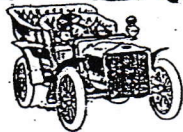


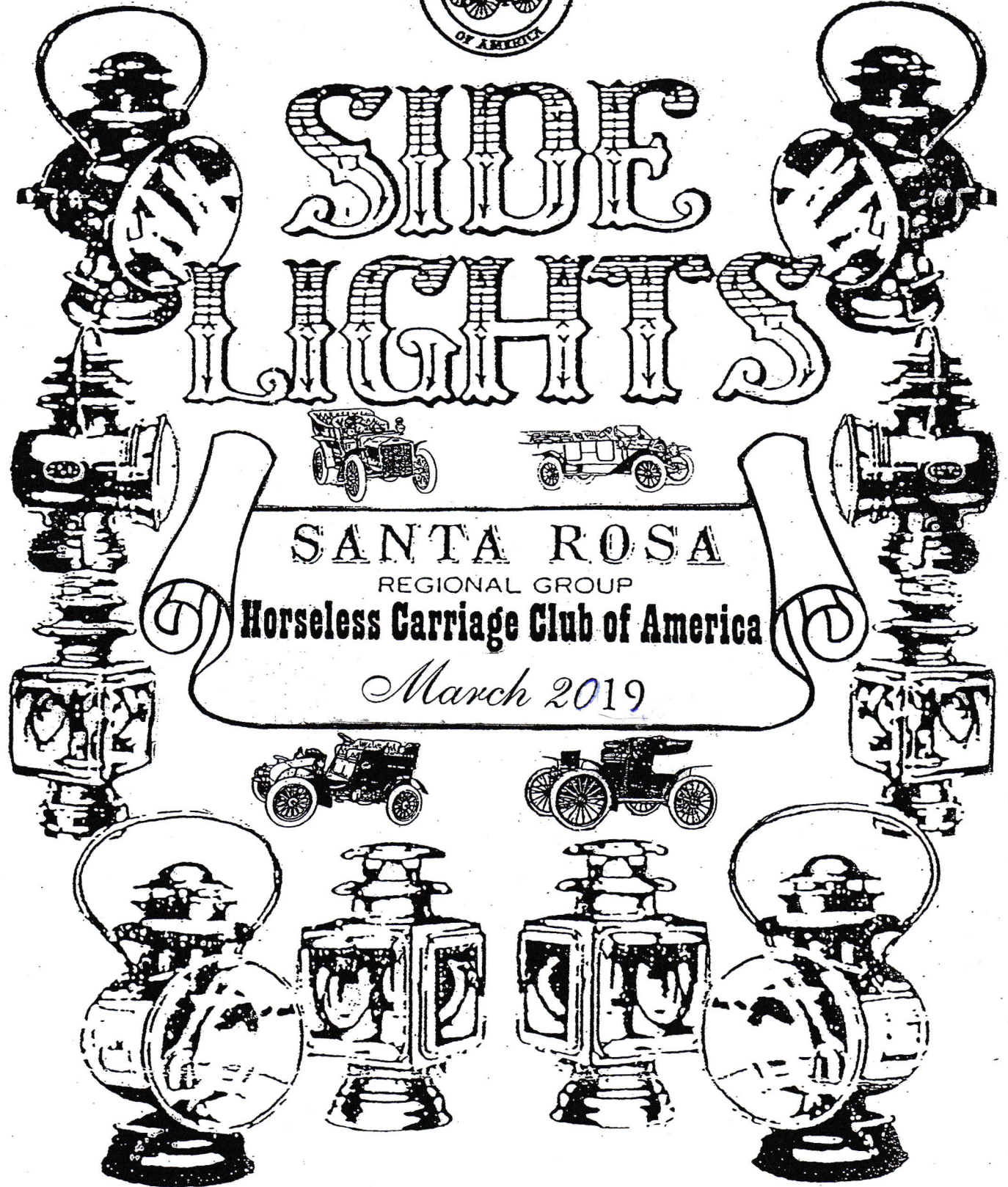
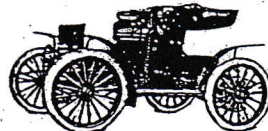
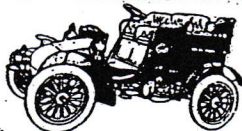


SIDE LIGHTS



SANTA ROSA
REGIONAL GROUP
Horseless Carriage Club of America

March 2019



President's Message

It is with a heavy heart that we acknowledge the passing of Phyllis Welsh, a member of our Santa Rosa Horseless Carriage Club for over 50 years. We send our condolences to Warren, Ron and Irene, and the entire Welsh family.

It was good to see a lot of members at the February meeting. We discussed this year's overnight tour, and a date will be set at the next meeting. The March 23rd tour (weather permitting) may be a joint tour with the Bay Area Horseless Carriage Club. We'll provide more information at the March meeting and by e-mail.

