



SIDE LIGHTS

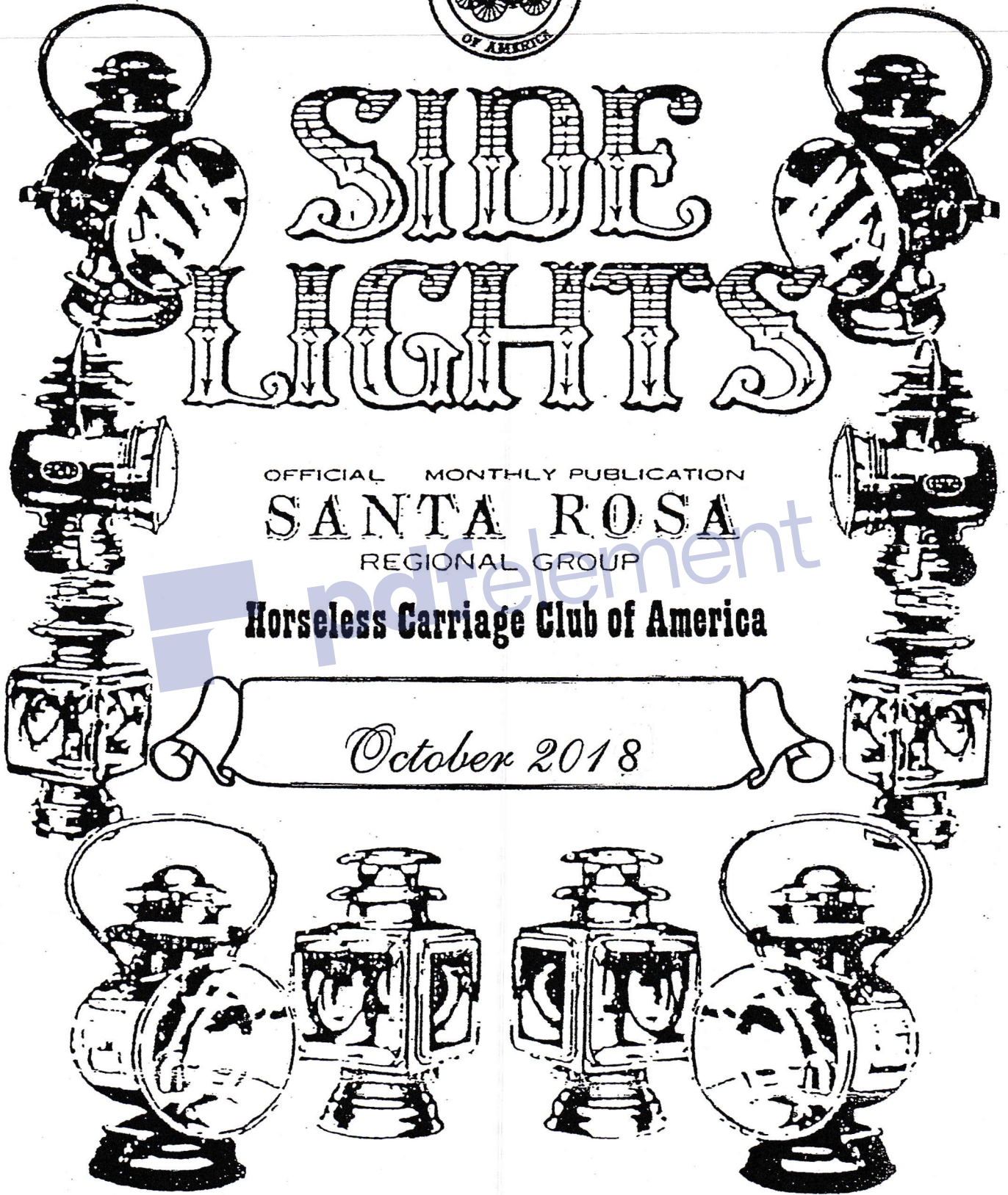
OFFICIAL MONTHLY PUBLICATION

SANTA ROSA

REGIONAL GROUP

Horseless Carriage Club of America

October 2018



**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 2018

President	Bill Scales 2244 Juliet Dr. Santa Rosa Ca. 95409	526-4943
Vice President	Wayne Simoni 789 Furlong Rd. Sebastopol Ca. 95472	823-1637
Secretary	Cinda Craven 2244 Juliet Dr. Santa Rosa Ca, 95409	526-4943
Treasurer	Linda Eggleston 7505 Malone Rd. Forestville Ca. 95436	887-2412
Directors At Large	GAIL SHAW, 22 Skyline Crest Monterey Ca. 93940	569-9511
	GUY SMITH, 4015 FREI RD, SEBASTOPOL, CA, 95472	829-1370
	JOHN PEARSON, P.O. BOX 58 FORESTVILLE, CA. 95436	887-1866
Tour Chair	John Pearson P.O.Box 58 Forestville Ca. 95436	887-1866
Sunshine Lady	Linda Pearson P.O. Box 58 Forestville Ca. 95436	887-1866
Newsletter Editor	Jay Whited 8045 Whited Rd. Sebastopol Ca. 95472	823-3816
Membership Chair	Donna Jones 4936 Hessel Rd. Sebastopol Ca. 95472	823-2310
Historian	Stan Ramondo 7020 Baker Ln. Sebastopol Ca. 95472	823-3594
Webmaster	Wayne Simoni 789 Furlong Rd. Sebastopol Ca. 95472	823-1637
Honorary Members	Kathy Small & Family	Al Traversi

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.**



Remove Watermark Now

PRESIDENT'S MESSAGE

The September tour to Lake Sonoma was scenic and easy. The weather was perfect, and the participation was exceptional with 5 pre-1916 cars on the road. The October tour will be our annual overnighiter. Our first night will be in Willits, then on to Fort Bragg. It will be a great way to end touring for 2018. A few members are headed to Hershey, PA for the swap meet. I hope you find some great treasures.

