



SIDE LIGHTS

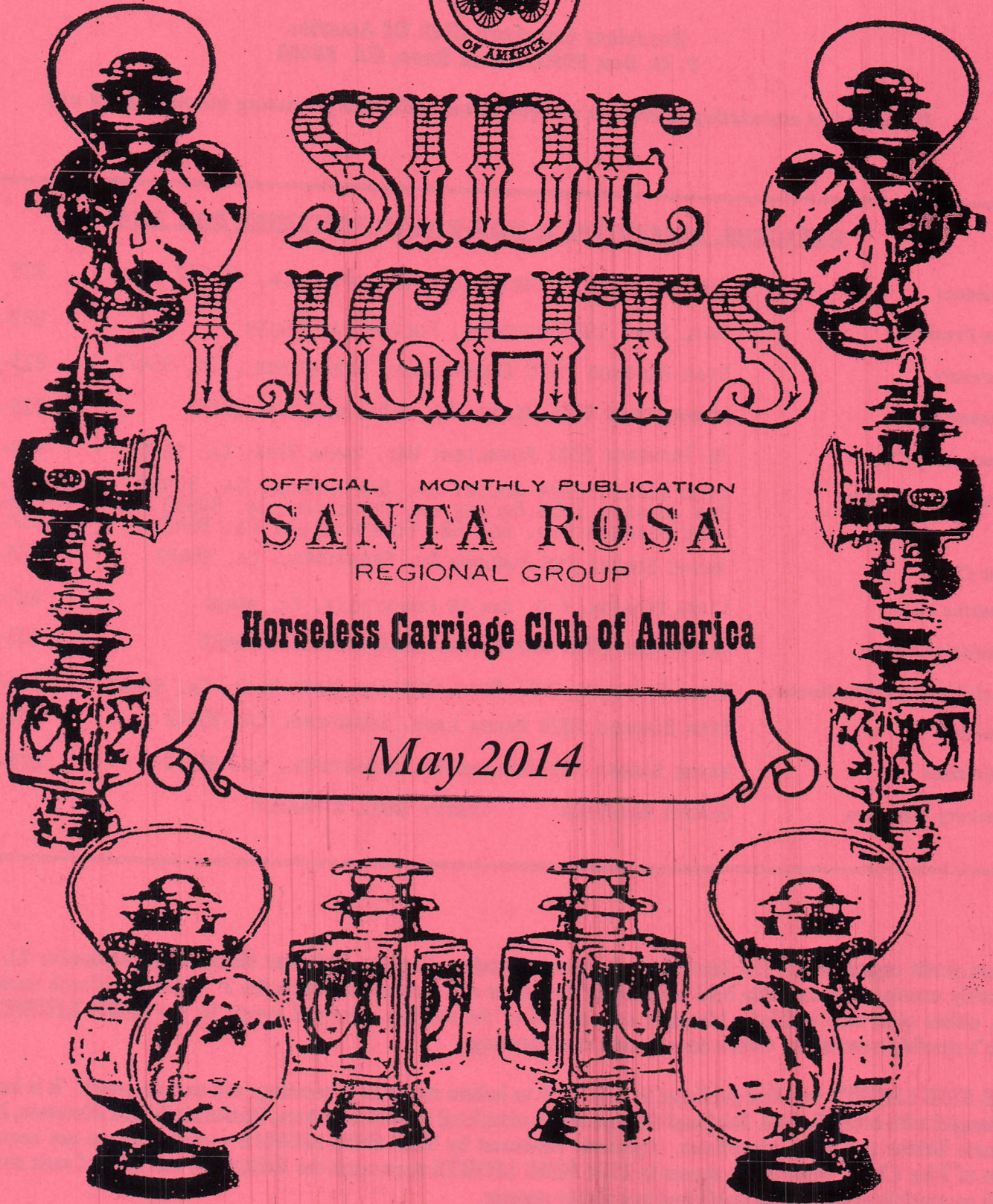
OFFICIAL MONTHLY PUBLICATION

SANTA ROSA

REGIONAL GROUP

Horseless Carriage Club of America

May 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

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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.**

PRESIDENT'S MESSAGE-----

When I last wrote, it was of the joy of seeing the cover of the Gazette shot at our ranch many years ago. I find it appropriate to write more thoroughly now of one of the automobiles in that picture. It will not be easy to be brief in writing of my fathers 1911 Elmore, but I will give it a try.

