for planning and coordinating it. The officers and directors are also the same as last year.... excellent. It was good to see many members there, both old and new. We had some great tours last year and I'm sure this year will bring more of the same.

Bill Scales



## 2019 SANTA ROSA HCC REGIONAL GROUP MEMBERSHIP

**Horseless Carriage Club of America, % 7505 MALONE RD., FORESTVILLE, CA. 95436**

<b>Bryant, Mark &amp; Carol</b> P. O. Box 1368 Redway, CA 95560 707-923-3659 (C) 498-4727 (E) <a href="mailto:Bryant@redwaymail.net">Bryant@redwaymail.net</a>	<b>Burton, Bruce &amp; Linda</b> 350 Sherwood Rd. Willits, CA 95490 707-459-4549 (E) <a href="mailto:willitsredwood@gmail.com">willitsredwood@gmail.com</a>	<b>Eggleston, Daryl &amp; Linda</b> 7505 Malone Rd Forestville, CA 95436 707-887-2412 (E) <a href="mailto:eggenter@gmail.com">eggenter@gmail.com</a>	<b>Gary &amp; Janet Filippini</b> 1376 Westgate Lane Penngrove, CA 94951 707-795-1976 (E) <a href="mailto:gpfilippini@yahoo.com">gpfilippini@yahoo.com</a>
<b>Flint, Jim</b> 4472 Thomas Rd Sebastopol, CA 95472 707-823-3536	<b>Johnson, Don &amp; Pam</b> 1818 Maiden Lane Petaluma, CA 94954 707-782-0229 (C) 650-740-9369 (E) <a href="mailto:dearlj@sbcglobal.net">dearlj@sbcglobal.net</a>	<b>Jones, Donna</b> 4936 Hessel Rd Sebastopol, CA 95472 707-823-2310 (F) 823-2358 (E) <a href="mailto:SpecialHog2@aol.com">SpecialHog2@aol.com</a>	<b>Larson, Ken</b> <b>DNP 7/20</b> P. O. Box 670 Vineburg, CA 95487 707-939-1356 (E) <a href="mailto:12ontap@gmail.com">12ontap@gmail.com</a>
<b>Lazarus, Jim &amp; Ann</b> 529 Colony Rd. Geyserville CA. 95441 707-827-3437 (E) <a href="mailto:jimlazarus@yahoo.com">jimlazarus@yahoo.com</a>	<b>Meyer, Max &amp; Laura</b> 1951 Hill Rd. Willits, CA 95490 707-459-2960	<b>Pearson, John &amp; Linda</b> Box 58 Forestville, CA 95436 (F) 887-1000 <a href="mailto:pearsonassoc@hotmail.com">pearsonassoc@hotmail.com</a>	<b>Porter, Vicky</b> 10509 Mill Station Rd Sebastopol, CA 95472 707-827-3437 (E) <a href="mailto:vickyporter@att.net">vickyporter@att.net</a>
<b>Ramondo, Stan &amp; Jones, Kathy</b> 7020 Baker Lane Sebastopol, CA 95472 707-823-3594 (C) 707-246-8951 (E) <a href="mailto:sramondo@sbcglobal.net">sramondo@sbcglobal.net</a>	<b>Ramondo, Darrell &amp; Teresa</b> 7901 Bella Vista Dr. Sebastopol, Ca 95472	<b>Scales, Bill &amp; Craven, Cinda</b> 2244 Juliet Dr Santa Rosa, CA 95403 707-526-4943 (C) 486-0375 (E) <a href="mailto:cindacl@yahoo.com">cindacl@yahoo.com</a>	<b>Shaw, Gail</b> 22 Skyline Crest Monterey, Ca. 93940 707 495-6393 (C) (E) <a href="mailto:livforcord@aol.com">livforcord@aol.com</a>
<b>Simoni, Wayne &amp; Kim</b> 789 Furlong Rd Sebastopol, CA 95472 707-823-1637 (W) 904-677-CARS (E) <a href="mailto:Trees@brassauto.com">Trees@brassauto.com</a>	<b>Small, Kathy &amp; Family (H)</b> P. O. Box 153 Lafayette, OR 97127	<b>Smith, Guy &amp; Michelle</b> 4015 Frei Rd. Sebastopol, CA 95472 707-494-0505 (E) <a href="mailto:guysmith999@yahoo.com">guysmith999@yahoo.com</a>	<b>Welsh, Ron L &amp; Turner, Irene</b> 10431 Mill Station Rd Sebastopol, CA <b>NDNP</b> (W) 823-2533 (F) 823-4313 (E) <a href="mailto:vallevoakre@msn.com">vallevoakre@msn.com</a>
<b>Welsh, Warren &amp; Phyllis</b> 5050 Hall Rd Santa Rosa, CA 95401 (707) 545-9544 (F) 578-5358	<b>Whited, Jay</b> 8045 Whited Rd Sebastopol, CA 95472 (707) 823-3816	<b>Winterhalder, Dick &amp; Ann Marie</b> 226 Preston Dr Cloverdale, CA 95425 (707) 894-1807 (E) <a href="mailto:rwinterhalder@thegrid.net">rwinterhalder@thegrid.net</a>	