Bill

AUTOMOBILE TRADE JOURNAL

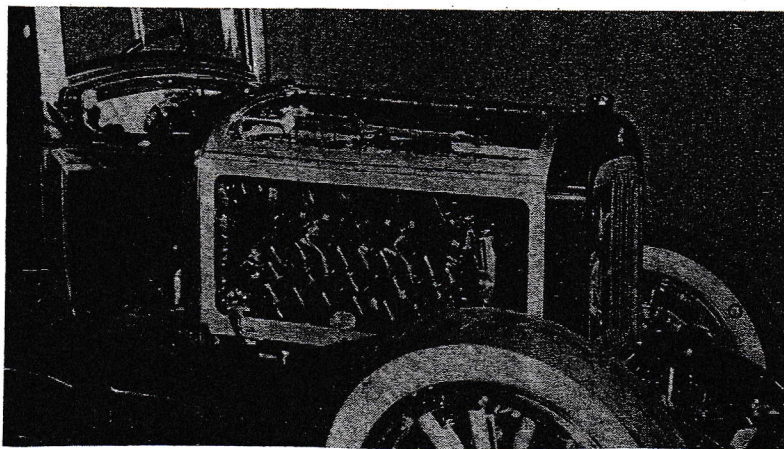
Several Mechanical Changes on 1925 Cadillac

EXTENSIVE changes have been made in the Cadillac rear axle, four-wheel braking system and steering knuckles. Ball bearings instead of the roller type now are used on the pinion shaft and to support the differential. The former is carried in an annular ball bearing at its forward end and in a double row at the rear. Adjustments for pinion clearance are affected by means of shims. The differential is supported in a single row ball bearing on the left side and in a double row on the right. Provision for adjusting the differential transversely is provided at the double row bearing.

The brake pedal now is linked to a substantially vertical equalizer bar which divides the braking force between front and rear wheels on a 40-60 basis. The lower end of this equalizer is pivoted to a lever on a cross shaft supported by brackets from a frame cross member. Cables lead to the front brakes from levers on the ends of this cross shaft.

From the upper end of the vertical equalizer bar, a rod leads to the rear wheel brake

equalizer. The ends of the latter are pivoted to levers on cross shafts supported from the frame member at the front rear spring supports. These shafts pass through the spring hangers and the levers on their outer ends are connected by rods to the rear wheel brake operating levers.