Bill Scales

Meeting Minutes

The February 21st meeting of the SRHCC was held at Round Table Pizza on Marlow Road in Santa Rosa, CA and was called to order at 6:58 pm by President Bill Scales.

Attendees: We had 16 attendees this month: John and Linda Pearson, Guy and Michelle Smith, Bill Scales and Cinda Craven, Stan Romando and Kathleen Jones, Don Johnson, Daryl and Linda Eggleston, Kim and Wayne Simoni, Donna Jones, Dick Winterhalder and Jay Whited. No guests or new members were present.

Secretary's report: Last month's minutes were approved as published in the Sidelights.

Treasurer's report: Several members still owe dues. An additional \$160 was spent on wine at the Installation Dinner. Linda Eggleston reported we have \$771.16 in our treasury.

Correspondence/Editor: No correspondence was received this month. John Pearson to contact Kathy Small to see if she wants to receive Sidelights via e-mail.

Old Business: None.

New Business: None.

Tours: March tour may be a joint tour with the Bay Area HCC. Possible tour up to River Rock Casino for lunch and to the fish hatchery at Lake Sonoma. Bill Scales and Don Johnson to coordinate. The overnigher was discussed, and it was agreed that we need to pick a date soon to get maximum attendance. John will send out an e-mail with a few dates to choose from.

Sunshine: Clay Green, HCC member from Pennsylvania and dear friend of Wayne and Kim, is battling cancer. Al Soiland, two times past president of our club, died on February 5th.

Website: No report.

Membership: Kim Simoni volunteered to reach out to Matt to see if she can keep him on the hook to join our club. A suggestion was made to motivate participation of current, but not active, members with a free meal.

Car Talk: Stan Romando shared a photo from the 1956 HCCA convention in Reno.

Meeting was adjourned at 7:38pm.

Respectfully submitted,
Cinda Craven, Secretary

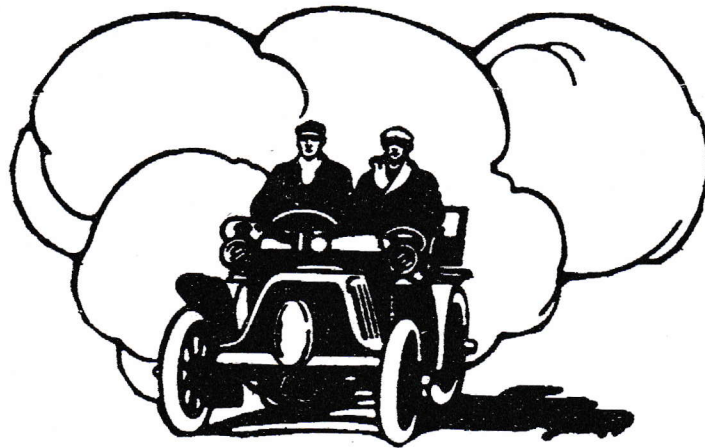
2019 SANTA ROSA HCC REGIONAL GROUP MEMBERSHIP

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

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<p>Meyer, Max & Laura 1951 Hill Rd. Willits, CA 95490 (C) 707-459-2960</p>	<p>Pearson, John & Linda Box 58 Forestville, CA 95436 (F) 887-1000 pearsonassoc@hotmail.com</p>	<p>Porter, Vicky 10509 Mill Station Rd Sebastopol, CA 95472 707-827-3437 (E) vickyporter@att.net</p>
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KEY	OFFICERS & POSITIONS	
(E) = Email	President: Bill Scales	Editor: Jay Whited
(F) = Fax	Vice Pres: Wayne Simoni	Historian: Stan Ramondo
(W) = Work Phone	Secretary: Cinda Craven	Membership: Dick Winterhalder
(C) = Cell Phone	Treasurer: Linda Eggleston	Special Events: TBD
(H) = Honorary Member (Non Dues Paying)	Directors: John Pearson Guy Smith Gail Shaw	Sunshine: Linda Pearson
(NDNP) National Dues Not Paid		Tour Chair: John Pearson
		Webmaster: Wayne Simoni

**THE
AUTOMOBILES
OF
1904**



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1961

[I]t is four or five years now since the comic papers began to hail the advent of the automobile with pictures of motor cars rearing wildly at the unwonted sight of a horse on the public highway. Business men do not care to risk capital or to prophesy unless they know, but they invested a good many millions in the automobile from the beginning. Yet business men understood very well that the manufacture of automobiles could never be put on a permanent industrial basis by building "Red Devils" for millionaires and victorias for millionairesses. The only people who can support a great American industry are people in moderate circumstances, who can pay for a convenience what they will not pay for a luxury. The opportunity was a great one, the manufacturer seized it, and the result is the mightiest revolution in transportation since Stephenson stoked his first locomotive.