KEY	OFFICERS & POSITIONS	
(E) = Email	<b>President:</b> Bill Scales	<b>Editor:</b> Jay Whited
(F) = Fax	<b>Vice Pres:</b> Wayne Simoni	<b>Historian:</b> Stan Ramondo
(W) = Work Phone	<b>Secretary:</b> Cinda Craven	<b>Membership:</b> Dick Winterhalder
(C) = Cell Phone	<b>Treasurer:</b> Linda Eggleston	<b>Special Events:</b> TBD
(H) = Honorary Member (Non Dues Paying)	<b>Directors:</b> Gail Shaw Guy Smith John Pearson	<b>Sunshine:</b> Linda Pearson
(NDNP) National Dues Not Paid		<b>Tour Chair:</b> John Pearson
		<b>Webmaster:</b> Wayne Simoni

Revised & Corrected 12/19/2018

## Meeting Minutes

The January 20<sup>th</sup> meeting of the SRHCC was held during the 2019 Officer Installation Dinner at the Union Hotel in Occidental, CA. It was called to order after dinner but before dessert by President Bill Scales.

**Attendees:** We had 20 attendees at dinner: John and Linda Pearson, Guy and Michelle Smith, Bill Scales and Cinda Craven, Stan Romando and Kathleen Jones, Don and Pam Johnson, Daryl and Linda Eggleston, Kim and Wayne Simoni, Donna Jones, Mark and Carol Bryant, Gail Shaw and Cherie Greene, and our newest member Matthew (see below).

We were thrilled to see two member families who traveled quite a distance to be with us. Gail and Cherie drove all the way from Monterey. And squeezing us into their several days around the bay area tour, Mark and Carol Bryant from Redway.

And we are very excited (and lucky!) to announce our newest member Matthew. Here is what he wrote to Wayne when he inquired about joining our club:

*Hello, my name is Matthew I am 19 and I recently moved to San Rafael from New York. I own a 1926 Dodge Brothers and being new to the western part of the United States, I do not know of any car clubs in the area. Where I live I have no access to a garage so currently my car is in storage in Santa Rosa. I would love to join your club, so I can meet people in the hobby and learn more about antique cars. I one day would like to open a restoration shop of my own. I have a lot to learn before that.*

Welcome Matthew!

Dinner was fabulous as always. We started with breadsticks and French bread, cheese and salami slices and pickled beans. Salad came next, followed by minestrone soup, bruschetta, two types of pasta and THEN the main course (chicken, salmon, beef, vegetarian). Of course, we enjoyed white and red wine, followed by spumoni ice cream and coffee. Mary was our server as she has been for the last number of years. Just a wonderful time to get together after the holidays and break our new year's resolutions!

**Tours:** A sign-up sheet was sent around, and almost all months are filled. Bill and I will lead the first tour in March. We need to start thinking about an overnigher date as last year's tour was so much fun.