Around 1956 a man named Carl Matheson approached my father to see if he could store at our ranch a very early, White steam car. My father was pleased to agree. The interesting thing about Mr. Matheson is that he was the curator of the automobile segment of the Los Angeles Museum of Natural History. What I find to this day unforgettable about him is that as he quietly walked our ranch, he had on a leash two pet skunks! (We were assured that they had been fixed and could not spray us). They were as friendly as a kitten.

Many months went by before the White was finally sent to its new home in Southern California. Just before that car left, Mr. Matheson paid another visit and gestured to my father that he was so thankful of us storing the White that he had a special gift that had been stored many years in an old barn near Petaluma. And so, the Elmore became part of our family. It is difficult to completely discern accurately the past of an antique automobile. So I will quote what I have heard over the years, without obligation to accuracy, though I believe it.

The Elmore was to have been bought new by a rancher near Shellville, whom eventually updated to a more modern self starter car. Then the Elmore was passed through a few families in the Sonoma area before being left to the elements in an abandoned field. Somewhere around the late 1930s, the Elmore was sighted by a man that was creating a small museum many miles to the north, Meyers Flat along the Eel River.

Now that the Elmore had finally been stored inside away from the elements, fate would bring a new challenge to the little car's past. The Eel River, like so many rivers, occasionally jumps its banks and one particularly rainy season the museum at Meyers Flat flooded, submerging the Elmore and some of its companions. Thankfully, it survived.

Then it's the 1940s and along comes Mr. Matheson knowing the rarity and how very complete the Elmore was. He purchased it with his own money and stored it at a friends barn near Petaluma. The pictures in the next few pages show how the Elmore was found in 1956 after nesting many years in that old barn.

Then the painstaking restoration begins from the frame up. As the motor is placed back in the chassis, you will note in the background a beautiful '38 Ford Roadster. This car my parents sold to pay for the Elmore's upholstery. My fathers service station at 3rd Street and Hwy 101 (now part of Sear's parking lot) was a busy place in the late 1950s. Many customers stopping just to check the progress on the restoration of the Elmore, a three year process.

One picture depicts the car in the Rose Parade after it had already been back on the road

for a few years. The young boy in the rear seat wearing the sport cap is me. Not necessarily as pleased as my parents to be in the middle of a parade.

