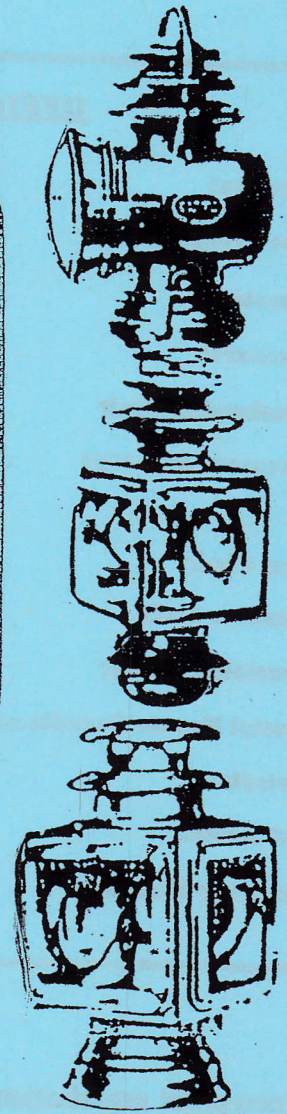
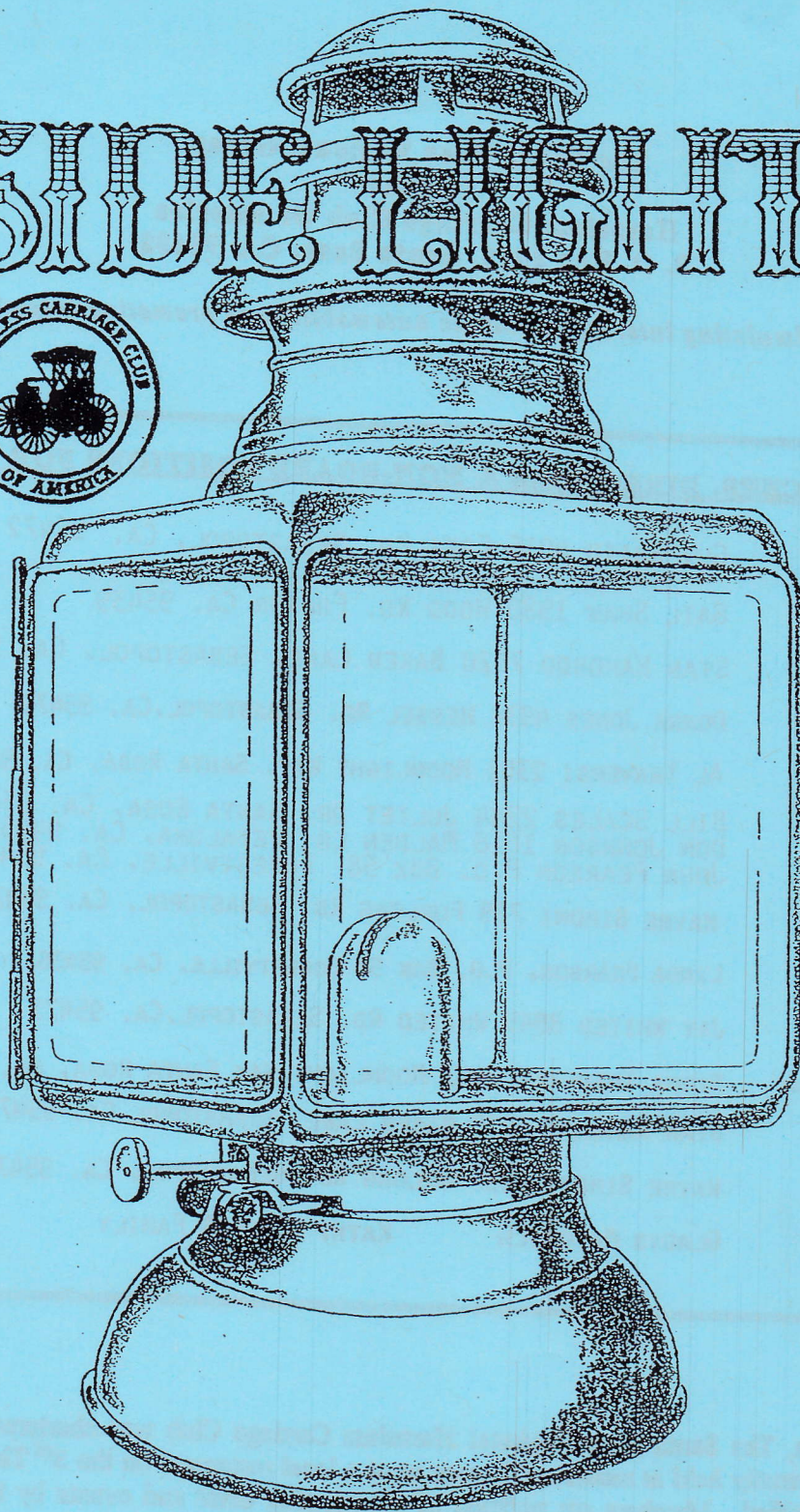
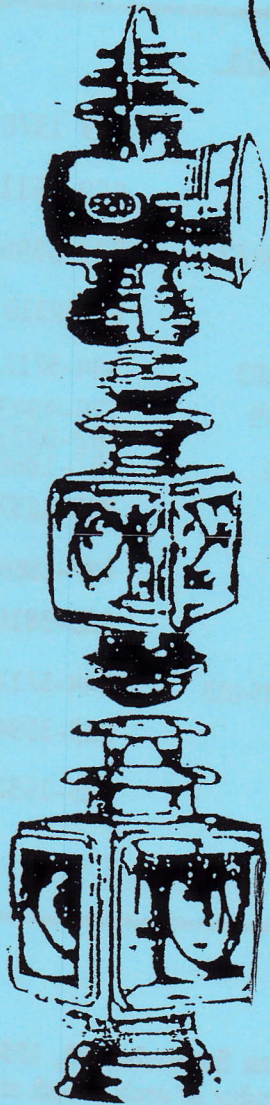
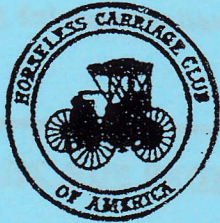


