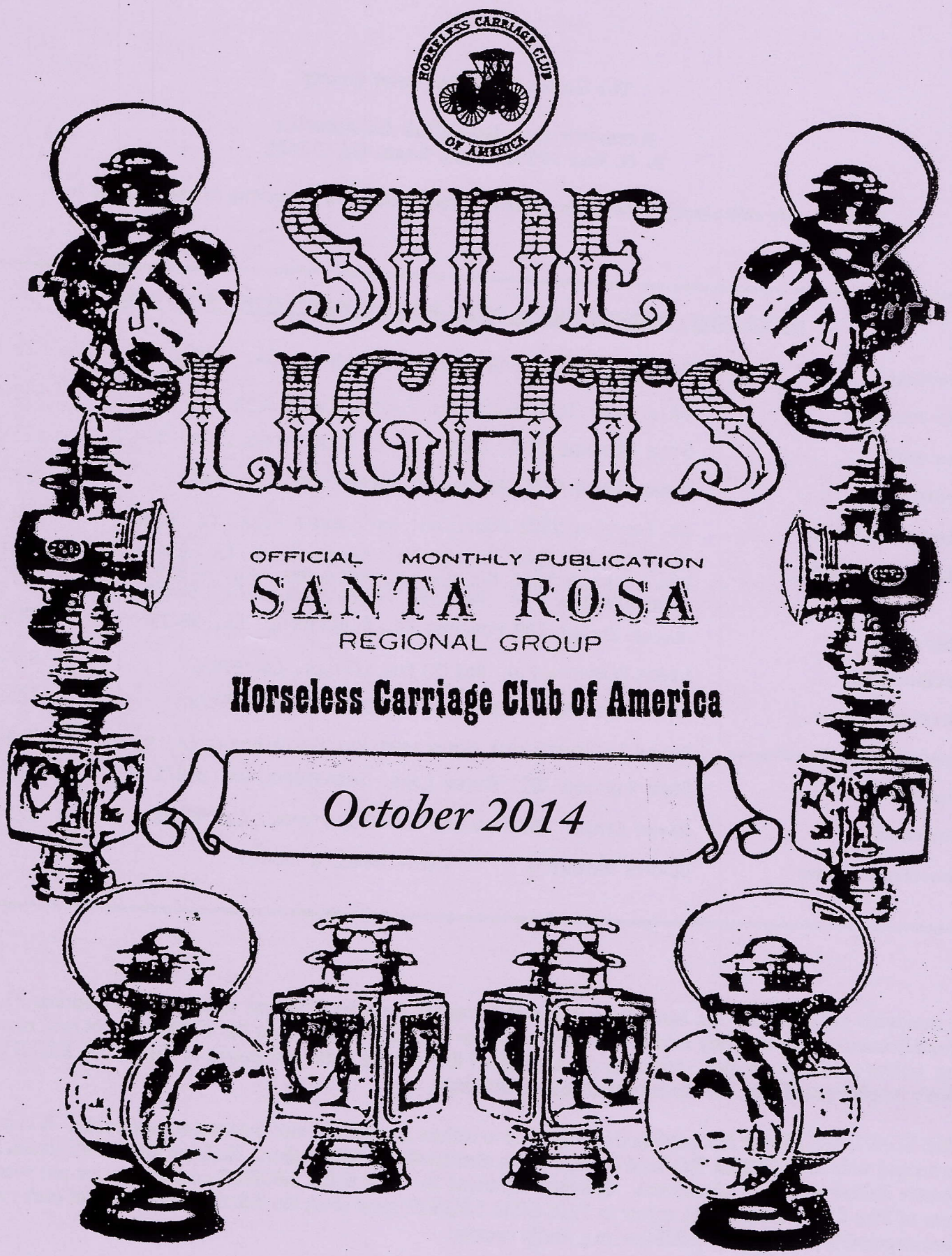

SIDE LIGHTS

OFFICIAL MONTHLY PUBLICATION

SANTA ROSA

REGIONAL GROUP

Horseless Carriage Club of America

October 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

OFFICERS, DIRECTORS & NON-BOARD POSITIONS FOR 2014

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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.