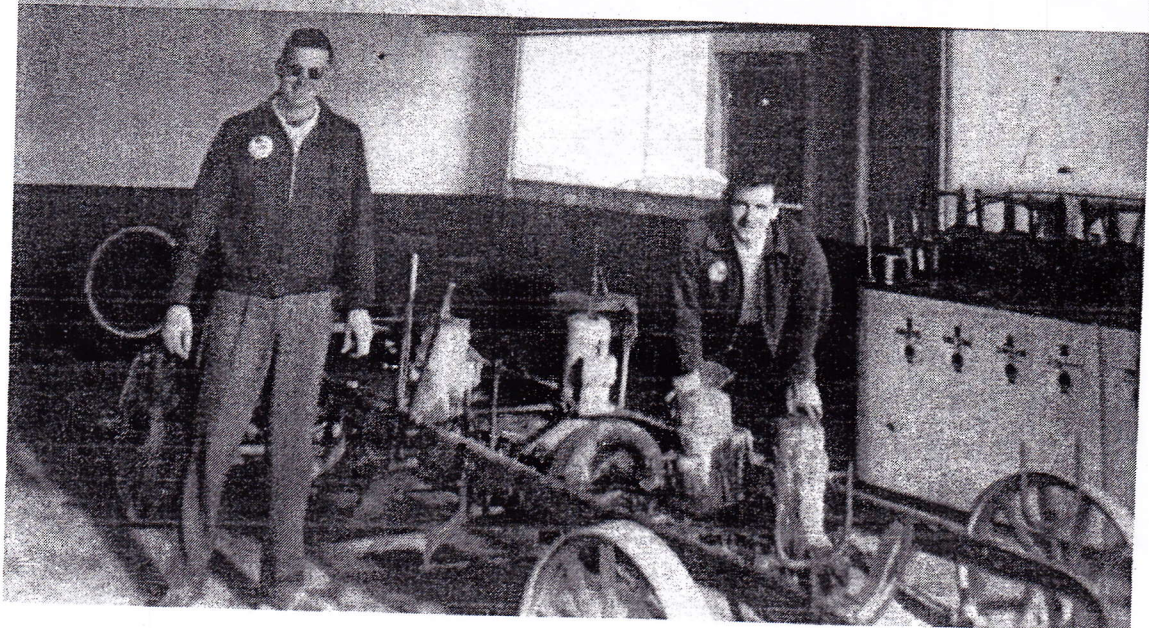
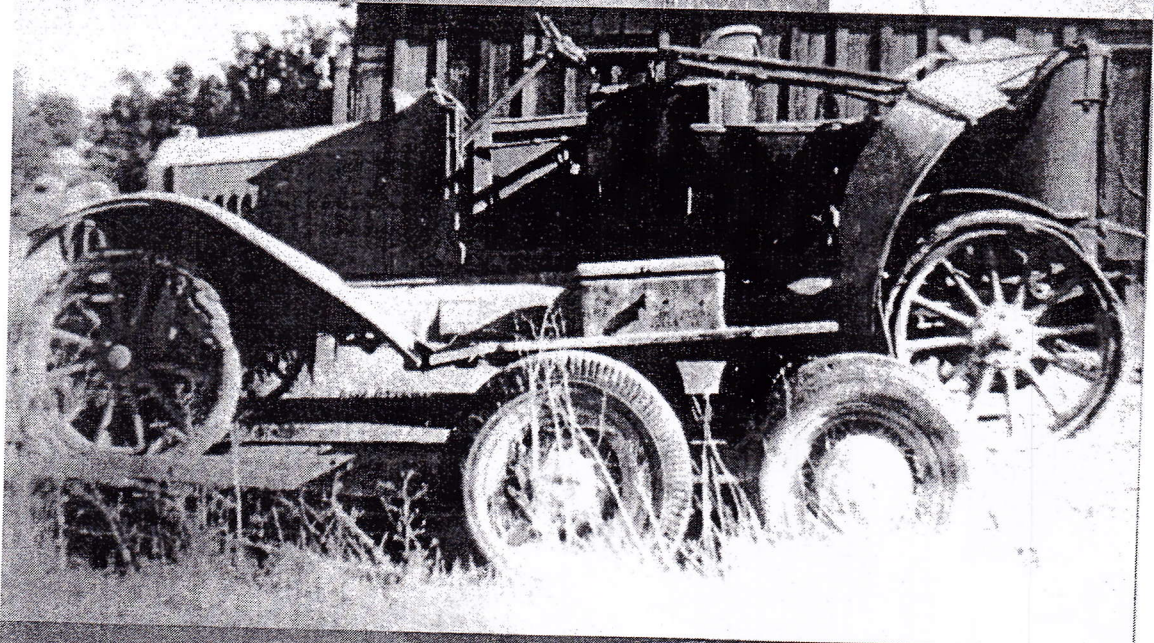
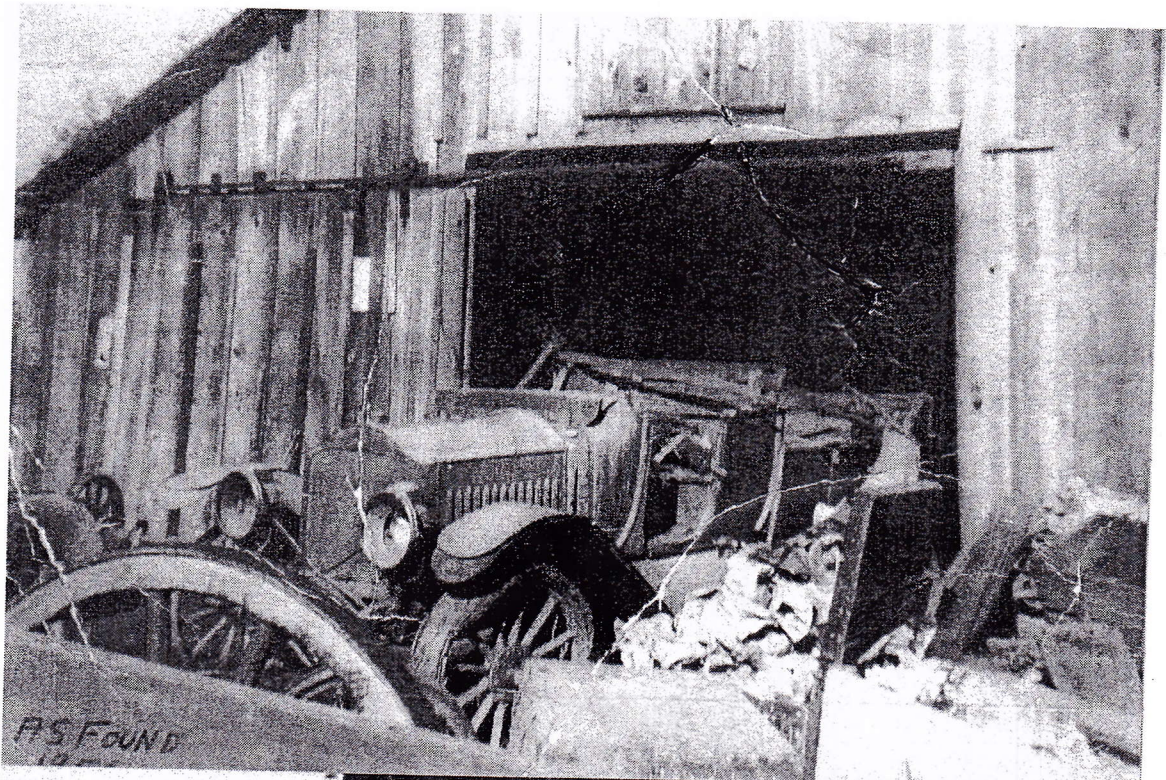
The actual debut of the restored Elmore was far more ostentatious than ever expected. Disney Studios was in Sonoma and Napa counties shooting Pollyanna. So my father, the Elmore and one of our horse drawn carriages went to work. The last picture shows actresses Nancy Olson and Hayley Mills strolling past a brand new Elmore!!

