



SIDE LIGHTS

OFFICIAL MONTHLY PUBLICATION
SANTA ROSA
REGIONAL GROUP

Horseless Carriage Club of America

November 2018



**The Santa Rosa Regional Group
Of the
Horseless Carriage Club Of America
P. O. Box 9993, Santa Rosa, CA 95402**

Dedicated to stimulating interest in antique automobiles and promoting interclub good will

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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.



Presidents Message



President's Message

The October weather cooperated for our overnighter tour to Willits and Fort Bragg. That was the farthest we have driven in our 14 Buick. It was a fun tour, we saw old friends and met some new ones, and everyone had a good time and made it home safely. The next weekend the club had a few cars at the Fall Colors Festival in Geyserville. This was an effort to recruit new members. We handed out business cards and membership applications to anyone that showed interest. Maybe we'll see a future member at the next meeting?

Bill

— it thrills the happy man who has learned to throw away dull care, beckon for someone for whom he cares and has the imagination to say: "Come, let's go somewhere."

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JORDAN

October 17th-19th 2018 Overnighter Tour

By Cinda Craven

We woke up on the morning of October 17th to chilly weather and fog! After days of clear warm weather in the mornings wouldn't you know we were going to start our tour bundled up. Oh well, there's always down coats and coffee!

The tour started at Larkfield Shopping center at 8:30am: Gail Shaw in his 1936 Cord, John Pearson in his 1909 Buick, Wayne and Kim Simoni in their 1912 EMF, Bill and me in our 1914 Buick, and trouble truck drivers (and food haulers!) Daryl and Linda Eggleston in their modern pickup. For such a short tour you wouldn't think we'd need much, but their pickup bed was full! In addition, they had gone online and for \$20 at buildasign.com they had made a "CAUTION SLOW ANTIQUE CARS AHEAD" sign. I know that sign made us all feel safer, especially when we were headed uphill on Hwy 101.

After enjoying a breakfast snack of muffins and juice, our group headed out to our first destination, Cloverdale. John had laid out a great backroads route for us, and we were each presented with a very thorough map and directions packet. We did the usual up Old Redwood Hwy thru downtown Healdsburg, onto Geyserville Avenue and Asti Rd into Cloverdale to our brunch stop at Zini's Café. Known for their Swedish pancakes, they didn't disappoint. And best of all it was warm inside!

After a filling meal (which would tide us over until happy hour), we continued to Mendocino county. We took backroads and Hwy 101 to Ukiah and Parducci Winery. Not only a great place to taste and purchase some wine for happy hour, it was a great bathroom stop. Unfortunately, it was also the last stop for Wayne and Kim's EMF. It just said, "I've had enough". After much pushing and cranking and tinkering AAA was called, and their car was towed home. Kim and Wayne would join us the next day in their modern truck on our way to Ft. Bragg.

After all that excitement and disappointment, it was time to head up the road and to Hwy 20 and our destination for the night, the Baechtel Creek Inn in Willits. We were pleased to see Mark and Carol Bryant, national HCCA members from Redway, CA, had already arrived. Their Locomobile was not up to the trip, so they came in their modern. A short time later, our member Max Meyer and his dog stopped by in his old Chevy pickup to say hello and see what we were up to.

After sitting by the pool for a bit to decompress, we all climbed in the old cars and headed to new national HCCA member's Bruce and Linda Burton's lovely estate just a few miles up the road. What a beautiful redwood home they have with fabulous views. They, along with their miniature Australian shepherd dogs Harley and Gibson, graciously allowed us to take over their downstairs outdoor kitchen for our happy hour. Thanks to the Pearson's and the Eggleston's for making a trip to Costco for our happy hour goodies. Sausages and hot dogs were BBQ' d, fresh homemade salsa from the Bryant's was paired with chips, and plenty of wine and cheese were enjoyed. And Mark Bryant had a game for us to play: what did this giant Zenith carburetor (one of two used on this vehicle) come off of? No winners today. We'd continue the game tomorrow.

The next morning was another cool one. We hung out a bit and Linda Burton brought over Mark's carburetor he had accidentally put in their pickup thinking it was the Eggleston's. We saw Max again that morning, and then headed to Safeway for gas and sandwiches to enjoy along the way.

We got back on Hwy 101 for about 23 miles, and then took Branscomb Rd into Laytonville and on to the unincorporated area of Branscomb. Benjamin Branscomb homesteaded the area in 1880 and built a large home which in 1894 he turned into a hotel, grocery store and post office. The property stayed in the family until 1959, when it was sold to the Harwood family who built a timber mill. After Harwood Products filed bankruptcy in 2007, the grocery store and post office closed in 2016. Pretty much a ghost town now, the buildings made for



a very scenic photo stop and rural (go behind a bush) bathroom stop.