Exhibition chassis of Cadillac shown at New York Show

The front wheel brakes have undergone detail changes and the knuckle construction has been altered. On the left side, the drag link and tie rod arms are an integral forging which is keyed and bolted to a bracket forged on the knuckle directly below the axle.

Meeting Minutes

The September 20th meeting of the SRHCC was held at Round Table Pizza on Marlow Road in Santa Rosa, CA and was called to order at 7:00 pm by President Bill Scales.

Attendees: We had 14 attendees this month: John and Linda Pearson, Guy and Michelle Smith, Bill Scales and Cinda Craven, Stan Romando and Kathleen Jones, Don and Pam Johnson, Daryl and Linda Eggleston, Jim Flint, 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: Jay submitted a bill for \$24.38 for the Sidelights publication and mailing. Jay provided the club a Sidelights mailing list. The list was reviewed, and several mailings were deemed unnecessary. The list is now down to 5 mailings. A motion was made and then passed to eliminate color copying of the Sidelights. Linda Eggleston reported we have \$745.69 in our treasury.

Correspondence/Editor: No correspondence was received this month.

Old Business: None. **New Business:** None.

Tours: Bill and Cinda to lead the September 23rd tour. Meet at Larkfield Shopping Center at 9:30am for a 10am departure. We'll be touring thru Alexander Valley to Lake Sonoma for a picnic. Wine and dessert to be provided. John Pearson and Bill Scales previewed the Overnighter Tour. Make your reservations by October 3rd at the Baechtel Creek Inn in Willits 707-459-9063 (October 17) and Harbor Light Lodge in Fort Bragg 707-964-0221 (October 18). A motion for John and Bill to purchase happy hour food/beverages (wine/cheese/crackers) was made by Linda Eggleston and seconded by Guy Smith. The motion passed.

Sunshine: Nothing to report.

Website: No report.

Membership: Max Meyers signed up two new national HCCA members, one from Ukiah and one from Willits. John and Bill met up with new member Bruce Burton from Willits. He has purchased a speedster from Max and we may see him on part of our overnighter.

Car Talk: Guy took his grandkids to the Petaluma Historical Society's picnic at Tolay Lake. Took about an hour to get there in the Model A but it did fine. Jim Flint has his Model A truck apart. He's investigating a vibration at 40mph (yes, we told him just don't drive 40). Stan and John are traveling to Hershey even though John will miss his grandson's 5th birthday.

Meeting was adjourned at 7:25pm.

Respectfully submitted,
Cinda Craven, Secretary

2018 Virginia Circle Tour

aka "what happens when Hurricane Florence interferes with your plans" aka "3 Really Bad Hair Days"

Remove Watermark Now

12 brass-era cars and 24 tourers converged on Orange Virginia on a rainy Saturday afternoon, September 8. Spirits were high despite the weather. Every two years, this adventuresome group gets together and tours a selected area/state/region. The tours are progressive, thus the "circle tour" moniker. Two years in the planning, 2018 was the year for circling Virginia from Sept 9 through Sept 21.

Sunday morning September 9 was wet and rainy....but with tops up and side curtains affixed, the group headed for Luray Caverns (at least we would be dry underneath the earth's surface!), and the town of Luray, about 60 miles distant.



The roads were beautiful albeit wet (!) and rocky mountain brakes were much appreciated by those few that had them.



Luray Caverns did not disappoint! Our guide took us 70 steps down underground. We gathered in an expansive chamber, awestruck by the sheer size of the stalagmites and -tites. Our guide waited until then to inquire whether anyone had issues with climbing back UP all the steps at the conclusion of the tour?! Perhaps asking at the TOP of the stairs next



time?

The caverns themselves defy description. The tour lasted an hour and around every turn was something extraordinary to behold. The underground lakes were so serene that the mirror image of the ceiling was reflected upon the water surface and you couldn't tell what was real and what was reflection!



After visiting the Car & Carriage Caravan Museum (an eclectic collection of diverse and unique automobiles, each with its own story) next door to Luray Caverns, we headed to our destination hotel, the Mimslyn Inn, a glorious and elegant period hotel. They gave us reserved parking right in front of the hotel, which was appreciated, since it was still raining. We enjoyed beverages on the wide veranda and a delicious dinner in the pub downstairs. We were even treated to live music by a local 3-piece band which included an electric harmonica player!