SIDE LIGHTS



SANTA ROSA

REGIONAL GROUP

Horseless Carriage Club of America

September 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

President	GUY SMITH 4015 FREI RD, SEBASTOPOL, CA, 95472	829 1370
Vice President	GAIL SHAW 1980 WOOD RD, FULTON CA, 95439	569-9511
Secretary	STAN RAMONDO 7020 BAKER LANE, SEBASTOPOL, CA, 95472	823-3594
Treasurer	DONNA JONES 4936 HESSEL RD, SEBASTOPOL, CA, 95472	823-2310
Membership Chair	AL TRAVERSI 2301 MOONLIGHT WAY, SANTA ROSA, CA, 95403	544-5711
Directors At Large	BILL SCALES 2244 JULIET DR, SANTA ROSA, CA, 95409 DON JOHNSON 1818 MALDEN LN, PETALUMA, CA, 94954 JOHN PEARSON P.O. BOX 58 FORESTVILLE, CA, 95436	526-4943 782-0229 887-1866
Tour Chair	WAYNE SIMONI 789 FURLONG RD, SEBASTOPOL, CA, 95472	823-1637
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
Special Events Coordinator	MYRNA TRAVERSI 2301 MOONLIGHT WAY SANTA ROSA, CA, 95403	544-5711
Historian	STAN RAMONDO 7020 BAKER LANE, SEBASTOPOL CA, 95472	823-3594
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 SANTA ROSA H.C.C.A. ACTIVITY CALENDAR:

DATE:	EVENT:	COMMENTS:
JULY 17	MEETING AT SMITH'S GEORGE RANCH @ 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. 17-20	OLD CALIFORNIA TOUR PUT ON BY THE MODESTO GROUP	BASED IN STOCTON HILTON. PLANNED BOAT TRIP, PIERCE ARROW MUSEUM, & OTHERS
SEPT. 18	MEETING AT TRAVERS'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: 7/5/2014

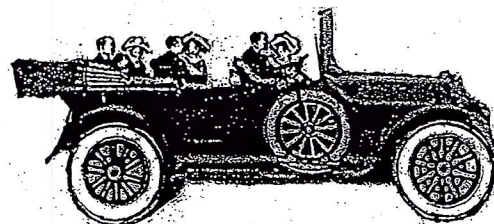
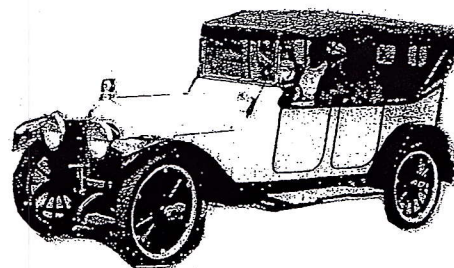
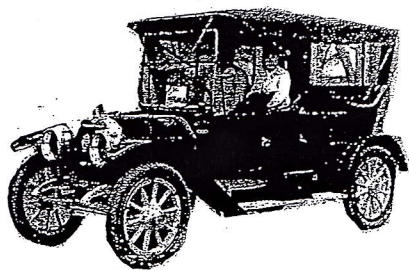


THE NUGGET

Large Hat for Dress Wear

The Drawing shows a lovely model of cream-white felt, the large brim of which drooped in a becoming fashion over the face. The under part of the brim was filled in with white*maline, the top of the hat showing a wreath of delicate yellowish pink roses, maiden-hair fern and forget-me-nots about the crown. Three full white plumes were used at the left side of the hat.

Maline: Plain gauze-like net of silk or cotton, with hexagonal open mesh, usually finished with sizing.



The Welsh Combo Car Club Tour & BBQ

Warren & Phyllis Welsh
Ron L. & Irene Welsh

Phyllis M. Welsh
Sent from my iPad

What is better than sunshine, antique cars and country roads? NOTHING ! Sunday, July 27th, 82 members and guests of the Santa Rosa Horseless Carriage Club and the Redwood Empire Model "T" Club gathered at the Welsh home on Hall Road for their annual day of festivities . Beginning with Stan Ramondo's famous gin fizzes and breakfast faire. At 10:30 am George and Linda Mori-Jones led the parade of 20 cars east on Hall to Fulton Road, Ludwig Road, Llano Road, to Todd Road and points west. At one point, on Fredrick's Road trying to cross Gravenstein Hwy, two young men from Greg's Tire Shop, literally STOPPED traffic so our group could cross quickly and safely! We traveled through apple orchards and vineyards on Kennedy, Sanders, Burnside and Gold Ridge Roads to Bodega Hwy then back to Sebastopol. Wayne and Kim Simoni, with their passenger, Irene Turner-Welsh, in their EMF had a small problem so went home and returned with their '32 Chrysler. "Most" of us toured Florence Ave. to enjoy the comical metal sculptures on display as with antique cars (and their drivers!). All stopped in to Daniel Shanahan's shop at 245 Brown Street in Sebastopol to see his collection of Packards and various other cars.

Attending were:

Nona Merrill driven by her daughter, Sue, who took her driver's license in the T a long time ago and George in his touring with guests Gary and Mary; Bill Newlin, Judy Konvalinka with her daughter, son-in-law and granddaughter, Vince O'Brien and guest, Ron, Clare Pearson and George, John and Linda Pearson, our Trouble Truck driver, Chris Rich and Joan Henderson (THANKS CHRIS!) Pete Rich, Gail Shaw(with new hip!) Guy and Michele Smith, Ted and Diana Shimkowski, Larry and Robin Summerfield, Steve and Cindy Vining, Dick Winterhalter, Charles and Lynn Badger, Bob Smith, Pam Lane and Nancy McCarroll, nieces of the Welshes. Also the DeCarly family.