**Sunshine:** Ron Welch sent an e-mail update on his mother and father. We keep them in our thoughts as Phyllis recovers from her surgery.

The meeting portion of the dinner was adjourned quickly so we could eat spumoni ice cream.

Respectfully submitted,  
Cinda Craven, Secretary

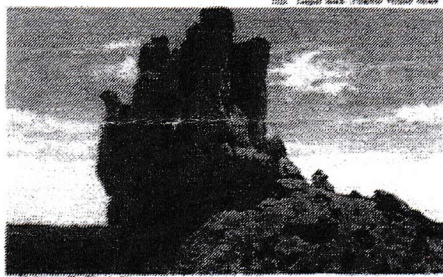
# Teapot Dome

By David Setterland

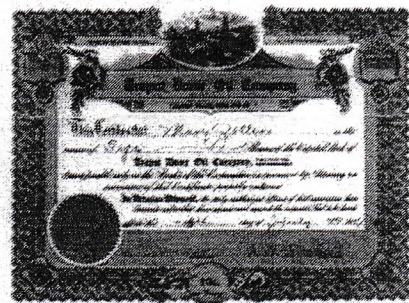
In central Wyoming in the 1920s was a site that was in the news daily. It was titled, "The Teapot Dome", a federal piece of land that was known to be rich with oil under the ground. The land was set aside for the United States Navy to be a reserve supply in case of a national emergency. Under the Warren Harding administration of 1921 - 1923, his Secretary of Interior, Albert Bacon Fall, decided to lease the sought after sixty-four known wells in the surrounding area of Teapot Rock, to two different oil companies without putting it up for public bidding.

The Teapot dome, at the time, stood high on a hilltop and was over three hundred feet circumference with a rock looking like a handle to a teapot. Another rock gave it an appearance of the spout. Over the years, wind and water erosion has fallen most of the sandstone rock to a much smaller hilltop rock.

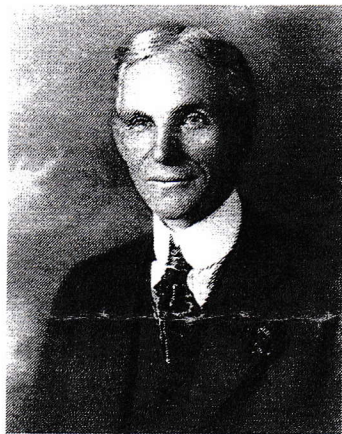
Just recently the government has sold the once ever so popular federal land that brought down the Warren administration to be called corrupt, with Albert Fall being the first ever presidential cabinet member to go to jail.



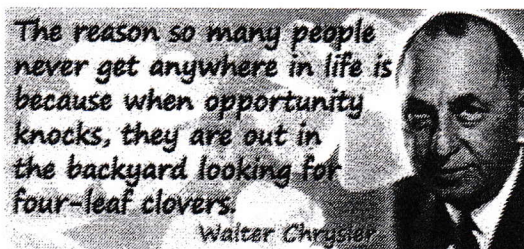
Today, the possibility to renew the interest in the Teapot Dome area of Wyoming, could be a fun project. After all, four



presidents ride high on Mount Rushmore just outside Rapid City, South Dakota. Maybe it is time to honor our automobile pioneers who have done so much for America's freedom in the times of war and unrest around the world. If the project was to start, the toughest task would be to determine who deserves to have their face carved on a man made rock for the ages to come in honor of their contributions to the progression and success of the automobile industry.



Most people would say Henry Ford has to be one because he built automobiles for all the people and made it possible for even the not so well off Americans to be able to afford an automobile. Ford built military equipment in times of war giving America a huge edge. The company Henry Ford started kept growing and put more people to work in the early twentieth century than many others added together. Ford was much more than an automobile manufacturer. He looked for better ways of producing and had one of the most successful assembly lines by the 1920s. The exact amount of seconds in between his finished model T Fords coming off the assembly line was unimaginable until he perfected the way. Ford made most of his own parts and in many countries around the world, Ford cars were the most popular. Henry Ford might not have been the best liked pioneer, but he certainly made a difference more than possibly any other.