Monday morning Sept 10 was wet and rainy....and we were all beginning to take the Hurricane Florence reports a bit more seriously, including the fact that over the next week+, we were heading where she was heading. While we cogitated briefly whether

to cancel the rest of the tour, one of our group made some hasty repairs to his car, having had it towed to the Inn the previous evening. Turns out with all the rain, the contacts on the coil box were shorting out...and were still wet. Parked under the hotel's port cochere, a hotel hair dryer came in quite handy, drying everything completely. He was back on the road.

Collective agreement was reached: on to Staunton, via the world-famous Shenandoah National Park and 75 miles on its Skyline Drive. There were overlooks every few miles, and breathtaking views; the only problem was we were driving in socked-in fog and could see NOTHING! What we could see was our road, ascending and descending! At one point, we pulled over to let the 1912 Torpedo Roadster cool off after a long slow climb, and realized we were not carrying water, although it was in abundant supply from the skies! Thank heavens for Shenandoah Park's Search & Rescue team!



much more recent (1940's plus). The building however has lots of history (first Ford dealership in Virginia) and a still functioning Otis elevator (100 years old!) to move cars from floor to floor!

We arrived in Staunton, very cold and very wet. Our destination hotel was the Stonewall Jackson Hotel, a lovingly restored brick manse right downtown. We were within walking distance to pubs, restaurants, and we had underground parking! Some of our cars had to put their tops down to make it inside! Before heading off to explore, umbrellas in hand, we visited Bruce Elders' car collection/salesroom for a \$5 tour. Another odd collection of not-for-sale and for-sale cars, but only a few were brass era; most were

Tuesday morning September 11 was wet and rainy, and at this point, we could no longer ignore the dire warnings to get out of Dodge! Florence was truly unleashing her fury and would continue to do so for quite some days to come. Sadly we agreed to conclude our tour, and head back to Orange and our trucks/trailers, rather than proceeding on to Lynchburg, Natural Bridge, Appomattox, Farmville, Zion Crossroads, and Syria in stormy windy weather with threats of flooding.



We departed the hotel after a flurry of hotel cancellations under gray skies, but no rain (yet). About 3 miles out one of the cars, a 1910 Buick stalled at a busy intersection and refused to restart. All the best minds could not resolve it. It started raining (again). Thank heavens for AAA!

We arrived back in Orange and loaded up the cars, all except the 1912 Packard, just in case we needed it to ferry some of the group into town for dinner. The storming had stopped for the time being, so the capper of the evening was being

chauffeured to/from dinner in this massive car – seven of us in a 7-passenger Packard, driven by the youngest tour participant (not even 30 years old!) Delightful.

All in all, a disappointing series of bad hair days. However, it looks like we will Circle Tour Virginia in 2020 and we have no planning work to do to make it happen! Always looking on the bright side.



The Scales/Craven SRHCCA Tour

September 23 2018

Five lovely pre-1916 cars were on display at Larkfield Shopping Center at 9:30 on the sunny and clear Sunday morning:

- Bill & Cinda driving their 1914 Buick Touring
- John & Linda, plus passenger Vicky Porter, in their 1909 Buick Touring
- Daryl & Linda in their 1913 Buick Roadster
- Don & Pam, driving their 1915 Model T Touring
- Wayne & Kim, driving their 1910 Packard Roadster

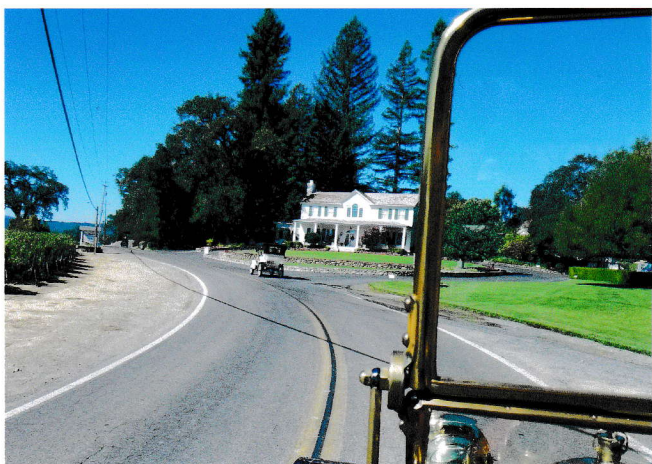
After consuming freshly baked pumpkin bread and chocolate chip-Heath bar cookies (Wow! Thank you Cinda!), and giving Don & Pam a "push start" (faulty ignition switch!), we took off