The automobile has come to stay. Already the prophetic eye of the suburbanite sees himself emancipated from the commutation train; the country doctor's horse will not be hitched eternally to the front post; the trucking horse is passing as certainly as the horse of the "bob-tail" car. From a luxury the automobile has become a convenience. From a convenience it will become a necessity. And the public knows it. During the past year we have seen among our readers multiplying signs of interest in the subject of automobiles. To focus this interest and to bring to our public the information concerning automobiles which otherwise could only be gathered piecemeal, from a multitude of separate sources; to give this information in a clear, concise way; to put before the prospective buyer all the cars manufactured by reliable firms, which are open to his choice—in a word, to put the Case for the Automobile before the great American jury—that is the object of this Automobile Number.—THE EDITORS.

AUTOMOBILE POSSIBILITIES

By STEPHEN WALLACE MERRIHEW, Technical Editor of *Motor-World*

IT has been well said that the automobile is destined to duplicate on the highways and the byways the performance of the locomotive on its steel tracks. This is simple, sober truth, and yet it is only a half-truth. The locomotive is a highly specialized machine, the product of a century's ceaseless endeavor, which has resulted in bringing it to approximate perfection. Human skill and ingenuity can go but little farther in that particular direction, and already the conviction is forcing itself upon discerning people that something better than the steam locomotive will soon be needed.

The automobile is mechanically a mere infant, yet already it gives the promise of developing into a giant. Originally a contemporary of the steam engine, and preceding the locomotive, it suffered from persecution and neglect which resulted in its disappearance from sight for a century. The sum and substance of its progress since its reincarnation is measured by one short decade. In 1893 there were in existence but a few experimental machines—most of them in France and a few in Germany and the United States.

It is quite within bounds to say that the automobile will do for the individual what the

locomotive has done for mankind collectively; and it will do it on the roads which—good, bad and indifferent—are now in existence in every civilized country as well as in many uncivilized ones.

The automobile must be viewed in three ways: as a vehicle of sport, of pastime, and of business. Hitherto the first and second have absorbed the lion's share of attention, as a natural consequence of the experimental state of the machine, its absolute novelty and its possibility for exciting sport.

The racing automobile and its driver have loomed large of late—unduly so. Cars equipped with engines of enormous power have found their way into the hands of injudicious people and the logical result has followed. But, after all, the racing automobile has wrought the immeasurable improvement of the species as surely as the training of runners and trotters has improved the breed of horses.

Of scarcely less value to the industry has been the influence of the pastime of automobiling. With a generosity and prodigality such as enthusiasts alone are capable of, a gallant band of pioneer automobilists have poured out treasure and effort.

There remain the business users of the automobile. Two or three years ago even, they were in the minority. In the main they were actuated by an ardent desire to obtain advertising from the novelty. To-day they seek emancipation from the domination of the horse. They found ready to their hands a carriage which, if not exactly ideal, was yet practical and practicable, which did the work of three horses in a fraction of the time and with a minimum of the labor.

To-day this class has grown enormously and is growing with steadily increasing rapidity. It is probable that for every future purchaser who regards his automobile as a pleasure vehicle there will be two who acquire it to use mainly, if not solely, for business purposes. The term business purposes is used in its large sense. The man who employs an automobile to transport passengers—himself, his family, his friends—is embraced in it as well as he who transports goods.

The existing systems of transportation have been revolutionized within a century. The railroad fell just short of working miracles. The later trolley car proved to be a fitting complement to it, having its strength where the railroad was weak—in the cities and towns, and in linking them with the suburbs and even the country. The bicycle at one time promised to eclipse the trolley. But, as it turned out, there was room for both, though the bicycle is still a growing force, especially in the rural districts.

The fourth epoch-making invention is the automobile. Some conservative observers look to see it oust the horse, out-distance the bicycle, and equal railroad and trolley car.

The railroad train and the trolley car are circumscribed in their operations by their tracks. The automobile goes wheresoever its driver wills, and at a cost per passenger of from one-half to one-sixth that of the railroad. It does this at any desired speed—equalling at will the horse in slowness, the locomotive in swiftness. It is always ready, can start on a journey of one mile or a thousand at a moment's notice, needs but one person to operate it and provides accommodations for from two to six or more passengers. The choice of routes is world-wide, and it can rise superior to considerations of weather. In short, there are no bounds to its capabilities, no appreciable limit to its usefulness.

In considering the permanency of the automobile, the bicycle inevitably invites com-

parison. Much that is said in commendation of the automobile applies with equal force to the bicycle. The analogy is close, the resemblance striking—up to a certain point; that reached, it falls completely to the ground. The bicycle has for its mainspring of action human physical endeavor. The automobile does all that the bicycle does and does it without physical exertion. It is a machine, pure and simple, tireless, exhaustless.