*The reason so many people never get anywhere in life is because when opportunity knocks, they are out in the backyard looking for four-leaf clovers.*

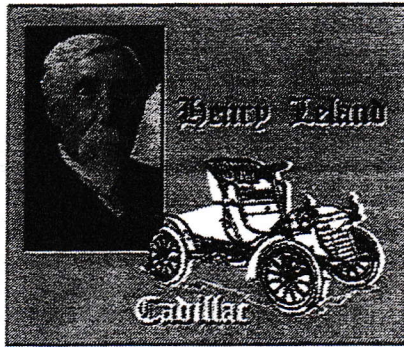
Walter Chrysler

Another man who started in the automobile industry by buying a Locomobile and tearing it completely apart just to understand how it was built and ran was Walter Percy Chrysler. He first gave technical advice to Locomobile on how to make the 1905 model he had bought at the Chicago Auto Show, when he was working for the railroad, on how to make it better and more efficient. A few years later, Charles Nash recruited W. P. Chrysler to become the general manager of the Buick Division of General Motors. For three years Chrysler brought the largest profits in the industry and had Buick running smoothly. It was known as a good place to work and the product produced developed the best reputation possible. Chrysler ended working at Buick when Billy Durant returned to power in General Motors with the merge of his new best selling Chevrolet, Charles Nash also moved on buying the Jeffrey Automobile Company. Chrysler was hired by the banks who were going to lose in excess of \$10 million if Willys-Overland failed. Chrysler, the smart businessman, led Willys-Overland in two years to

profitability again. He was well paid at \$1,000,000 a year for the two years it took. Next he led Maxwell, another failing company, from potential bankruptcy into continuing manufacturing. In 1923, Chrysler bought Maxwell and named the company after himself. Over the coming years, he introduced new car makes of Plymouth & DeSoto, building new plants and employing many in the auto trade. He bought Dodge and managed to stay afloat through the depression years. Chrysler was a man always looking for innovations in the industry unlike Henry Ford who might have gone out of business after his run with the Model T had it not been for his only child, Edsel Ford, who had an insight to the future of automobiles and what the public wanted. The second choice of Walter Percy Chrysler, also should be an unanimous pick.



Charles Nash was possibly one of the least known great pioneers who built Buick to a profitable part of General Motors when the banks had taken over and installed Mr. Storrow, a Boston banker, to the GM presidency to hopefully run the companies until the banks recouped all their investments of roughly \$8,500,000. Within two years, Storrow hand picked Charles Nash to take over and become the fourth General Motors president. Nash, who was born on a farm in southern Illinois, was abandoned by his farming mother & father when they got divorced. Charles was given to a farmer and told he must work for his keep. The farmer who took care of him treated him more as a slave forcing him to sleep in a barn, giving him just enough food to stay healthy, never any new clothes, and hired him out to other farmers by the hour. Nash, at twelve years old ran away and started working for farmers himself, collecting the money he earned and taking care of himself. By the time he was fifteen, he had worked his way to Flint, Michigan where Billy Durant hired him for his wagon company because of his hard work ethic. Knowing the true character of Charles Nash, I believe most would vote for him to also be placed on the face of Teapot rock.



Henry Leland, who lived a long interesting life, made incredible ideals to the motor car industry. A religious man who started at Detroit Automobile Company. The Company, who had begun to build Ford automobiles for Henry Ford, was almost dissolved. When the investors asked how much they could sell all the machinery for, Leland talked them into buying the new bigger engine he had built for Oldsmobile. The Smith family, who owned Oldsmobile at the time, refused Leland and now the well designed and built engine was going to be used by the Detroit Automobile Company. But they had to change the name from Ford cars and picked the name of the founder of Detroit Automobile Company, whose last name is Cadillac.

For the next decade and a half, Henry Leland built Cadillac motor cars to be the best on the market. Once others learned of Henry Leland's efforts to build all car parts like the gun industry of interchangeable parts, he became the true automobile expert on machinery, production and design. Most automobile specialist have the highest respect for all of Leland's accomplishments.