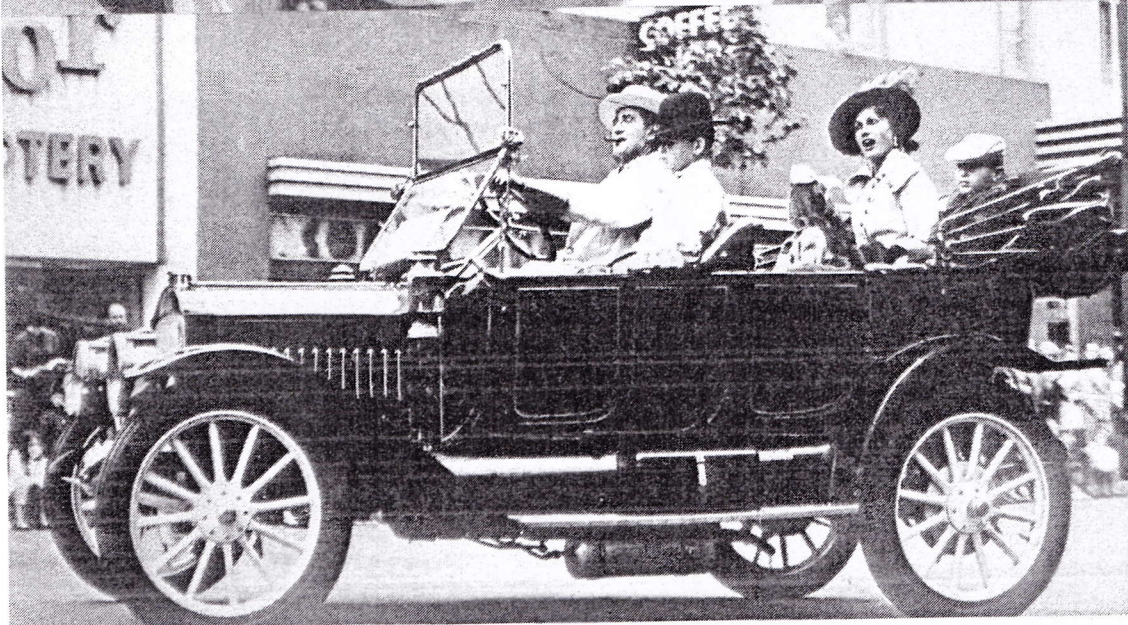
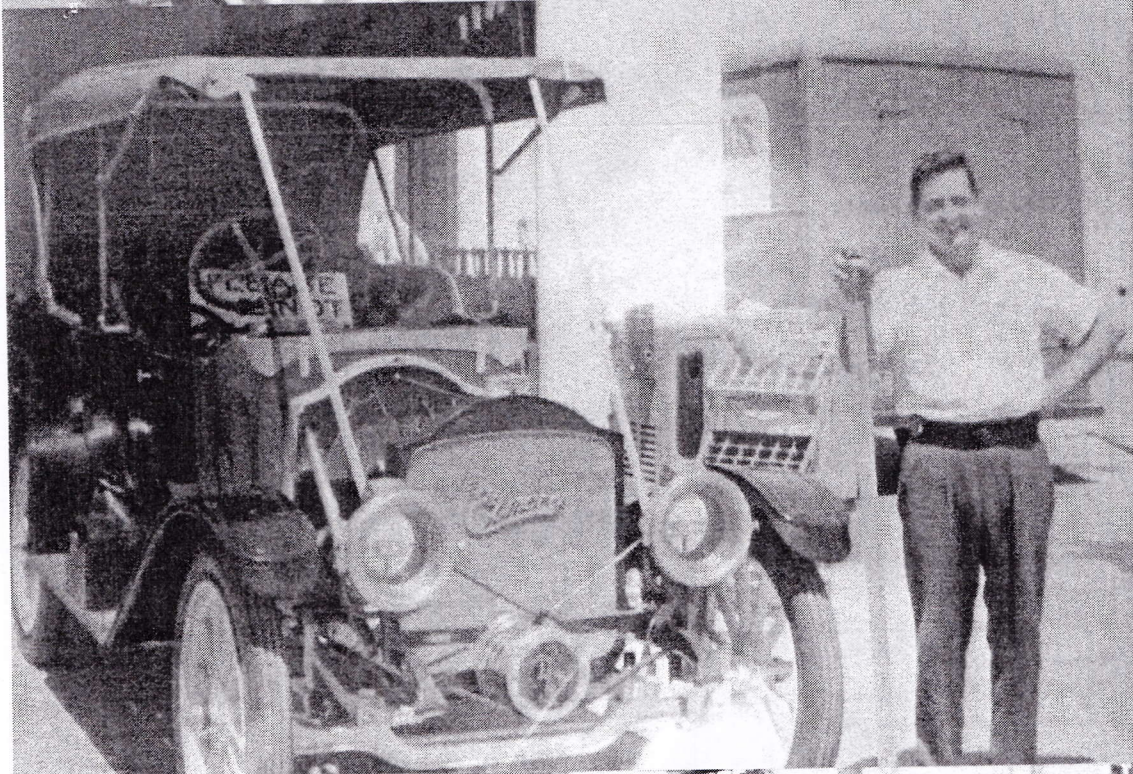
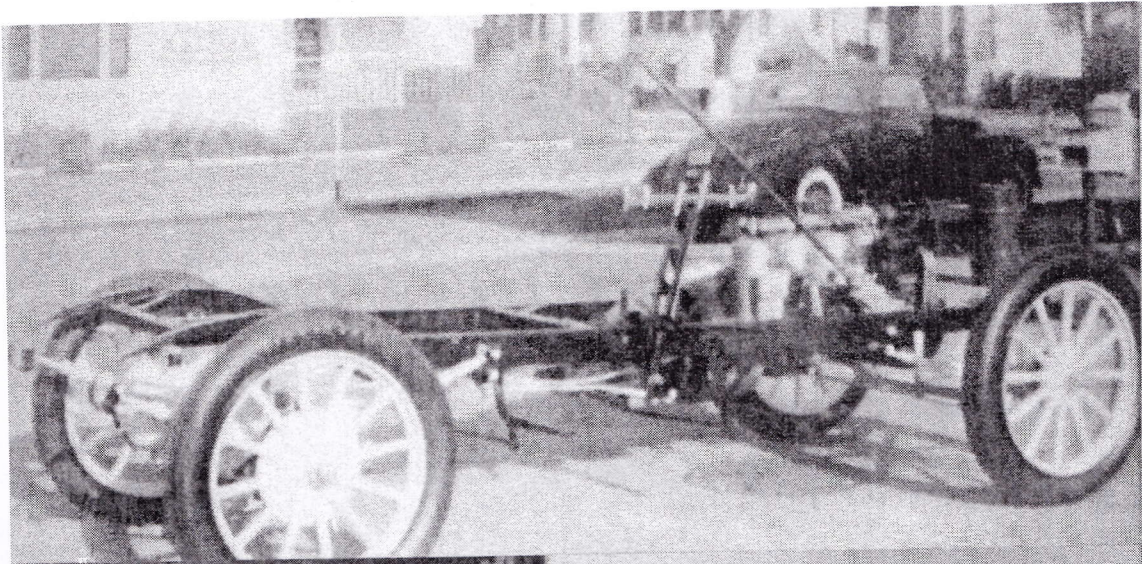
Thank You,
Guy Smith