To-day the automobile is thoroughly efficient and reliable. It is the cheapest vehicle in existence, initial cost and operating expenses being considered. The value of the annual product of automobiles in the United States reaches tens of millions of dollars.

Yet this is but a shadow of the future which awaits it. The development of the automobile has reached a stage where, as far as present knowledge and belief go, progress must necessarily be slow. The work will be along present lines and improvements in detail alone seem possible. The electric, the steam and the gasoline machines all have their field and will continue to appeal to different clienteles. Those clienteles will grow and grow, until the day will come when the poor man will have his automobile as surely as the rich man or the man of moderate circumstances; he will use it to bring his suburban home and his workshop close together, and also for his outings. A house without an automobile will be the exception. The automobile will become an indispensable adjunct to modern civilization.



WHAT NOT TO BUY WHEN YOU BUY AN AUTOMOBILE

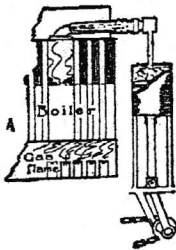
By P. M. HELDT, Technical Editor of *The Horseless Age*

WHEN the prospective automobilist has finally made up his mind that he must have a "machine," he is confronted with a very serious and perplexing problem—that of selecting from the multitude of makes and styles offered in the market the one best suited to his needs.

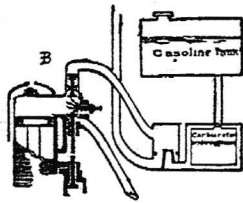
Of the many motive powers suggested and commercially exploited during the past ten years only three have proven successful so far—those popularly known as electricity, steam and gasoline. Gasoline is the source of mo-

tive power in both the so-called gasoline and steam vehicles, a fact which is the cause of the frequent confusion of the two types in the popular mind.

Motor principles.



Steam principle.



Gasoline principle.

The difference in the use of the gasoline in the two types of cars is that in one it is burned in a burner under a steam boiler to generate steam, which is used in a steam engine which drives the car, while in the other it is burned directly in the cylinder of a gasoline or explosion engine which drives the vehicle.

Each of the motive powers may be said to have its special field, though the ranges of practical application of steam and gasoline overlap considerably. The electric car, being dependent upon power houses, is thereby limited to use in cities and suburbs, where charging stations are sufficiently numerous. The range on one charge of an ordinary electric vehicle varies between twenty-five and sixty miles, although over two hundred miles have been made by a specially built machine.

The manufacture of electric cars has been concentrated in the hands of a comparatively small number of large concerns, and all parts of these vehicles, with the exception of the battery, have long passed the experimental stage and reached a high degree of development, so that no matter what machine the purchaser buys, he does not run the risk of making a great mistake.

Generally speaking, the larger the capacity of a battery in proportion to its weight the less its durability, and for this reason few electric vehicles are equipped with batteries which are good for more than forty miles on one charge on fair roads.

Don't purchase a second-hand electric carriage without scrutinizing the condition of the battery. When an electric machine is offered for sale second-hand the reason often is that the battery is nearly or completely worn out and the owner dreads the expense of renewal. A trial of the car, if it can be had, is a fairly convincing test, as the mileage, or total distance run on one charge, drops with the deterioration of the battery.

Considering only the highest developed types, the steam and gasoline systems are both eminently suited to long distance touring as well as to local work. The most advantageous feature of steam power is its flexibility, the property which admits of temporarily increasing the power far beyond the average amount available, a feature particularly to be appreciated in mountainous sections. Steam vehicles are also more free from noise, smell and vibration than gasoline vehicles. In steam machines the boiler and burner are perhaps the most valuable parts, and they should be carefully examined by the purchaser and watched by the driver.

The advantages of the gasoline system as compared with steam are that it is more economical of fuel, and that the gasoline car, generally speaking, is gotten under way more quickly when starting on a run, and is more immune from fire risks.

The weak point of the gasoline machine is the mechanism which produces the spark necessary in the use of this kind of power, but improvements are constantly being made in this direction. A certain amount of muscular effort is necessary in the "cranking" or turning the wheel which starts the gasoline mechanism. This effort is not required on steam autos, nor always indeed on gasoline machines of the four-cylinder type which are largely self-starting. By the application of the flash system in the steam machines the time necessary for getting under way has been reduced to about five minutes.

In the choice of an automobile the purchaser's financial status is, of course, a determining factor. The price of stock cars varies roughly from \$500 for the lightest types of runabout to \$12,000 for the powerful imported touring cars. The qualities the purchaser requires in a car are about as follows, in the order of their relative importance: Safety, reliability, comfort, economy, appearance.

Do not purchase a machine because of its speeding ability or its track records. Speeding or scorching is the cause of a very large majority of automobile accidents. In spite of the very defective construction of most of the earlier machines, there was not a single fatal accident in this country between 1895, practically the beginning of the automobile movement, and 1900. It was when the speed craze developed and machines became over-powerful that serious accidents first occurred. Excessive speed should be deprecated, while on the other hand, good hill climbing ability is

essential. This is partly a question of gearing.