for a leisurely drive north. The day was gloriously bright. We meandered up Chalk Hill and onto Hwy 128, making a brief stop at the Jimtown Store for a bio-break and some show-and-tell.

We continued onto Red Winery Road and into/through Geyserville. Canyon Road delivered us onto Dry Creek Road and we arrived content and slightly windblown at Lake Sonoma Visitor Center at the base of the dam for a picnic lunch.

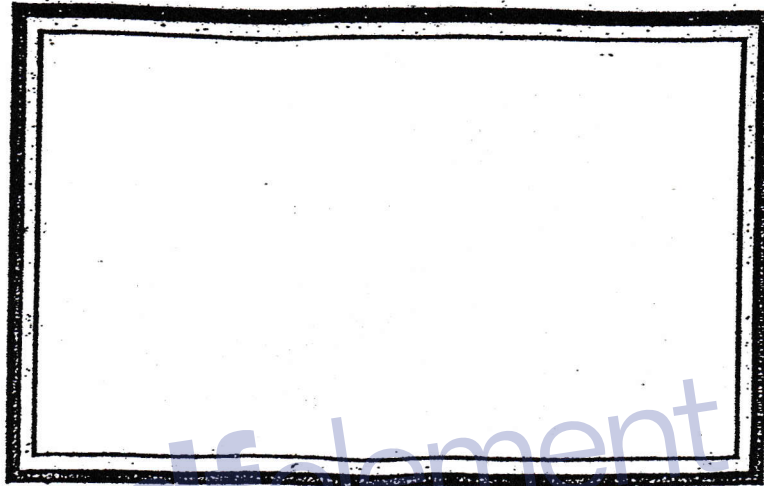
We settled at a long picnic table under a large oak tree adorned with loud blue jays. Cinda spread out a beautiful linen tablecloth and procured chilled champagne, white and red wine and beer for all. Following our potluck lunch, she whipped out homemade apple pie. We were in heaven!



With full stomachs and giant smiles, we headed back to Santa Rosa via West Dry Creek and Westside Roads. A perfect day with fine cars, good friends and sublime baked goods!



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



pdfelement

WARM BIRTHDAY WISHES

OCTOBER 10 RICHARD WINTERHALDER

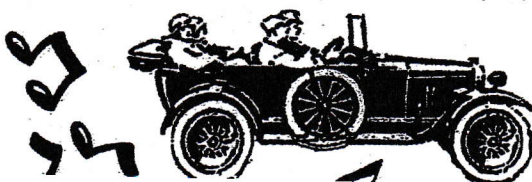
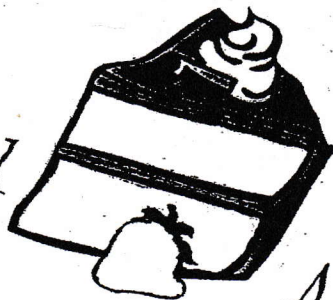
OCTOBER 11 LINDA EGGLESTON

OCTOBER 20 JIM FLINT

Happy Anniversary

OCTOBER 10

RICHARD & ANNE-MARIE WINTERHALDER



Automobile Trade Journal

JUMBO for FORDS

7 speeds
Forward
3 speeds
Reverse

PRICE
\$110
With Complete
Attachments

ADD Jumbo Giant Transmission profits to your Ford truck sales. The only transmission that combines over-drive, direct, and under-drive with a reverse gear and that is properly installed by through bolts under compression (patented), extra universal joint, and cross frame support. Doubles pulling power.

Write for literature and name of nearest Jumbo distributor.



Other Jumbo Models -- 4 speeds forward, 2 reverse -- for