2014 SRHCCA EVENT SCHEDULE

Sept. 18 - Monthly SRHCCA meeting 7:00, Location -Round table Pizza, 1791 Marlow Santa Rosa, Room reserved 6:30, meeting 7:00 PH: 527-8686

Sept. 21 - No tour do to Overnighter

Sept. 28 - Oct. 2, Reddnet Nickel era Tour, Redding, CA. PH: Les 626-961-8209

Oct. 3-5 - THE BIG ONE, Overnight Tour of Lake County. See sidelights for info.

Oct. 7-11 - HCCA National board Meeting, Tour & Swap Meet, Hershey PA.

Oct. 16 - Monthly SRHCCA meeting 7:00, Location Scales/Craven's, 2244 Juliet Dr, Santa Rosa PH: 526-4943

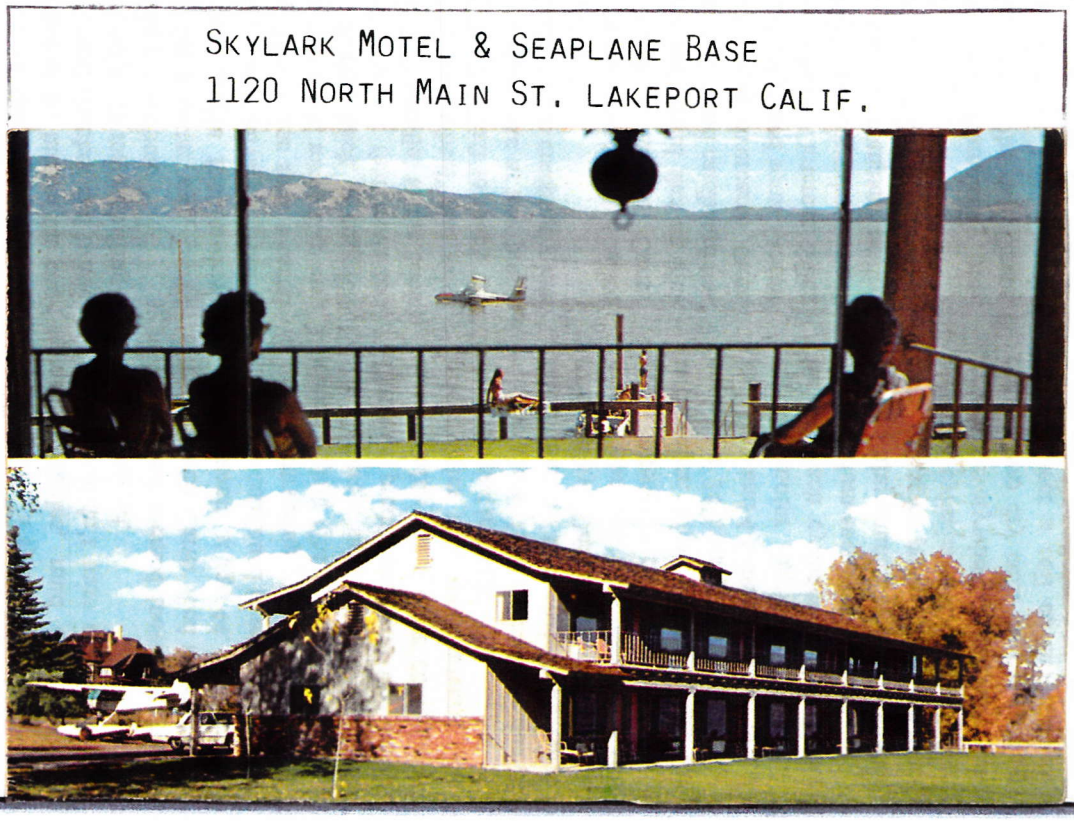
Oct. 19 - Monthly SRHCCA Tour. Tour leaders - Craven/Scales.

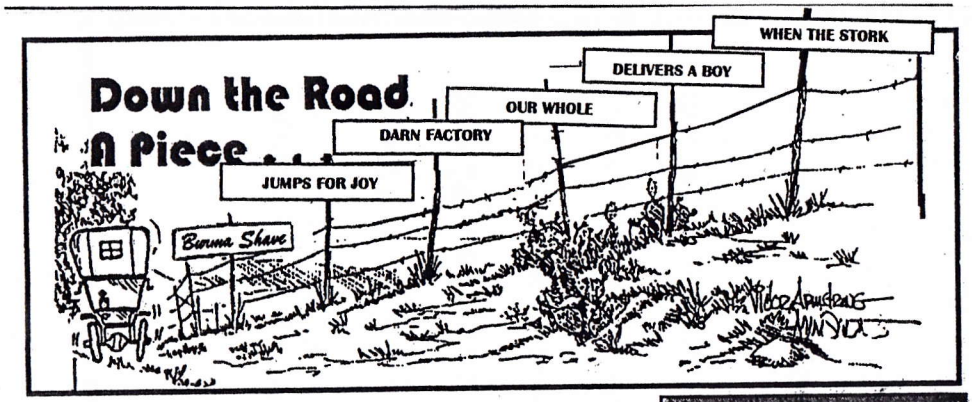
Nov. 20 - Monthly SRHCCA meeting 7:00 (Place TBD) Vote new board members