Do not buy a car which has a defective braking system. The safety of a car is largely dependent upon its brakes. While it would be wrong to consider a car having only a single brake unsafe, in the writer's opinion two independent brakes are much better than a single brake. Some brakes are so constructed that they hold only in one direction and cannot prevent a car from running backward. Down hill should the power fail during an ascent. To depend on such brakes alone is to invite accident. Few cars are now constructed without at least one break holding in both directions, but many cars of the older styles now offered for sale second-hand have only one brake, and that operating in one direction only. It is well not to buy such cars, or if they are bought, they should be immediately fitted with good double acting brakes.

Almost as important as the brake, from the standpoint of safety, is the steering gear, and a machine with a defective or frail steering gear should be avoided. The steering gear and brakes of a car should be given periodical inspection when the car is in use.

The extent to which a car possesses reliability can hardly be determined in any other way than by an extended trial.



WHAT A CHAUFFEUR SHOULD KNOW

By S. M. BUTLER, Secretary Automobile Club of America

THE motor car of to-day, as its name indicates, consists briefly of two parts—the motor and the car. Thus we have two factors to deal with: first, the car to be propelled—the dead factor; and, second, the propelling power, the motor or engine—the live factor. The car without the engine is powerless; the engine alone may run without effect. Only when they are coupled together do we have a resulting active combination which must be guided by the hand of the driver. The engine having been started, is connected with the car by means of a hand or foot lever within easy reach of the driver, which controls the connecting mechanism known as the clutch. "What shall I do to stop?" then simply becomes a matter of pulling out the clutch—disconnecting the

engine from the car—and applying the brake to bring the car to rest. So intimately connected are the clutch and brake as factors in stopping that in many cars the throwing on of the brakes at the same time throws out the clutch. In other cars, however, the clutch must be first pulled out before the brake is applied. In his first driving the question of stopping will be the one which will most agitate the novice, and in "ganging o'er his fundamentals" he might well rehearse to himself with many reiterations: "To stop! Clutch out. Brake on." Later in his experience he may be confronted with the "forcible" proposition of "What shall I do to start?" (when the engine refuses to turn), but that is something about which he can take his leisure and learn by experience, whereas the stopping is often a situation calling for immediate and rapid action.

Whoever aspires to run the rapid and untiring motor car in town or country in place of the slower and soon-tiring horse must remember that the machine will supply the power, but he must furnish the brains; that if he will feed it (with oil, etc.), clean, inspect and care for it with one-half the regularity that he would feed and care for his horse, he will get a manifold return in work done and enjoy an exhilaration and pleasure which must be tasted to be known; it cannot be adequately described. If, however, he expects, as many do, that simply *because* the motor car is a machine it will run week after week without care and attention, he will be doomed to disappointment.

To the man who is the fortunate possessor of an inclination toward mechanics, the motor car affords a fertile field for the employment of such a talent. Americans as a class adapt themselves rapidly to new purposes and things, and by the average man, therefore, though he may have no especial mechanical faculty, the intricacies of the motor car are soon learned, and if he puts into practice the instructions received from the maker's mechanic, the *operation* of the car will be rapidly acquired.

As to maintenance, he should first, above all, avoid the not uncommon error of "taking things apart" to see how they are put together. Presumably the car is delivered to him properly adjusted and in order, and it should be allowed to remain so until ordinary wear and tear makes it necessary for new adjustments to be made or worn parts replaced.

An inspection of the car should be made at the end of each day if touring (and at frequent intervals at other times), for the tightening of a bolt or nut which may have jarred loose will often prevent breakdowns and future repairs and replacements. Great care should be exercised in regularly oiling all necessary parts, and it should be remembered that want of lubrication is the cause of more than half the ills the motor car is heir to. These inspections and daily oilings one will quickly be able to perform himself, and he will soon acquire sufficient familiarity with the workings of his car to remedy without assistance the minor difficulties which may arise. Locating motor car troubles should always be approached by a system of elimination, which very nearly approximates that of medical diagnosis, eliminating in succession each possible cause as indicated by the symptoms, until the ultimate cause is reached and cured.

In driving at first, one should be more than ordinarily careful on down grades not to allow the car to get away from his control. As with the horse, always keep the car in hand by means of the brakes, which should always be examined before starting out to insure that they are in proper condition. Avoid the too frequent use of the horn. It indicates timidity and says plainly that you want the whole road. It frequently alarms pedestrians and horses and causes them to take an unexpected course. Use the horn judiciously when necessary, but do not compel everyone on the road to get out of your way. It is generally easier to keep out of *their* way.

Above all things drive with consideration for the other users of the highway on foot or with horses, and remember that they are having their troubles in accustoming themselves and their animals to the new method of locomotion.



