

SIDELIGHTS

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SANTA ROSA
REGIONAL GROUP
Horseless Carriage Club of America

President's Message:

Here we are in the last month of summer. Locally the weather has been quite nice, no floods, no fires, generally good conditions. Nice average days and cool nights.

Now to touring:

The Model T tour was great. There were two cars and 5 participants from our club. Good fellowship.

I will to see you at our regular meeting

Hope all is well with you.

See you on our next tour.

President Stan

Stan Ramondo is leading the August Tour. August 24th, 9am meet at Pacific Market Sebastopol. Departure @ 9:30

If you have any suggestions or articles for future sidelights, you can email them to trees@brassauto.com

Santa Rosa Horseless Carriage Club Meeting Minutes – July 13, 2022 6PM

Attendees:

Stan Ramondo
John & Linda Pearson
Linda Eggleston
Donna Jones
Bill Scales
Wayne & Kim Simoni
Steve Cavalli (new member)

Meeting called to order by president Stan Ramondo at 6:38PM

No changes to May 11 meeting minutes; approved as submitted

Treasurer's report: \$961.61

Tour Director:

Tour Saturday July 15 (Steve Cavalli tour leader) to Calistoga
Meet in Coddington Parking lot at 10am, depart promptly 10:30
Bring your own lunch and a small dish or dessert to share. This tour is in lieu of our regular 4th Wednesday tour.

Tour August 24 (Stan Ramondo tour leader)

Tour September (Linda Eggleston & Vicky Porter tour leaders)

Tour October (Guy & Michelle Smith tour leaders)

Sunshine Report:

Linda Pearson to send card to Kathleen who has contracted COVID 🙄

Meeting adjourned: 6:57PM

Respectfully submitted by Kimberly Simoni

Paoletti Winery Tour

– Hosted by Steve Cavalli & Steven Chase & Redwood Empire Model T Club
July 16, 2022

On a sunny Saturday morning, John & Linda Pearson, Linda Eggleston, Stan Ramondo and Kim & Wayne Simoni all met up with members of the Redwood Empire Model T Club for a tour we were invited to attend!

We gathered at the Coddington Mall in Santa Rosa, S/E parking lot, on Cleveland Ave. next to Macy's at 9:30 a.m., and after social coffee and donuts, we left sharply at 10 a.m. Trouble truck included! There were about 8 cars (mostly Model T's !) but also Pearson's Buick and Simoni's Chrysler.

After touring towards River Road and up Mark West Springs Road, we took a sharp left at Safari West and climbed Franz Valley Road, slowly! Gorgeous countryside, in spite of its having been heavily burned in the 2017 Tubbs fire. Oak trees are pretty resilient! Winding our way to Calistoga on Franz Valley School Road, we took Tubbs Lane to Silverado Trail and headed south to Paoletti Winery.



and toured south on some interesting back roads to St. Helena, stopping for a short visit to the St. Helena Olive Oil Company (built in 1931). This unique little place, on a back street, hosts a very old stone olive oil press and the remains of the rail car tracks that would deliver olives for crushing!

Next stop was the old Bale Grist Mill State Park. The Mill and water wheel (Built in 1851) has been beautifully restored, and was grinding grain that day in a wonderful demonstration of 17th century technology.



They opened their very elegant wine cave at 11:30 a.m. for a self guided tour. The halls were lined with marble statuary of every icon you have ever known or read about. It was quite interesting and entertaining!

Immediately following, we gathered at their beautiful lakeside patio for lunch. Everyone packed their own and in addition brought a dish or dessert to share! LOTS of food! Surprisingly, I didn't see anyone drinking Paoletti wine?!