Nov. 23 Monthly SRHCCA tour (If weather permits) Details TBD

2015 EVENT SCHEDULE

March 1 - 6, HCCA Texas Bluebonnet National Convention and Tour will be held in Kerrville, Texas. Contact Karl Darby, email: mercer20@aol.com for more information.

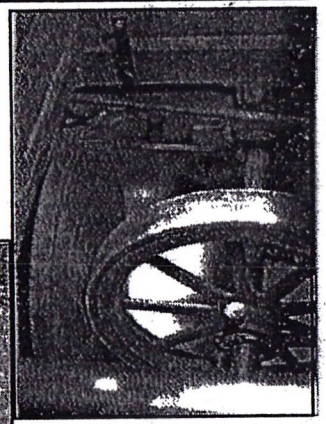


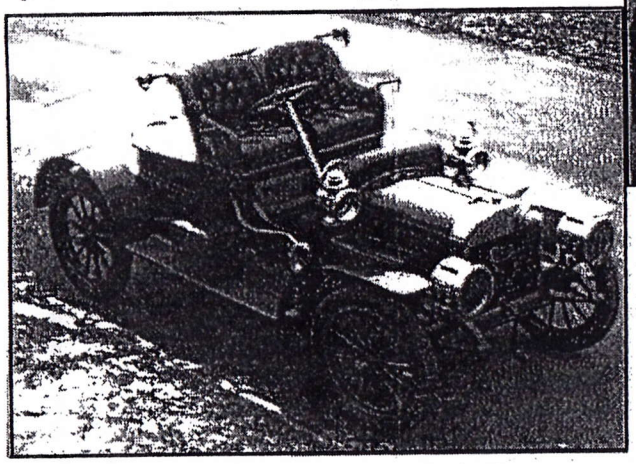


1907 Cartercar

What goes around comes around

by M. Park Hunter





The Cartercar's friction drive (above) worked like a continuously variable transmission, and William Durant thought it might represent the future.

-photos by M. Park Hunter

WILLIAM CRAPO DURANT, the wheeler-feeler who snapped up dozens of manufacturers to form General Motors before being ousted from his own company, once complained: "They say I shouldn't have bought Cartercar. Well, how was anyone to know that the Cartercar wasn't the thing? It had friction-drive and no other car had it. How could I tell what these engineers would say next?"

Poor old Durant. Justification has come about 87 years too late to save his job. Today's engineers are hot and bothered about Honda's continuously variable transmission. Though it uses a different mechanism, the CVT achieves the same result as Byron Carter's old friction drive: freedom from the tyranny of gear ratios.

Automatic or manual, most transmissions have the same problem. Each gear is a compromise that spreads the engine's useful output over a limited range. This is most obvious climbing a steep hill where high gear can't maintain speed, but downshifting revs the bejabbers out of the engine. Things were far worse at the turn of the century, when brutal clutches and brittle, unsynchronized gears made shifting a tooth-grinding proposition.

Looking for a better way, Carter developed his simple friction-drive system using parts salvaged from a corn sheller. The engine spun a metal friction disc that could move fore and aft slightly. Pushed back, it engaged the edge of a wheel that traversed along a jackshaft parallel to the back axle. This "traverse wheel" slid sideways along the jackshaft to touch the face of the friction disc at any point, yielding all ratios from creepingly low to approximately 1:1.

Other friction-drive cars had failed in wet or muddy conditions. Carter experimented and found that an aluminum friction disc and cardboard traverse wheel lining overcame these flaws. In 1905 he joined some Detroit businessmen to build Cartercar. Sales of 101 in 1906 were considered modest success, and the company posted encouraging gains to 264 in 1907 and 325 in 1908.