THE HORSE AND THE AUTOMOBILE

By VICTOR R. LOUGHEAD, Technical Editor of
The Motor.

TWO arguments are commonly advanced against the automobile by partisans of the horse. One expresses a merely sentimental preference for the animal; the other denies the utility of the machine. The first

claim is not likely to be entertained seriously by any considerable proportion of road users. It is already an established joke among automobilists that the horseman who has once enjoyed a good ride in a comfortable, smooth-running machine is rarely thereafter to be found preaching the delights of horse using. The utility argument is even less substantial. It is becoming daily more obvious that the horse is less reliable and less economical than the modern automobile for a given service.

Three principal types of automobiles are in successful use. There is the electric, driven by electric motors deriving current from a storage battery; the steam, equipped with a power plant consisting of a light steam engine and boiler—the latter heated by a gasoline flame; and the gasoline, run by an internal combustion motor in which gasoline is ordinarily used, but in which alcohol, acetylene, and kerosene can be used, though perhaps not commercially as yet.

Each type has its advantages and disadvantages. The electric is the simplest, but it can only be run in the vicinity of charging stations, and it is not highly efficient or likely soon to become so, even should batteries two or three times as light as the ones now in use be invented. The steam machine is silent, powerful, and easy to control, but consumes more fuel than the gasoline and cannot as readily be prepared for a run or left unattended, especially in freezing weather. The gasoline engine is highly economical and simple, but its control is sometimes more complex than that of either of its rivals.

Present practice is rather in favor of the gasoline machine. In two important endurance tests recently conducted, in which one hundred and thirty-eight machines competed, nine were steam and all the rest gasoline. Ninety-four gasoline cars and six of the steamers finished.

All three types are perfectly safe if run with reasonable caution. Steam and gasoline machines both use highly inflammable fuels and therefore demand the same precautions that are essential to the safe operation of a kerosene lamp or gasoline stove. There is hardly a case on record, however, where personal injury has resulted from an automobile fire, the damage usually being confined to the machine. As for other accidents, it has been conclusively demonstrated that at given speeds an automobile can be stopped, started and manœvered more quickly than a

horse vehicle. A horse rarely goes as fast as twenty miles an hour, and practically all the fatalities and serious injuries due to automobiles have occurred at higher speeds than this, proving that it is the abuse, rather than the use of automobiles that results in accidents.

The popular impression obtained from observing roadside repairs comes from a failure to understand that the few minutes so spent are the equivalent of the hours of grooming, feeding, resting, that the horse must have *every* day and the occasional shoeing and doctoring, without which he not only deteriorates—but dies. The automobile cannot die.

Merely guiding and controlling an automobile is as easy as merely driving a horse, and certainly automobile engineering is hardly as abstruse as the combination of veterinary science, blacksmithing, harness making, and carriage building that is requisite to a full technical understanding of that which some wag has termed the hippomobile.

An automobile will go farther and faster than a horse. This is not so much due to its high speed as it is to its capacity for maintaining a maximum speed ten hours as well as ten minutes. With good roads, any place within a hundred miles can be visited and returned from the same day, at an easy touring pace.

An automobile properly powered and geared will go up any grade or over any surface on which its wheels can secure traction. The worst muddy and sleety roads can be taken easily if ropes or chains are wound around the tires. Sand and deep mud make hard pulling for the automobile, but they are not easy for a horse. The one superiority to be conceded the horse in rough traveling is his ability to ford deeper streams.

The general utility of the automobile is best shown by what it has actually accomplished. Three automobiles—one light run-about and two heavy touring cars—have crossed the continent by their own power from San Francisco to New York, at average speeds of over one hundred miles a day. In an endurance test recently conducted from New York to Pittsburg, twenty-five of the thirty-four starters finished, over abominable roads and under weather conditions so severe as to tie up railway systems in the same section of the country. It is estimated that 50,000 automobiles are in use to-day in the United States.

A new automobile costs from \$375 to \$17,000, the difference being more in size, finish and speed than in usefulness. Second-

hand automobiles may be had for less, but are rarely worth more than is paid for them, and are apt to be particularly poor bargains if at all out of date. Weights range from 400 to 3,500 pounds for pleasure and light commercial vehicles, and carrying capacity runs from 25 to 50 per cent. of the weight.