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

DATE:	EVENT:	COMMENTS:
MAY 15	MEETING AT VICKY PORTERS, 7 PM .	10509 MILL STATION RD., SEBASTOPOL PH: 827-3437
MAY 15-17	BLOSSOM TOUR BASED IN WOODLAND	CONTACT: TONY WOLLESEN 408 264-2444
MAY 18	TOUR - TO NAPA CO. FOR LUNCH, MORE INFO IN SIDELIGHTS..	TRAVERSI. MEET 9:00 AT SAFEWAY, CALISTOGA RD. & SONOMA HWY.
MAY 19-23	BRASS IN BERKS COUNTY, PA.	TOUR AND SWAP MEET
JUNE 19	MEETING AT WELSH'S	5050 HALL ROAD, SANTA ROSA PH: 545-9544
JUNE 22	TOUR - LOCATION TO BE DETERMINED	LEADER CHANGE - RAMONDO
JULY 17	MEETING AT SMITH'S 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. 18	MEETING AT TRAVERSI'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: 4/22/2014





Pollyanna



HCC Mid-Napa Valley Tour
Sunday, May 18, 2014
Leaders: Al & Myrna Traversi

Come one, come all to this fun-filled
backroad tour to Myrna's native homeland.

- Date: Sunday, May 18th
- Where To Meet: St. Francis Shopping Area, Hwy 12 at 9:00 a.m.
- What To Bring: Your favorite picnic lunch (or buy at Safeway)
A hat & sunscreen
- Departure Time: Approximately 9:30 a.m.
- Tour Route: Depart from parking lot, turn **R** onto Calistoga Rd
Continue to **R** onto St. Helena Rd
St. Helena Rd becomes Spring Mtn Rd at Napa Co
Continue to end at Madrona Ave.
Turn **L** onto Madrona to traffic signal at Main St.
Turn **R** onto Main St. to traffic signal at Pope St.
Turn **L** onto Pope St. at traffic signal
Continue on Pope St. over small stone bridge
Turn **R** onto Allison Ave immediately after bridge
Continue on Allison Ave. to end
Turn **L** into parking lot of **The Olive Oil Factory**
Departing from the **Olive Oil Factory** turn **R**
Go back to Pope St. & the signal on Main St.
Turn **L** on Main St. & continue south
As we near Hall Winery, we may pull over to the
right to behold an unusual sight!
The rest of the route will be given the 18th!

HCCA Fisherman's Festival Tour - April 27th, 2014

When we were discussing our plans on Saturday in preparation for Sunday's tour, Al was so happy that I said we could go in the Model A. What a big grin he had on his face. It was as if I had given him a million dollars! It didn't take long for him to go outside to clean, wash and ready the A for the tour.

We were up early Sunday in anticipation of a great tour and a fun day with our HCC buddies. Soon it was time to head out for Raley's where we would meet the group. Well, darn! Try as I might, I just couldn't get myself into the A. In retrospect, I finally realized that I was attempting to get into the car the wrong way. I should have been getting into it by backing in like I do in our modern car. Ah, too soon we get old and too late we get smart . . . by this time I was both frightened and exhausted. Poor Al. He said that's the quickest he's ever lost a million \$\$\$!!