Cartercars were shamelessly promoted in the style of the day. Circus midget, Mrs. General Tom Thumb, was said to prefer them for ease of operation. The Cartercar defeated the Auto Ajax, a strong man who specialized in holding motorcars still for 60 seconds. At state fairs, Cartercars were loaded with dozens of passengers and climbed 50 percent grades.

Carter gave skeptical *Cycle and Automobile Trade Journal* writer Hugh Dolnar a ride in a preproduction model in April, 1906. Dolnar's favorite test route was the 27-mile Detroit-Pontiac road (later named Woodward), a spring thaw morass of ruts, potholes, mud and ice. The Cartercar didn't miss a beat. Dolnar was impressed.

Success seemed inevitable, but in 1908 Byron Carter died unexpectedly of pneumonia at age 44. For a while, Cartercar continued to prosper and expand, attracting the attention of nascent giant GM in the fall of 1909. But Cartercar sales never approached Durant's predictions, and GM sacrificed quality for a more competitive price. Sales fell, and Cartercar was discontinued in 1915.

Joe Goss' 1907 runabout is one of fewer than 50 Cartercars believed to exist today. Despite its rarity. Goss readily consents to a test drive. The first challenge is crank-staring the big two-banger. Most literature rates the engine at 24 horsepower with a 5.5-inch bore and 4.5-inch stroke. If this is so, the motor displaces 214 cubic inches. Each cylinder is bigger than some modern econo-car engines.

The aluminum Lavigne lubricator atop the engine pumps oil to the bearings and cylinder walls; the oil then leaks out everywhere. There is no generator. Two dry cells on the running board power a coil on the firewall. When one battery runs low, the driver switches to the backup to get home.

The motor putts and bangs like a giant lawn mower. It doesn't idle well. There's no water pump or cooling fan, so the radiator tends to boil when the car sits still. Cylinder heads are bolted directly to the frame rails, viciously

A List of Basic Truths . . . with apologies to Postie

SAVE THE WHALES . . . collect the whole set.

A day without sunshine is like ... night.

You have the right to remain silent. Anything you say will be misquoted, then used against you.

Change is inevitable — except from a vending machine.

I just got lost in thought. It was unfamiliar territory.

If it ain't broke, fix it 'til it is!

Those who live by the sword get shot by those who don't.

Honk if you love peace and quiet.

Pardon my driving, I'm reloading.

Despite the cost of living, have you noticed how it remains popular?

Nothing is foolproof to a sufficiently talented fool.

He who laughs last thinks slowest.

Accept that some days you're the pigeon and some days you're the statue.

Last night I lay in bed looking up at the stars in the sky and thought, "Where the heck is the ceiling?"

Life is like a shower; one wrong turn and you wind up in hot water.

- thanks to *The Brass Nuts*

shaking the whole car. The vibrations hammer through the floorboards and into our legs when we're not moving. Goss slides the lever controlling the traverse wheel forward and applies pressure to the friction disc pedal. The engined shrugs a little and pulls us forward smoothly. Once underway, the driveline damps engine jitter to an acceptable level.

Then Goss moves the lever forward for a higher ratio and locks the pedal back down. Weight of the car is just under a ton, so acceleration is sprightly. It feels like we're rattling along at 80 MPH, but Goss says it's more like 35. The Cartercar has another 10 mph in it, but in the frigid winter air we're not tempted.

Despite the Cartercar's primitive qualities, the advantages of its friction-drive are obvious. The throttle can be set at any level and the transmission adjusted to provide maximum power, or maximum speed, or anything in between. Honda's Civic CVT does the same thing automatically, setting the engine at its most efficient rpm and adjusting the transmission to suit conditions. Which just goes to show that, while some things have been radically improved, there's nothing new under the sun.

Goss is reviving the Cartercar Registry and wants to hear from owners. Write him at 2001 Charles St., Lafayette, IN 47904-1539.

thanks to *Autoweek*

CHLORINE ADDITIVES BAD NEWS

by Bob Sikorsky, Society of Automotive Engineers
thanks to *Kansas City Cranker* and *The Brass Nuts*

Tech Tips

In recent years, the automotive aftermarket has been inundated with new oil additives and engine treatments. Consumers now face a bewildering array of products that claim to reduce engine wear. Choosing the right product could mean the difference between real 50,000 mile engine-wear protection and an engine housing unproven, possibly dangerous formulations.