The life of any good automobile, with renewable bearings and interchangeable parts, should be at least as long as the working life of several horses. The maintenance of a machine must be figured on a different basis from that of a horse, as a horse costs so much per unit of time kept, while an automobile costs so much per unit of work done. In practically every instance on record, however, individual users have found the machine less expensive than the animal, even under the severe conditions of constant use. For irregular use, the automobile makes a still better showing, as it cannot eat its head off in idleness. Fuel and lubricants for gasoline or steam machines will cost from one-half to two cents a mile. Current for an electric machine usually costs considerably more. A small annual outlay for repairs and replacements is always to be expected. Tires cost from \$40 to \$240 a set and will run 2,000 to 15,000 miles, according to the weight of the vehicle, the character of the roads and the speeds ordinarily maintained. One of the gasoline machines that recently accomplished the transcontinental trip made the distance on a tire expense of one and a half cents a mile, and a fuel and replacement expense of one cent a mile. Three passengers were carried most of the way. With five, the vehicle's full seating capacity, the cost of transporting each passenger would have been one-half cent a mile—equal to a railway fare of \$15 for 3,000 miles. A lighter vehicle, or better roads, would have reduced all expenses

From the foregoing it seems clear that no horse-user should hesitate to change to the automobile. There are several matters he should consider, however. In the first place, he should not be influenced in his selection by any consideration of what this or that type of automobile may have been last year or the year before. A year or so ago the good automobile was uncommon; now the poor one is the exception. Another point is the use for which the machine is intended. For the maximum of comfort in long-distance touring, the high-priced, heavy touring car is the only machine to use. If economy is of importance, a light machine will reduce fuel and tire bills to the lowest limit.

Duster Doings Autumn Leaf Tour

2018's Autumn Leaf Tour was well planned. The touring directions were precise. A few of us arrived on Thursday, but most everyone else arrived on Friday morning. Friday's tour began at 2:00 P.M. Our first stop was the Ramona Bowl parking lot. We left the parking lot, and headed for Diamond Lake. A number of years ago, the Smiths took us to view the area while they were constructing the dam. I remember watching the large machines working on the dam. On our way back to the Motel we stopped at the visitor center where we had a guided tour. After our tour we also went to the museum.

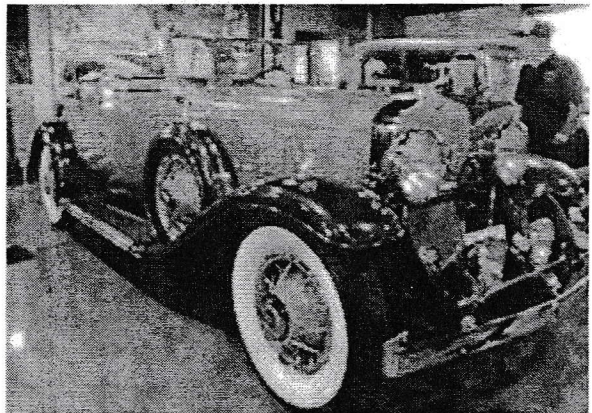
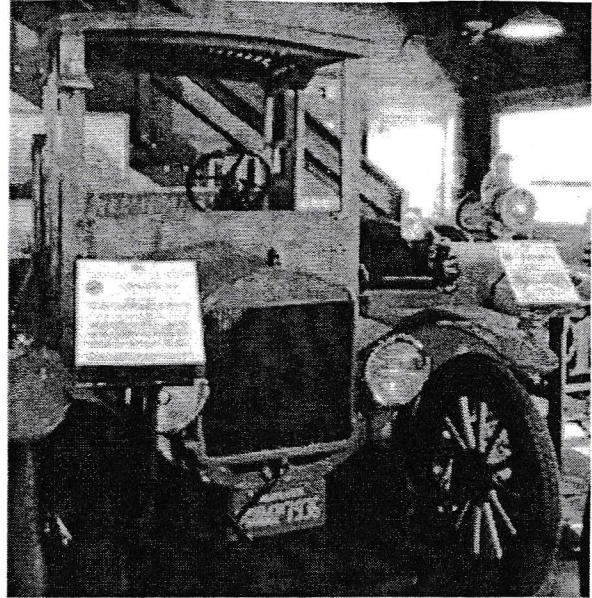
Then it was back to the motel. Members ate at different restaurants. A few of us went to an Italian restaurant owned by a cousin of Jim Guinn. On Saturday we drove on old



country roads on our way to the Motte Car Collection. There were a lot of interesting

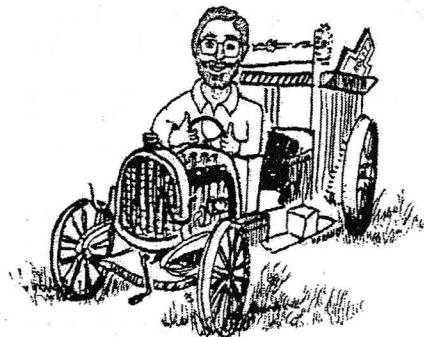


cars displayed there. We enjoyed a nice lunch served by the Motte Car Museum. Here are a few pictures of some of the cars. There were too many cars to show all of them.. After lunch we drove to Perris to



visit The Orange Empire Train Museum. Unknown to us that day was a special Halloween Event and we decided not to attend. We drove back to the Motel and relaxed until it was time to go to the Banquet. Our Banquet was held at Soboba Springs Country Club. We enjoyed a nice dinner After dinner the awards for the favorite Pre 1915 and Post 1915 cars were awarded..