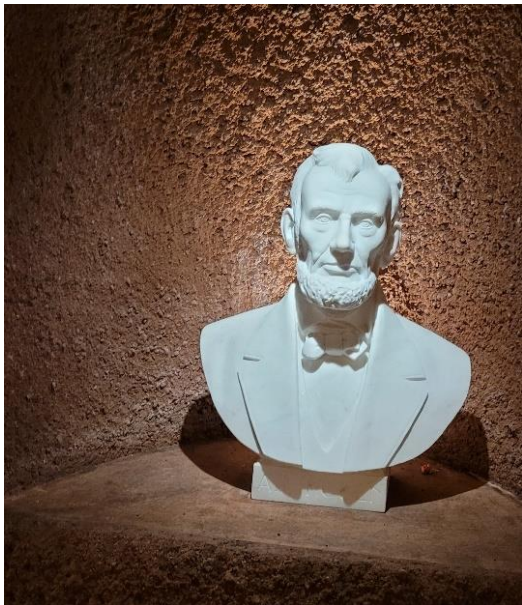
While the SRHCCA contingent departed the tour after lunch (afternoon commitments), others departed the Winery at 1 p.m.



REMTC tourists returned home on several more unique back roads, eventually crossing back to Santa Rosa on iconic Chalk Hill Road, arriving back at Coddington about 4pm.

It was a lovely outing and lots of fun, touring our region's other brass era car enthusiasts. A Big hurrah and thanks to REMTC for including us!

I see
brass cars
for miles



Danville Hot Summer Sunday Car Show and Countryside Tour

Sunday, August 21, 2022, Danville, CA

10:45 am – 3:00 pm Car Show – Countryside Tour – Ice Cream

For Pre-1916 Vehicles Only - PERIOD CLOTHES STRONGLY ENCOURAGED

On Sunday, August 21, 2022, members of the BAHCC may participate in the Danville Summer Sundays Car Show. By special invitation, the BAHCC will display our pre-1916 cars from 11:00 am to 1:00 pm. Additionally, from 1:00 pm to 3:00 pm, we will drive through the countryside, stopping at a local park for ice cream. Here is your chance to show off your vehicle to hundreds of other car owners and enthusiasts, followed by ice cream.

Danville sponsors a Summer Sundays Car Show every July and August. Each show features hundreds of vehicles from all eras. The cars are on display in the downtown area from 8:00 am to 4:00 pm



At 10:45 am, we will parade from the Park n' Ride into the buzzing show area with hundreds of attendees. We will have our own reserved parking area. You will PERK-UP with excitement while enjoying your many conversations with other car enthusiasts.

At 1:00 pm, we will parade out of the show area, driving approximately 10 miles through the quiet Danville countryside to the Mecedo Ranch Staging area for ice cream. You will BULK-UP with calories while enjoying the rolling hills and rail fences. We will return to the Danville Park n' Ride, arriving at about 3:00 pm.



YOU MUST PRE-RESERVE YOUR SPOT by Wednesday, August 17. Call or Text:

Co-Chairmen: Ed Harley 925-997-7710 or Mark Cerruti 925-639-9770

(Be Ready to Depart the Danville Park n' Ride at 10:45 am)

Have Fun Today!

10:45 – 11:00	Drive from the Danville Park n' Ride to the Car Show area
11:00 – 1:00	Danville Hot Summer Sunday Car Show
1:00 – 2:30	Countryside Drive and Ice Cream
2:30 – 3:00	Return to Danville Park n' Ride

Eisenhower's 1919 Road Trip and the Interstate Highway System

Published:

January 4, 2018

On Aug. 8, 1919, young Lt. Col. Dwight D. Eisenhower arrived in **Cheyenne** with a long line of military cars, trucks and motorcycles. The Transcontinental Motor Truck Convoy entered the city on the **Lincoln Highway** during an evening thunderstorm.

The soldiers had spent 11 hours on the road that day, traveling from Kimball, Neb., to Cheyenne. Today, drivers on Interstate 80 can easily make the 66 miles between Kimball, Neb., and Cheyenne in less than an hour.

A few days before, on August 5, after leaving North Platte, Neb., the daily convoy log noted that many of the trucks had to be pulled through a 200-yard stretch of quicksand, resulting in a delay of seven hour and 20 minutes. A large, heavy truck called the Militor was able, after five unsuccessful attempts by other vehicles, to pull out one of the lighter trucks that had sunk into sand deep enough to cover both right wheels and its differential.