Television infomercials have provided a format for many small specialty lubricant manufacturers to showcase their products. Sadly, a number of these infomercials use trickery and deception to convince the public to buy the product.

Oil companies have long recognized that, because chlorine is so corrosive, more harm than good will come from using motor oil fortified with a chlorine-based extreme-pressure additive to guard against engine wear at high temperatures or under heavy engine loads.

If this weren't so chlorine would be used today in motor oils, because it is an excellent EP additive. Instead, the industry uses the much safer zinc dialkyidithiuodiphospate, better known as ZDDP.

Because they are so corrosive, the oil industry stopped using chlorine compounds as engine-oil additives more than 40 years ago. You, too, should reject any product that contains chlorinated hydrocarbons.

Though DuraLube and Prolong both contain chlorine, if you call and ask if their products contain chlorine, they'll say no. And, technically, they're right, because chlorine in its pure form is a gas.

Both products do contain chlorinated hydrocarbons. I personally sent samples of both products to a respected lab for analysis of chlorine content. DuraLube tested at 6.8 percent chlorine, while Prolong came in, incredibly, at just under 30 percent.

Compare those numbers to the fraction of one percent that was used in motor oils back when. Still, the oil companies were concerned enough about this marginal amount of chlorine to drop its use entirely. Think of what they'd say about 6.8 percent to nearly 30 percent.

There's no disputing that chlorine, in the form of chlorinated hydrocarbon or chlorinated paraffin, is an excellent EP additive. It's the ingredient that makes these products perform well in their respective infomercials.

The downside, which of course is never mentioned, is that it's extremely corrosive. In addition, chlorine compounds in oil will eventually be vented to the atmosphere and make the oil itself a very hazardous waste product.

The demonstrations shown in these infomercials are meaningless, and have nothing to do with what actually happens inside an engine during operation. Only ASTM and SAE approved engine tests are meaningful and neither of these companies has proven its product under these industry recognized testing procedures.

Remember the old saw: "If something seems too good to be true, it probably is." My advice is to stick to an engine treatment that is proven and has industry accepted test results to back it up.

Consumers should be hip to TV hype and not use their expensive engines as test sites for unproven, untested, risky lubrication products.

H. C. C. A. Santa Rosa
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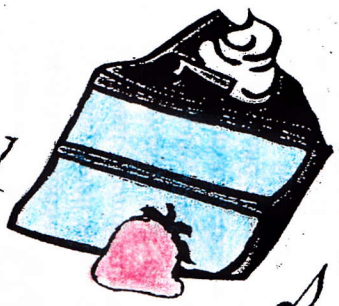
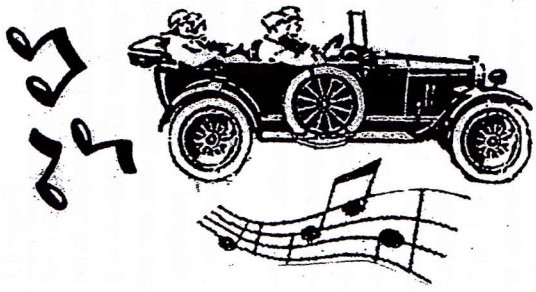
WARM BIRTHDAY WISHES



OCTOBER 10 RICHARD WINTERHALDER
OCTOBER 11 LINDA EGGLESTON
OCTOBER 20 JIM FLINT

Happy Anniversary

OCTOBER 10
RICHARD & ANNE-MARIE WINTERHALDER

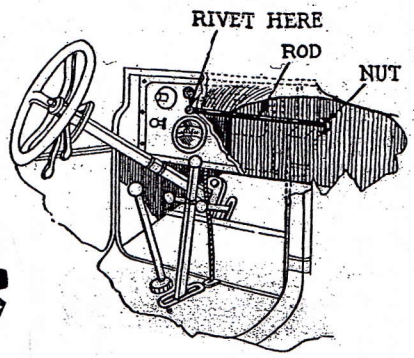


A Word to the Wise—

Repair Hint

134—To Prevent Rattle

Instrument board rattle due to wear, on many cars, can be overcome by placing a metal brace between the dash under the cowl and the instrument board, as shown in illustration. Drill a ¼ in. hole through the dash and one through the board. Cut threads on one end of the rod, rivet the other end to the instrument board and put a nut on the threaded end—Timothy Baldwin, Jr., Winchester, Ind.



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