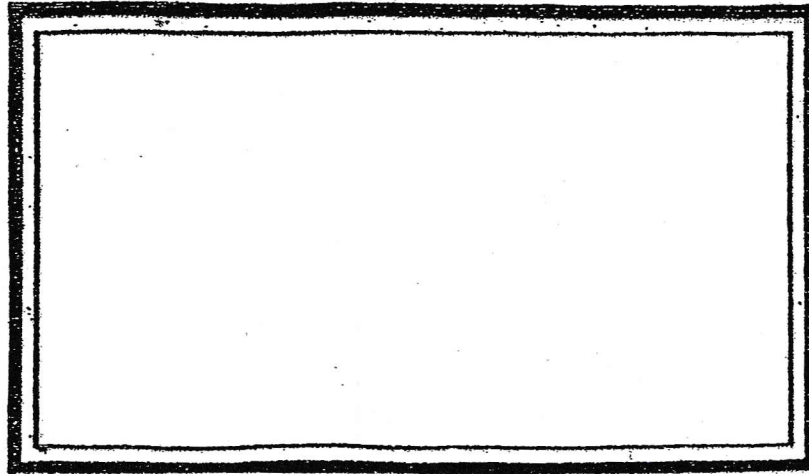
DUSTER DOINGS



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

DATE:	EVENT:	COMMENTS:
2019	<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>
DUES DUE FOR 2019	<u>SANTA ROSA HCCA DUES ARE \$35.00</u>	SEND TO LINDA EGGLESTON, HCCA 7505 MALONE RD., FORESTVILLE, CA. 95436
MARCH 21	MEETING AT ROUND TABLE PIZZA	
MARCH 23 #	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 8-10	POSSIBLE OVERNIGHT TOURING??	
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 15 #	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
AUGUST 28-30	POSSIBLE OVERNIGHT TOURING??	
SEPT. 19	MEETING AT ROUND TABLE PIZZA	
SEPT. 22	TOUR	SMITH'S
SEPT. 25-28	POSSIBLE OVERNIGHT TOURING??	
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?
##.	NOTE DATE CHANGE	
NOTES:	PLEASE ADD CORRECTIONS & OTHER CAR ACTIVITIES & DATES AND GIVE TO PEARSON	PLEASE SIGN UP FOR OPEN DATES. DATE: 2/25/2019

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



Happy Birthday

MARCH 5 DARYL EGGLESTON

MARCH 5 JOHN PEARSON

MARCH 17 KIM SIMONI

MARCH 23 STAN RAMONDO

MARCH 24 MAX MEYER



Happy Anniversary

MARCH 7 DON & PAM JOHNSON

MARCH 19 GARY & JANET FILIPPINI

MARCH 30 JIM & ALAMA FLINT

STARTING MOTOR

The starting motor is mounted on the rear motor supporting arm, having a pinion, which automatically engages the toothed edge of the fly wheel when the motor armature is rotated rapidly, as in starting. The armature shaft of the starting motor has an extension or sleeve provided with square threads. The pinion is also threaded and, in addition, carries an eccentric weight, which holds the pinion in the position shown in Fig. 41, with the weight underneath. Because of the weight, the pinion is too heavy to turn

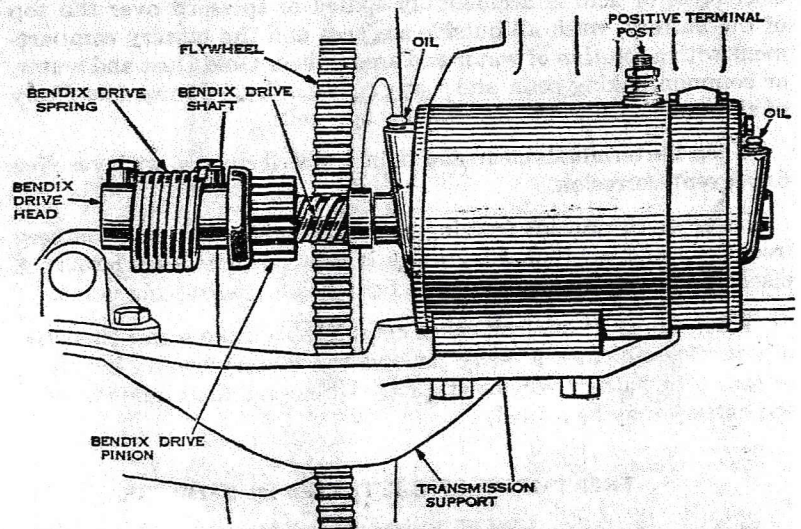


Fig. 41—Starting Motor