The purpose of the cross-country trip—never attempted before—was to determine the condition of the roads nationwide. The *Cheyenne State Leader* article explained that the 72 vehicles and personnel “showed signs of the road, but both were eloquent evidence of the efficiency” of the United States’ effort that helped win **World War I** the year before.



The transcontinental convoy entered Wyoming east of Cheyenne on the Lincoln Highway--a dirt road that varied widely in quality--on August 8, 1919. Eisenhower Archives.

The push for better roads

The nation’s roads and efforts to improve them had long been a concern. “Since the late 19th century,” writes author Sarah Laskow, “the Good Roads Movement had been advocating for upgrades to the dirt and gravel tracks that connected cities to one another—and forming associations to finance and build them.”

Author Tom Lewis traced the Good Roads Movement to Albert A. Pope, a Union Civil War veteran who, in 1878, created a “safety **bicycle**.” Pope organized the League of American Wheelmen, which advocated better roads through a variety of efforts including financing road-engineering courses at the Massachusetts Institute of Technology. By 1900, according to Lewis, 300 companies produced more than a million **bicycles** per year, and “the ‘good roads’ movement was sweeping the country.”

In 1913, the Lincoln Highway, one of the earliest transcontinental highways for automobiles, was dedicated. The 3,400-mile highway route crossed 13 states from New York to San Francisco. For many years, however, it remained a route only—with roads that varied widely in their quality.

On July 16, 1916, Woodrow Wilson signed the first Federal-Aid Road Act into law. The act created the Bureau of Public Roads and allocated \$75 million for next the five years, with federal funds to pay states half the cost for building or improving federal roads. At the time, there were more than 21 million horses, 3.5 million cars and 250,000 trucks in the United States, according to Lewis.

During World War I, troops drove new Army trucks and material from factories in the Midwest to Eastern ports where they could be shipped to Europe. In December 1917, the first convoy took three weeks to drive from Toledo, Ohio, to Baltimore.



Lt. Col. Dwight D. Eisenhower, 1919. Eisenhower Archives. Other factors also led to the push for better roads. Trucks, more convenient and better able to go more places, were gradually becoming competitive with trains as a way to move freight. But trucks weighed much more than automobiles, and their tires were solid rubber; paved roads crumbled under the wear.

By 1919, the BPR had spent only about a half million of the \$75 million allotted, and only 12 and a half miles of roads had been constructed.

Ike's 1919 journey

The members of the convoy that Eisenhower traveled with in 1919 discovered that the nation's roads, especially those west of Nebraska, were in rough condition. The soldiers faced mechanical breakdowns, quicksand, and in Utah and Nevada, rationed food and water. They traveled more than 10 hours daily at an average speed of about 5 miles per hour. On some days, they covered as little as three miles.

The convoy left Washington, D.C. July 7, 1919, to head for San Francisco. The caravan stretched for three miles. Eisenhower and his friend, Maj. Sereno Brett, had served as tank officers together during

World War I. They were among the 24 officers and 258 enlisted men on the journey, accompanied by a 15-piece band courtesy of the Goodyear Tire & Rubber Company.

“In the Rockies of **Wyoming** and Utah and across Nevada, they went where few automobiles had gone before,” Lewis writes. The convoy log of the journey between Kimball and Cheyenne noted “The effect of altitudes exceeding 6000' very noticeable in connection with the starting and operation of motors.”

On August 8, Gov. **Robert Carey** and a host of other dignitaries met the convoy at tiny Hillsdale, Wyo., 17 miles east of Cheyenne, to welcome them to the state. A wild west show was held in their honor at Frontier Park in Cheyenne. Following the show, the soldiers stopped at Fort Russell for a meal and the opportunity to bathe and rest. A dance was also held in honor of the visitors. In appreciation of the “distinctive” welcoming, the *Leader* report explained that the convoy would carry “cloth posters”—proclaiming “Stop Your Roaming, Try Cheyenne Wyoming”—and declaring that Wyoming was spending \$7 million on roads.