We headed to Raley's in our modern car and were pleasantly surprised to see so many gathered for the tour: our leaders, John & Linda Pearson with guests, Dennis & Mimi Cole, their son Brent's in-laws and the other doting grandparents of Baby Mitchell; Louie Lacabanne also rode with the Pearsons; Don Johnson with his friend, Allan Clarke; Bill Scales & Cinda Craven; Gail Shaw; Vicky Porter; our Prez, Guy Smith & Michelle with 3 adorable grandkids; For once, Vicky didn't have to bring a myriad of hats, jackets and blankets because she was riding with Gail Shaw in his '36 Cord. Since we were in our modern car, we would bring up the rear. Soon it was announced that the Pearsons & the Smiths were going to John's house to get a couple of John's antique cars and Bill & Cinda would lead the rest of us to Korbel Winery where we would all meet up before continuing on to the festival.

As we started on the tour leaving from Raley's, we drove west on Guerneville Rd., north on Willowside to Piner to W. Olivet to Oakwild, stopping at River Rd. before safely making a left onto it and then a right onto Slusser Rd. This well-known route took us across the Russian River via the old Wohler Bridge to Westside Rd. and River Rd. where we continued on to Korbel Winery. When we reached the parking lot, we found the Smith and Pearson entourage waiting for us there. The group decided to do a quick wine tasting, but I decided to stay in the car, as it was going to be an uphill push of me and the wheelchair for Al. When they returned, Al said that he tried to get a glass of wine for me, but was told that they didn't allow wine outside.

Now it was time to continue on to the Fisherman's Festival. Leaving Korbel, we continued west on River Road past Rio Nido and through the town of Guerneville. Finally, we took a left turn toward Bridgehaven and continued our travels to Bodega Bay and the Festival. The weather was perfect and warm and there were lots of wildflowers as well as coastal ice plant in cream and shocking pink. Queen Ann's Lace was in abundance and there were a

few iris seen here and there, as well as some wild sweet peas. The weather was absolutely perfect. . . sunny and warm with a puffy white cloud here and there.

After a very pleasant drive along the oceanside, we reached our designated parking area. As our group lined up the antique cars, we were given a special parking space behind the sheriffs' cars for our modern. Soon our group was discussing what to purchase for lunch, so we all headed towards the food booths. Remembering the huge portions that we've received in the past, we decided to share an order of fish and chips to go along with a glass of wine. We headed for the hospitality tent so that we could have a table to sit down at while enjoying our food. Before long, Gail Shaw and Louie Lacabanne joined us with their huge salmon burgers that looked delicious. Unfortunately, we couldn't hold much of a conversation with one another since there was a band playing outside on the stage. They had their sound system miked so high where we were eating that we couldn't hear one another! In fact, the decibel level was higher in the tent than it was outside!

Following lunch, we decided to take a stroll around the grounds and see what the vendors were selling. It seemed like there were more than the usual amount of vendors this year, but I was disappointed that the guy who makes the authentic ravioli rolling pins wasn't there.. Not only is he fun to chat with, I wanted to purchase another one of his rolling pins as a gift for one of our Italian friends.

It seemed that there were more than the usual amount of dogs this year, too. We saw many different breeds. Some of the dogs were quite friendly and some of them were a bit shy, but all of them were well behaved.

Since we were getting tired, we decided to leave before the rest of the group. So we said our goodbyes and headed for home.

Submitted By Myrna Traversi

For Sale: 1913 Model T Speedster

Engine, transmission, and rear end have been gone through and are in good shape. 6 volt starter, brass radiator. Asking \$5,000. Please call...