We continued on Branscomb Rd, with everyone but Gail and John stopping to let the 1914 Buick's brakes cool. We reached Hwy 1 and headed south, stopping for a bit to let Kim and Wayne catch up. They joined us shortly, having

stopped in Laytonville to enjoy a delicious lunch. We continued down the coast and found a nice beach to enjoy our sandwiches. We shared the beach with a group of young people in the California Conservation Corp out of Ukiah. They were very interested in our cars and were thrilled to get to sit in the cars and take photos.

It was still early in the day, and at the suggestion of Wayne and Kim, we continued south and stopped at Pacific Star Winery for a delightful afternoon of wine tasting. Perched right on the Pacific Ocean, the views were spectacular and the wine maker's husband (David I think) a funny and inviting host. We got a short tour of the facility and wine making process, followed by outdoor wine tasting. Wine was purchased, and we were on our way. About 12 miles south was our destination, The Harbor Lite Lodge in Fort Bragg.





We did another happy hour/dinner that night in a protected area near the lodge's parking lot. Same menu as before, and more guessing on the carburetor. The

answer: it was a carburetor made in Berkeley, CA for a San Francisco street car company. After dinner, several of us found ourselves in the "Presidential Suite", i.e. Bill and Cinda's room with a fireplace. We finished off some wine while having an informal monthly meeting. The main topic was how can we identify potential new members for our club. We decided we need to not only give potential members our card (which needs to be updated with our new mailing address), but also get their information so we can make a personal follow up. We also decided to take a few cars to the Geyserville Fall Colors car show on October 28th.

We left Fort Bragg about 8 the next morning, with Mark and Carol saying goodbye and heading back north to Redway. We stopped in Point Arena at Franny's Cup and Saucer for a pastry break. If you are ever in Point Arena you must check this place out. Great recommendation from Kim whose sister lives in the area.



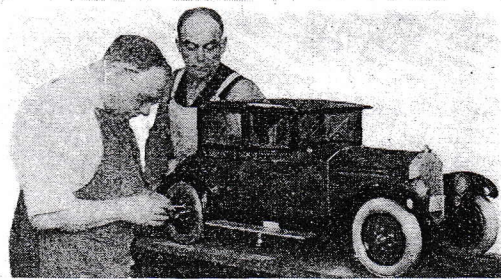
At this point, Simoni's said goodbye as they needed to get home and prepare for house guests that night. Gail also said his goodbyes as he had a long trip to make back to Monterey. John, Eggleston's and Bill and I continued down the scenic coast (it was warm by now!) and stopped at Timber Cove for a delicious fish and chips meal.

We continued to Jenner and Hwy 116 where we said goodbye to Daryl and Linda. We followed John to Trenton Rd, and then on home.

Thank you to all who helped make the trip such a success, especially John Pearson. Another fantastic overnighter.

Two New Sixes

Six Cylinder Overland



Six Cylinder Willys-Knight

A COMPLETELY broadened line of cars for its dealers is supplied by the Willys-Overland, Inc., for 1925, in that, to the four-cylinder Overland and the four-cylinder Willys-Knight two sixes have been added, a six-cylinder Overland and a six-cylinder Willys-Knight.

The Willys-Knight six while using the two-sleeve Knight design with no changes so far as sleeve functioning is concerned incorporates many new features. Its six cylinders $3\frac{1}{4} \times 4\frac{3}{4}$ provide 236.4 cu. in. and 60 h. p. at 2800 r. p. m. Changes as compared with the Willys-Knight four have been made in the design of the cylinder head, in the manifolding and in the lubricating and cooling systems.

The engine has a seven-bearing crankshaft and uses tubular connecting rods $11\frac{1}{2}$ in. from center to center.