Crossing Wyoming, the convoy encountered daily breakdowns and obstacles. Two-hour delays to repair mechanical problems were not unusual. The August 14 entry in the log noted the rough roads after departing Tipton Station west of Rawlins early in the morning. “Bad, sandy trail, very rough, with drop-offs over shelves of rock just below surface. 7 mi west a bad sandy stretch was negotiated more easily by F.W.D.s than other makes.”

Eisenhower noted in a November 1919 report about the trip that in addition to the Militor, which once pulled four trucks at one time, four-wheel drives (F.W.D.s), 2-wheel rear drive vehicles and Mack trucks with chain drives were among the vehicles that made the trip. Because the vehicles each operated at different speeds, keeping the convoy in formation was troublesome. Ike explained that the one-and-a-half ton Packard trucks performed in “remarkable” fashion throughout the trip.

Much of their route across southern Wyoming was not on roads at all, but on the old Union Pacific right-of-way, abandoned after 1899 when the railroad had straightened its routes and improved its grades. The old route was often very winding, soft and sandy, with wobbly, rickety bridges and culverts the trucks broke through.



On August 11, 1919 the convoy stopped for a lunch served by the Red Cross Canteen Service at Rock River, Wyo., on the Lincoln Highway 39 miles northeast of Laramie. Wyoming State Archives. And although the soldiers were feted in towns at various stops along the way—a Red Cross canteen offered refreshments in Rock River, and the people of Medicine Bow put on a street dance—the daily routine was wearing. Dust choked up the carburetors, and unrelenting, bleak terrain was hard on the men. “The intensely dry air, absence of green trees and vegetation,” the log notes in its description of the stretch between Point of Rocks and Medicine Bow, “and parched appearance of the landscape exerted [a] depressing influence on personnel.”

The convoy left [Evanston](#), Wyo. at 12:30 p.m. August 17 and crossed into Utah that afternoon.

Eisenhower joined the convoy “partly for a lark and partly to learn,” he wrote many years later. Ike recalled the time in Wyoming with fondness. His wife, Mamie, and her family, met the “truck train” in the middle part of Nebraska and traveled with them as far as Laramie, Wyo.

Ike recounted these stories in his 1967 book, *At Ease: Stories I Tell Friends*, in a chapter entitled, “Through Darkest America with Truck and Tank.”

Eisenhower and his friend Maj. Brett enjoyed playing some practical jokes along the way, especially enjoying the surprises they foisted on Easterners, like warning them of hostile Indian attacks in western Wyoming. No such attacks actually happened, of course. Another time, Ike “aimed the pistol in the general direction of the North Pole and fired,” to shoot a jackrabbit that he had shot hours before and that Brett posed beside a bush away from the road. Brett, to impress the Easterners, proclaimed what an excellent shot Ike was, holding the dead rabbit by its ears at a distance to disguise its stiff condition.

Hijinks aside, the 62-day journey stayed with Ike for years and impressed upon him the need for good highways throughout the nation.

Somewhere in Wyoming or northeastern Utah, townspeople greeted the parched soldiers with free lemonade--served in a washtub. Eisenhower archives. Roads were terrible, the trucks stuck frequently and sometimes the only recourse was human musclepower. Eisenhower archives.

Highway funding after World War I

In 1921, the Federal Highway Act increased funding for federal roads to \$75 million per year. Lewis explains that

by the end of the 1920s, the BPR had spent \$750 million for roads. The 1921 act, he writes, “made real the idea of a national road system. Each state would designate seven percent of its roads to be linked with those in other states.” In the 1920s, the numbering system for U.S. highways began. The portion of the Lincoln Highway from Pennsylvania through Wyoming became U.S. Highway 30.



In 1922, the Bureau of Public Roads commissioned Gen. John J. Pershing, who had been a son-in-law of Wyoming's U.S. Sen. **Francis E. Warren**, to draw a map that could be used for the construction of roads and also for the purpose of clarifying which roads would be most important for defense if the nation became involved in a war.