WARREN and PHYLLIS thank you all for coming and publicly thank Ron and Irene for all their help.

We could not do it without YOU!

FOR THE GENTS...

1914 Model T Fords

*This Article from the Model T Ford Club of America Web Site
(www.mtfca.com) is printed with permission from Jay Klefoth and Chris Branaccio*

The 1914 Model T Ford style year has created a good amount of confusion. There are many "1914s" around that are called "1913" and the owners can prove that the car was, indeed, made in 1913. Further, the "1914" style was built at some of the branches in calendar 1915, and apparently at the same time that the new "1915" cars were being built at Highland Park. There is some evidence that the 1914 cars were built, at some of the branches, as late as March or April of 1915.

The facts are that the 1914 style began in later 1913, perhaps as early as August, at the Highland Park plant. Ford issued a letter on July 28, 1913, announcing, "1914 prices effective August 1, 1913: Touring, \$550; Runabout, \$500; Town Car, \$750." The letter does not indicate a "new" style, however.

The 1913 Touring body had been somewhat of a disaster. The rear section was a separate unit, supported only by the wooden body sill initially. Early versions were so weak that a reinforcing bracket was made to couple the front and rear sections. Later the sill was made of heavier material, and an additional body bracket was added at the front of the rear seat section. These cars came with and without the reinforcing bracket (which was supplied by Ford as a repair part). It is quite likely that Ford came up with the modified body with the sheet metal coupling the two sections, typical of the 1914 through 1925 bodies, before September 1913. In any event, the 1914 style differed mainly from the 1913 in that the doors no longer extended to the splash apron, but now had rounded bottoms and were set into the sides of the body, a characteristic of Ford bodies for years to come. The "1914" style, then, is this "rounded door" body coupled with the wooden firewall/sloping windshield style of the 1913 cars.

The 1914 style year was a time of Ford's greatest changes. The moving final assembly line, the Five Dollar Day, the \$50 Rebate, and Ford's first 300,000 unit production record all occurred during this period. And, of course, the car itself evolved considerably.

Perhaps the second most noticeable change in the car was the new but similar windshield. The 1913 type could be folded down but it folded forward towards the front of the car. This arrangement made it difficult, if not dangerous, to fold or unfold the windshield while driving. For 1914 the windshield was made to fold to the rear, or towards the driver, and this operation could be done while driving. In order for the windshield to fold back, the windshield support brackets were given a "bend" to clear the windshield frame when it was folded.

The fenders continued in the 1913 style initially, but during the year they were modified to now include a reinforcing rib across the widest section of the front fender. Still later, the "bill" on the front fenders, dropped for the 1913 models (in 1912), was reinstated, and continued until the introduction of the 1917 models in August 1916. Still later, the triangular beading was added to the apron area of the front fender. That about does it for the major visible differences between a "1913" and a "1914."

"Invisible" changes were many, though. Typical of Ford, nothing was done all at one time. For example, the wooden coil boxes used since 1909 (in the Model T) were discontinued in favor of a metal box during the 1913 model year. Early 1914 style cars used the metal boxes but they were supplied by outside makers. During 1914 Ford began making its own boxes and coils, so a "1914" may have either type.

The so-called "two-piece" driveshaft was dropped during the 1913 style year. Early 1914s used the two-piece type while the later ones used the one-piece style. (It is likely that some 1913s may have used the newer type as well.)

Speedometers, standard equipment on the Model T since early 1909, were discontinued, for a short time at least, because of a shortage in supply. According to a letter dated November 4, 1913, a \$6.00 allowance was to be made in the price of the car when there was no speedometer installed.