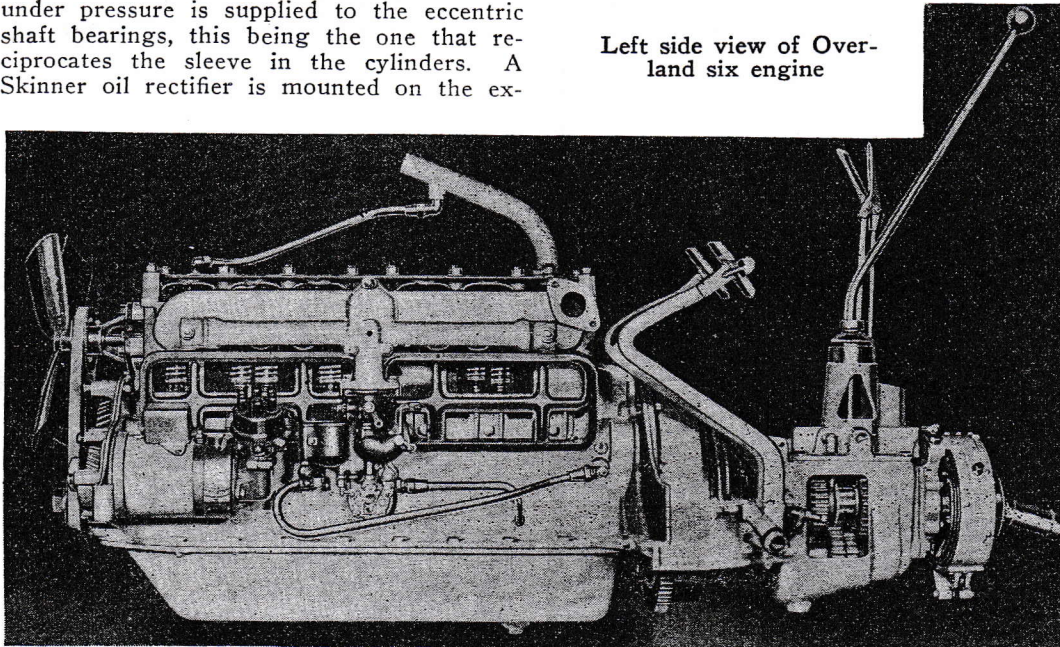
In the lubricating system the oil is distributed to each of the main bearings and thence passes to the crankpin bearings through ducts drilled in the crankshaft. Oil under pressure is supplied to the eccentric shaft bearings, this being the one that reciprocates the sleeve in the cylinders. A Skinner oil rectifier is mounted on the ex-

haust manifold and draws oil off the pistons through small openings in the two sleeves which register at certain positions with each other.

A Staynew air cleaner is fitted. The Auto-Lite system takes its current from 170 amp.-hr. battery, an unusually large one for an engine of this size.

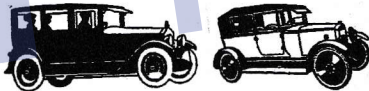
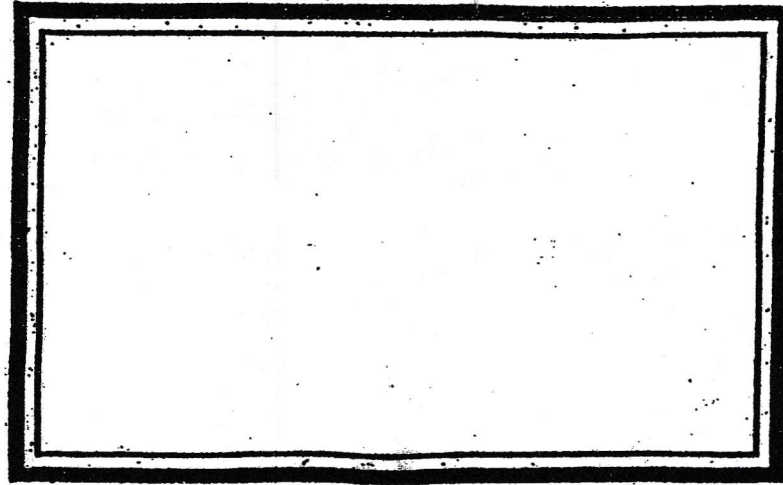
Special precaution has been taken in the redesigning of the cylinder head and in the circulation of the water. The new cylinder heads are aluminum castings with an annular water space provided and which is divided into right and left sections by vertical baffles, the two sections being connected by openings at the bottom of the baffles. By means of these the flow of water is divided so that the water entering the right compartment is deflected downwards into the cylinder heads and flows down the right side of the head through the openings in the baffles and up the left side, thus supplying

Left side view of Overland six engine



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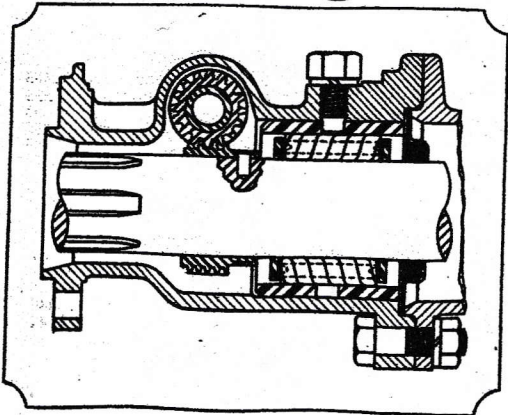


*Happy
Birthday*

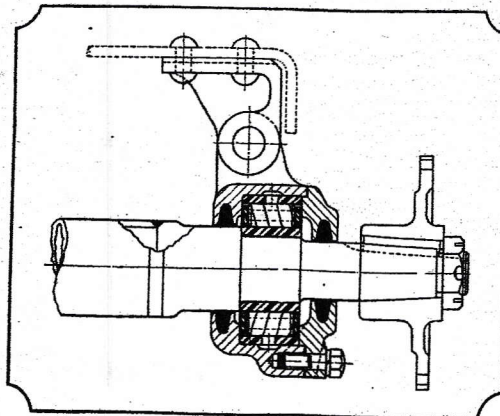
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