The "Pershing Map" became the first official topographical map of the United States. Pershing had commanded the American Expeditionary Force (AEF) on the Western Front during World War I. He also became a mentor to a number of other illustrious United States generals, including Dwight D. Eisenhower.

In the late 1930s, President Franklin Delano Roosevelt proposed routes for a transcontinental system of roads to the chief of the BPR, but **World War II** and then the Korean War interrupted the plans.

Lewis explains that 1953 was a turning point in American transportation history. Eisenhower, who had served as Supreme Commander of the Allied Forces during World War II, became the first Republican president elected in two decades, and he "brokered an armistice in Korea, thus enabling the United States to return to full peacetime production."

More people could purchase cars than before. Between 1950 and 1960, Lewis writes, the number of families owning automobiles increased from 60 percent to 77 percent. During the same decade, the number of railway passenger cars decreased from 37,359 to 25,746. "Since 1936 [railroad] passenger operations had made a net profit only during the war when the government had curtailed automobile travel."

By the time he became President of the United States in 1953, Eisenhower had driven on the German autobahns and had appreciated the ease and speed of travel on those highways. The 1919 transcontinental trek across the United States had convinced him that the nation needed better roads. He wrote, "The old convoy had started me thinking about good, two-lane highways, but Germany had made me see the wisdom of broader ribbons across the land."

Lewis explained, "After V-E Day, when he traveled the autobahn, Eisenhower learned firsthand the value of modern highways to defense."

By the time Eisenhower became president, the nation felt itself under threat of nuclear attack. An interconnected highway system could facilitate routine travel and could provide an efficient escape route in the event of an attack.

The National Interstate and Defense Highways Act of 1956

On June 29, 1956, Congress authorized the National Interstate and Defense Highways Act of 1956, approving \$25 billion for the completion of 41,000 miles of highways within a decade. The interstate was the largest public works project approved in the nation's history.

The Bureau of Public Roads eventually became part of the Federal Highway Administration, formed on April 1, 1967, as a part of the U.S. Department of Transportation.

The Pennsylvania Turnpike, a 162-mile stretch completed in 1940, became part of Interstates 70 and 76—one of the earliest interstate highways. However, in 1956, Missouri claimed to have been the state with the first contracts signed and Kansas claimed status as the first state to begin paving. Nebraska, on Oct. 17, 1974, became the first to complete all of its interstate highway system.

A treacherous stretch through Wyoming

In the late 1950s, the interstate was planned to run through a 77-mile section of Wyoming between Laramie and Walcott Junction. Despite objections from locals, Bureau of Public Roads officials determined to place the highway closer to Elk Mountain on a more direct route, rather than following the path of U.S. Highway 30—the Lincoln Highway—where it swings north through Rock River and Medicine Bow.



At gully after gully across Wyoming, engineers shored up weak wooden bridges with new planking--and then hoped for the best as the first truck crossed.

Eisenhower archives Historian John Waggener writes, "After three years of debates, and after receiving no federal support for locating I-80 along U.S. 30, state highway officials accepted defeat. On May 15, 1959, the Wyoming State Highway Commission approved the direct route. All that they could do was delay construction while the rest of I-80 was completed across the state. Under

pressure from the BPR after a seven-year delay, construction finally began in the summer of 1966."

The stretch from Laramie to Walcott opened Oct. 3, 1970. Waggener writes, "On October 7, an early-season storm caused havoc for drivers on the new highway just as Wyomingites warned would happen. It took only four days for I-80 to become *The Snow Chi Minh Trail* [italics in original]"—a Vietnam-era nickname that, though fading, is still in use. The section has suffered a high accident rate and frequent wintertime road closures ever since it opened.

Nationally, the interstate system also took longer to complete than had been planned. Author Tom Lewis



explains that it "took 40 years not 13 as specified by the legislation President Eisenhower signed in 1956 to build the Interstate Highway System."