In deciding truly who are the most important of the early automobile industry, the list could go on and on. Maybe there should be a list of most who contributed who made a difference. One might ask why I left out Billy Durant, who started General Motors. Durant had skills, mostly the skill to sell almost anything to anybody. Durant created a lot with other people's money. For the most part, Billy Durant bought companies and closed them down after losing money. He was actually clueless in engineering a vehicle to sell. He always depended on others. For his failures of over spending, time after time and not learning from his past mistakes, he really does not deserve to stand on the same pedestal as the four previous pioneers.

Others who some might think deserve a spot could be!



John William Lambert, builder of the first gasoline automobile in America in 1891.

Charles & Frank Duryea, credited with building a car in 1893, winning America's first auto race in Chicago, and the first to sell vehicles to the public.



Elwood Haynes of Kokomo, Indiana, another great pioneer, but had the Apperson Brothers actually build the Pioneer #1.



Charles King, inventor of pneumatic tools, worked building engines for R. E. Olds for boats. He built the first successful gasoline powered automobile in Michigan, a month

before Henry Ford. He also guided and encouraged Henry Ford in building his first engine and quadricycle. In later years, Charles King built cars named Northern and the King car. He was instrumental in the honoring of all the early pioneers by starting the Automobile Hall Of Fame that is now located in Dearborn.

Ransom Eli Olds started Oldsmobile and later the REO automobile & truck company. Rannie as he was nick named might have been one of the most brilliant of all pioneers. It is a fact that more men who had worked for Olds eventually left to start their own companies. Maxwell, Hudson, Northern, King, Walter Marr, and many more had learned the ropes from working for Ransom Olds.

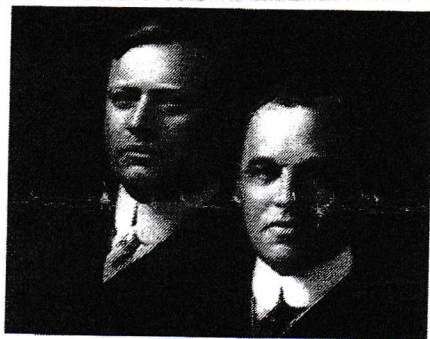




Erret Lobban Cord started in California as a teenager buying broken up cars and, after repairing them, bringing them back to life. Cord, looking to make money to support his family, eventually moved east to Chicago and became the sales rep for Moon cars. He sold more than all other salesman. Cord attracted the attention of the Wrigley gum brothers who had invested in Auburn Motors in Auburn, Indiana. Cord met the challenge and sold well over 600 Auburn cars that were in the factory inventory. Once reaching his goal, he took ownership of Auburn and started building much better designs and sales increased. When he heard the DuPont family were planning to buy the Indianapolis Duesenberg Motor Car company, Cord raced in to buy the company. Cord offered Fred Duesenberg a free hand with no expense spared to build the best cars in the world. Cord next started a line of cars with his own name, speedsters, L-29s, and finally the coffin noses. Cord had all the skills, knowledge and business sense similar to W. P. Chrysler, being well rounded. Even Ford was not the seller that many other pioneers achieved. I believe if five faces were picked to be on Teapot Rock, Cord definitely should be in the running.

Many want to know what happened to Cord. Sadly, he got bored with the auto industry, bought controlling stock in American Airways (eventually becoming American Airlines), once bored with that, moved to Nevada and entered politics.

Behind the scenes, the Dodge brothers started working with Henry Leland building engines for R. E. Olds, then built and supplied drive train and chassis to Henry Ford. The Dodge brothers were hired to build the very first 1903 Ford. Soon after, John became a vice president under Ford. In 1903, the Dodge brothers could have put Ford out of business if they had wanted too,