Teresa Beaudoin 707 576-7026

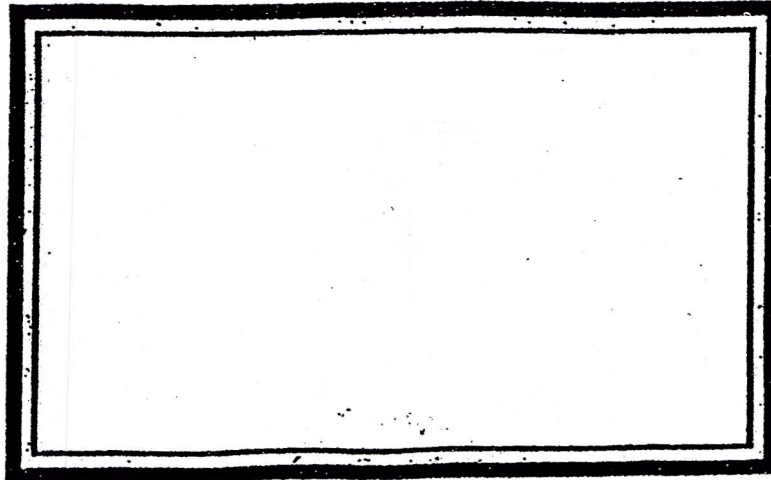
1919-1930

FROM--THE MIRROR

THE VINTAGE ERA

- 1919** Hispano-Suiza of France and Spain pioneer use of servo-assisted 4-wheel brakes. Isotta-Fraschini of Italy market world's first in-line 8-cylinder (straight-8) engined car. Citroen of France introduce American-type mass production methods to Europe. New Bentley 3-litre sports car is announced.
- 1920** Duesenberg of USA employ hydraulically-operated 4-wheel brakes. Leyland Motors of Britain announce new 7.2-litre straight-8 luxury model.
- 1922** Integral chassis/body construction, vertical coil independent front suspension and narrow-angle monobloc V4 engine in new Italian Lancia Lambda car. British prototype North-Lucas car has all-independent suspension by swinging arms, coil springs and coaxial hydraulic dampers. First British 4-cylinder, 4-seater, 4-wheel braked 'Baby' car, the Austin Seven, is introduced. Trico of USA produce first electrically-operated screen wipers. Mercedes of Germany market first European supercharged sports car.
- 1923** Pratt's 'Ethyl' leaded fuel introduced in USA to reduce engine detonation (i.e. 'pink-ing').
- 1924** Japan takes up motor manufacture with the 10hp aircooled Lila light car. The first MG sports car, based on the Morris Oxford, is marketed in Britain. Introduction of the low-pressure balloon tire by Goodyear, USA. 'Duco' quick-drying cellulose car finish pioneered by du Pont, USA.
- 1925** Electric direction indicators marketed by Bosch of Germany. General adoption in USA of front and rear bumper bars.
- 1926** Two major German makes, Mercedes and Benz, combine to form Mercedes-Benz. Silentbloc oilless rubber bushes are introduced in USA.
- 1927** Ford USA replace Model T after 19 years' production with the Model A. World's largest production road car, the 12.8-litre Bugatti Royale with 14 ft 2 in wheelbase and weight of 2½ tons, is announced. Epicyclic preselector 'self-change' gearbox developed by Wilson of Great Britain. Triplex of Great Britain market laminated safety glass. Tracta of France market 1100cc front-wheel-drive sports car.
- 1928** Widespread adoption by US manufacturers of chromium plating for bright parts in place of nickel. Cadillac adopt the synchromesh gearbox. New Morris Minor 'baby' car with overhead camshaft engine is announced in Britain. The first MG Midget, using the Morris Minor engine, is introduced. Foot headlight dipping introduced in USA.
- 1929** Car radios offered as optional extras in USA.
- 1930** Shell-type quickly replaceable 'thin wall' engine bearings developed by Cleveland Graphite, USA. World's first production V16-engined car by Cadillac, USA. 'Fluid flywheel' hydraulic clutch and epicyclic gearbox adopted by Daimler of Britain. Wolseley Hornet 'Light 6' using Morris Minor bodywork is announced. British rear-engined Burney 'Streamline' all-independently sprung car developed by designer of R101 airship. Britain's first quantity-production £100 car, the Morris Minor, is introduced.

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



Happy Birthday



MAY 1 BRUCE BORTON
MAY 10 VICKY PORTER
MAY 13 WAYNE SIMONI
MAY 22 GLADYS MATOVICH
MAY 22 RON WELSH
MAY 22 KEN LARSON



Happy Anniversary



MAY 6 DARYL & LINDA EGGLESTON



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