In 1991, the interstate, according to Lewis the "largest engineered structure in the world," was named the Dwight D. Eisenhower System of Interstate and Defense Highways. On Sept. 12, 1991, Interstate 90 between Seattle, Wash., and Boston, Mass., became the final coast-to-coast

interstate highway completed. Today, the interstate system consists of about 47,856 miles of completed highways, and in terms of 2016 dollars, the cost of construction was approximately \$526 billion.

HCCA NATIONAL NEWS



Re: Golden Quill Award; Technical Articles; HCCA Int'l Tour 2024; Museum Reminder; Etc;...
Issue: 2022-07-01 #08

Happy Fourth of July!

- **Old Cars Golden Quill Award** – From the Old Cars Magazine Website:

“It is a privilege to announce that dozens of car club publications have been honored with the Golden Quill Award by the editorial staff of *Old Cars* magazine, a well-established mainstay in the world of vintage car publications,” says Angelo Van Bogart, *Old Cars* editor. “Quality, balanced content, creativity, accuracy, admirable layout, and design plus professionalism, are main factors in the selection.”

Yes, Another Golden Quill Award to the:

”*Horseless Carriage Gazette*, Tracy Leshner, editor/graphic design, Horseless Carriage Club of America.”

Congratulations Tracy!

- **HCCA Technical Articles** – Been on the Website lately? Notice anything New? If not, just click on [Resources & Publications](#), then on [Technical Articles](#). So far we have two articles from Harold Sharon’s book: “Understanding Your Brass Car”.

Do you have an article you want to share with other HCCA members? That will be Great! Just send it to the HCCA Executive Secretary Lindsey Gooding Jackson at office@hcca.org

We will add your name at the bottom, so you can help with any follow up questions.

Also, this is another HCCA Member benefit.

- **8th HCCA International Tour** – Tweed Valley, NSW, Australia. Sunday 26th May – Sunday 2nd June, 2024. “Come and join the fun down Under.”

”Centred around the Tweed River, bordering the cosmopolitan Coolangatta of lower Queensland & the relaxed life style of Tweed Heads, this promises to be a fantastic 7 days of touring.” “Bring a car? Borrow a car? Hitch a ride?”

Hosted by the South East Australian HCCA Region. Contact Russell Holden. Email: russell@oldworldlamps.net or Michael Holding mholding@netspace.net.au PH: 61 422 219 911 or 757-434-0056.

- **HCCA Museum Reminder** – From Bob Ladd: “Additionally, there will be a presentation on Friday evening, July 15 by Jeff Mahl, great grandson of George Shuster, who drove the winning Thomas Flyer on the 1908 New York to Paris race. Jeff brings to life the events of 1908.”

“The audience will experience the race, just as Jeff heard the recollections of his great-grandfather, George N. Schuster, driver and chief mechanic of the winning American Thomas Flyer. It was an epic international event, matching the best in automotive technology of the world super-powers Germany, France, Italy, and the United States.”

To get Registration Forms for the event go to: www.museumofthehorselesscarriage.org/events/

- **Calendar Update** – The latest from the HCCA Gazette and Website:

- 36th New London to New Brighton Antique Car Run, August 10 – 13, 2022. New London, MN. Contact: Bruce Van Sloun 612-963-7586.

www.anticquecarrun.org

- Red Flag Motor Tour, September 21 – 24, 2022. Mount Pleasant, IA. Contact: George Chapman Email: gachap@gmail.com Website:

www.redflagmotortour.com

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

HCCA NATIONAL NEWS



Re: Marian Welch Award; Hershey Tent Help Needed!!! Indexing Update; Calendar Update:
Issue: 2022-08-01 #09