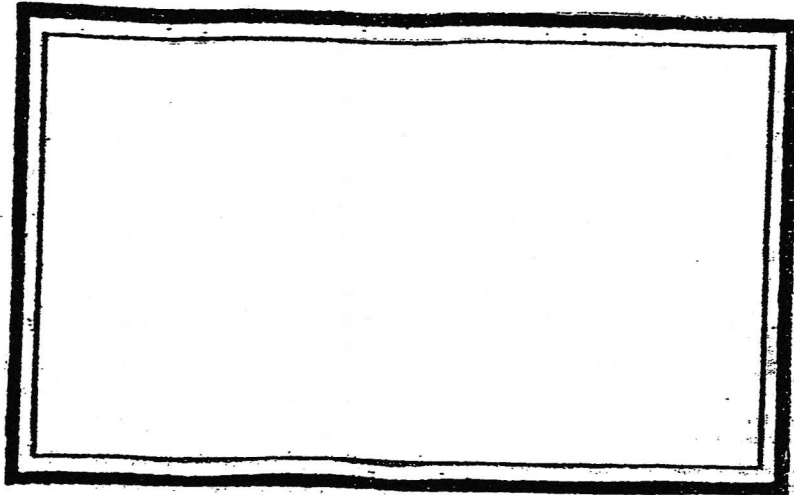
as Ford had to give them 70 shares of Ford stock to pay the bill owed. The Dodge brothers were masters in the workshop and could build anything. They also should possibly be honored on such a memorial to honor our greatest pioneers.

Some might wonder about Harry Stutz, the Duesenberg brothers, Harry Miller, Louis Chevrolet, and the list could go on. Maybe these men should have their appreciation on another memorial paying respect for what they accomplished for both the automobile manufacturing and racing sport.

# 2019 SANTA ROSA H.C.C.A. ACTIVITY CALENDAR:

DATE:	EVENT:	COMMENTS:
<b>2019</b>	<i>NOTE: ALL MEETINGS WILL BE AT ROUND TABLE PIZZA, EAT 6:30 TO 7 - MEETING AT 7:00+/- (OR AS NOTED)</i>	<i>GUERNEVILLE ROAD @ 1791 MARLOW ROAD, SANTA ROSA. (SAFEWAY CENTER)</i>
<b>DUES DUE FOR 2019</b>	<b><u>SANTA ROSA HCCA DUES ARE \$35.00</u></b>	SEND TO LINDA EGGLESTON, HCCA 7505 MALONE RD., FORESTVILLE, CA. 95436
DECEMBER 2018	NO MEETING	
JAN. 20, 2019	INSTALLATION DINNER AT UNION HOTEL, OCCIDENTAL	TIME: 3PM; DINNER AT 4PM
FEB. 21	MEETING AT ROUND TABLE PIZZA	OVERNIGHTER DATE??
MARCH 21	MEETING AT ROUND TABLE PIZZA	
MARCH 24	POSSIBLE TOUR; WEATHER PERMITTING	CRAVEN / SCALES
APR. 7-10	CAMBRIA TREASURES OF CALIF. TOUR	INFORMATION IS ON HCCA WEB SITE
APR. 12-13	BAKERSFIELD SWAP MEET	
APRIL 14 ?	TOUR	NEED SIGN UP
APRIL 18	MEETING AT ROUND TABLE PIZZA	
MAY 5	TOUR TO FISHERMAN'S FESTIVAL; BODEGA BAY	JOHN & LINDA PERSON
MAY 16	MEETING AT ROUND TABLE PIZZA	
MAY 19-23	MINDEN, NV. TOUR BY NICKEL ERA TOURING REGIST	INFORMATION IS AT HCCA WEB SITE
JUNE 20	MEETING AT ROUND TABLE PIZZA	
JUNE 23	TOUR	SIMONI
JULY 18	MEETING AT ROUND TABLE PIZZA	
JULY 21	TOUR	STAN RAMONDO
AUGUST 15	MEETING AT ROUND TABLE PIZZA	
AUGUST 18	TOUR	EGGLESTON
SEPT. 19	MEETING AT ROUND TABLE PIZZA	
SEPT. 22	TOUR	SMITH'S
OCTOBER 17	MEETING AT ROUND TABLE PIZZA	
OCTOBER 20	TOUR	DON & PAM JOHNSON
NOVEMBER 21	MEETING AT ROUND TABLE PIZZA	BOARD NOMANATIONS & VOTING
NOVEMBER 24	POSSIBLE TOUR	??
DECEMBER	NOT MEETING	
JAN. 2020	INSTALLATION DINNER (LOCATION?)	TIME?
<b>NOTES:</b>	<i>PLEASE ADD CORRECTIONS &amp; OTHER CAR ACTIVITIES &amp; DATES AND GIVE TO PEARSON</i>	<i>PLEASE SIGN UP FOR OPEN DATES. DATE: 1/25/2019</i>

H.C.C.A. Santa Rosa  
 Box 7505 Malone Road  
 Forestville Ca. 95436



*Happy Birthday*

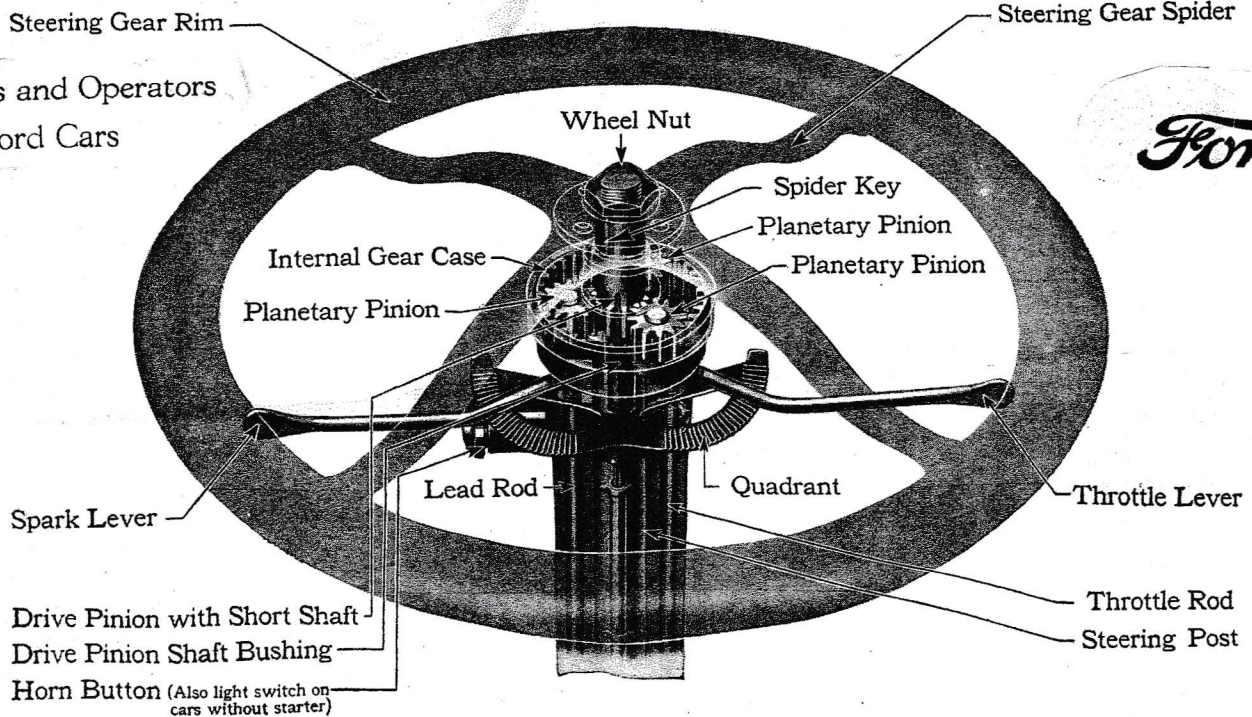
FEBRUARY 17 MAURY NELSON  
 FEBRUARY 21 JANET FILIPPINI



*Happy Anniversary*

FEBRUARY 13 WARREN & PHYLLIS WELSH  
 FEBRUARY 14 WAYNE & KIM SIMONI

For Owners and Operators  
 of Ford Cars



Steering Wheel, showing reduction gears meshing with the teeth of the gear case and centre pinion. (Cut No. 1)