- **Marian Welch Award Nominations** – The Marian Welch Service Award is the Horseless Carriage Club’s most prestigious Honor, awarded to members whose dedication and service to the HCCA has had a huge impact on our club and the hobby. Members are now asked to submit to the HCCA office, on or before October 31, 2022, recommendations of candidate(s) to be considered by the Board of Directors. The Qualifications are:
HCCA Member for minimum of 10 years;
Active involvement at the Local and National levels;
Different **Leadership Positions** held;
Demonstrated **Outstanding Service;**
Dedication and, Consistent and Continuing Service shown.
Since this is the highest honor that the HCCA can give to a member, nominations should include the following information: Membership length; Leadership positions held; Activities performed; Types of Service at the Local and National levels; Efforts to promote Club values; and the Helping and Mentoring of others.
Please send member nominations and information to:
Awards Committee Chairperson
c/o HCCA Office
3109 Fish Canyon Road
Duarte, CA 91010-1506
The Marian Welch Award nominations can be submitted by email as well. The nomination and supporting documents should be in a document attached to the email. Please send the email to: office@hcca.org Subject Line: c/o Andy Wallace, Awards Committee Chair.
See the September - October 2022 Gazette, page 23, for complete details.
- **Hershey Tent Help Needed!** – Ever wonder who sets up that Great Big Beautiful Tent at

Hershey every year? Up until this year, it was Bob Ladd and his HCCA volunteer crew. Bob is busy with the Museum of The Horseless Carriage, and the Club needs a volunteer to take on Bob’s Hershey Tent role. The Hershey Tent is very important to the Club. This is our presence at this most important Swap Meet, that attracts International attention, and houses many HCCA and other activities during the week. Volunteers please contact Bob Ladd directly at: jbobladd@ptd.net or call 717 269-5508.

- **Indexing Update** – From member Peter Findlay, the indexing of past issues of the HCCA Gazette is nearing completion, by the end of August. This is an amazing accomplishment, and it was completed by Club Volunteers in just ONE Year! Thank You to all the Indexing volunteers who made this possible. Now the Best part. Once the indexing work is completed, the final tuning of the Index Database will take place. Once that is completed, the Gazette Index will be available for HCCA Member download and research. Stay tuned.
- **Calendar Update** – The latest from the HCCA Gazette and Website:
 - **Red Flag Motor Tour**, September 21 – 24, 2022. Mount Pleasant, IA. Contact: George Chapman Email: gachap@gmail.com Website: www.redflagmotortour.com
 - **Hershey Hangover XI**, October 8 - 10, 2022. Morgantown, PA. Sponsors: Susquehanna Valley Regional Group and Snapper’s Brass and Gas Region AACA. Hosts: John McAnlis and Jeff Leshner - 610-639-1977 Email: hersheyhangover@gmail.com

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

Santa Rosa HCCA Monthly Meeting Minutes – August 10 2022

Round Table Pizza, Occidental Road, Santa Rosa

Attendees:

Stan Ramondo
Jim Flint
Vicki Porter
Steve Cavalli
John & Linda Pearson
Bill Scales & Cinda Craven
Linda Eggleston
Donna Jones
Guy Smith
Kim & Wayne Simoni + grandson Nathan Simoni

President Stan Ramondo called the meeting to order 6:26pm

July 13 meeting minutes not reviewed; will be included in AUGUST Sidelights for review and approval.

Treasurer's Report: \$990.61

Tour Report:

Stan Ramondo is leading the August Tour. August 24th, 9am meet at Pacific Market Sebastopol. Departure @ 9:30

Discussed Steve Chase/Steve Cavalli Tour to Napa and Paoletti Winery on July 16. Please see write-up in AUGUST Sidelights. We discovered that Donna Jones was overtaken by the heat later in the afternoon. She is feeling fine now!

We started discussing the idea of another overnighter. John Pearson will explore further.

There will be a west coast National HCCA Convention and Tour in April 2023. Please see flyer in Sept/October Sidelights, coming soon to your mailbox!

General:

Bill & Cinda's Buick is apart; work being done to get it running again
Jim Flint regaled us with a journal his wife Alma kept during a 1990 trip to Oregon in their newly restored '31 Buick. Entertaining and interesting to re-live!

President Stan Ramondo closed the meeting at roughly 7:35pm. Secretary Kim Simoni had to depart prior to closing.

Respectfully Submitted by Kimberly Simoni, SRHCCA Secretary

2022 SANTA ROSA HCCA REGIONAL GROUP MEMBERSHIP

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

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