Ford's increasing sales resulted in a reduction of prices. On August 1, 1914, the following prices were announced: Touring, \$490; Runabout, \$440; Town Car, \$690. These prices did not include a possible \$40 to \$60 rebate, pending on the sale of 300,000 cars by August 1915.

The engine casting was modified somewhat during the 1913-1914 period. The first 1913 cars used an engine almost identical to the 1912 cars. The major characteristics of this engine were the "lip" at the rear of the cylinder casting, and the screw-in pipe plugs in the water jacket on the right side. During 1913, and probably appearing in the 1913 style year, the lip was eliminated but the pipe plugs continued. Still later, and typical of most 1914 cars, the pipe plugs were replaced with pressed-in welch plugs.

There were, of course, many variations in the engine castings. It is quite possible that all three types of engines were built at the same time, with the older designs being phased out as new casting cores were made.

Transmission covers were of aluminum, as they had been since 1909. During the 1913 model year, reinforcing ribs had been cast into the cover around the bolt holes at the flywheel housing in an effort to strengthen the casting. It had been quite easy to crack the cover when tightening the bolts after changing the transmission bands, and these reinforcements made it a bit stronger. Transmission cover doors were flat steel. Foot pedals continued with the lettered design, to be replaced with a ribbed pattern in early 1915.

Carburetors were either Holley or Kingston. Early production 1914 cars may have come with the Holley Model S (2-screw) but the most common Holley was the Model G, a similar design but with the cover secured with three screws. The Kingston carburetor was the "four-ball" Model Y. It is possible that the Kingston Model L appeared in 1914 cars in the later production. Intake manifolds were aluminum in early production but the typical 1914 engine used a cast-iron intake manifold of almost identical design.

Late in the 1914 model year the magneto was enlarged and the magnets were now 3/4" thick. This change began with 572,437 on September 4, 1914, and by October (after 598,041) all engines had the new magneto. The new magneto was needed to supply power for the electric headlamps used on the then-new closed cars, introduced in the fall of 1914. (While the Sedan and Coupelet were introduced in 1914, they are considered to be 1915 cars and are not a part of this coverage.) The Touring and Runabouts continued in the 1914 pattern until about February 1915, when the 1915 style began to be produced at the Highland Park plant.

It is believed that all 1914-style open cars used gas headlamps but it is quite possible the later ones came with electric lamps. In a letter to the branches, dated January 12, 1915, Ford noted that they were no longer supplying the gas lamp tube on the radiators "as all cars now have electric lights." (A tube, part number T-4052X, was listed for use when the new radiator was used to replace the older type on a gas-lamp car.) Yet it was not until February 1915 that the 1915 style car bodies were being shipped to the branches. Therefore, one would think that 1914 bodies built until about March or April came with electric lights. On the other hand, we have seen a number of pictures of 1915-style Tourings (old pictures of seemingly original cars) with gas lamps. Ford never admitted to using gas lamps on a "1915" and it is possible that all 1914-style cars used the new chassis frame with the longer rear cross-member. The date of the change from the old frame with the forged body brackets is not known for certain but evidence would indicate the new chassis appeared about May, 1913. A letter to the Ford branches notes that the longer rear member began to be used "after 114,000 1913 cars." Ford, in other records, indicates that "1913" production began with 157,425 on October 1, 1912. Adding the 114,000 to this number puts it at 271,425 and the engine bearing that number was built on May 16, 1913. No doubt both the old and the new frames were used in production until the older style were used up.

1914 is commonly believed to have been the first year of the "any color as long as it's black" policy. Parts Lists all indicate wheels were "blue" but this may have been an oversight on the part of the people who made up the lists. To add even more to the confusion, though, the a list of paints was published on December 2, 1913, well into the "1914" model year:

Oct 3-4-5 SRHCCA Overnighter Lake County CA



Friday Oct 3:

- Drive to Calistoga. Visit Jack Mulkey collection
- Over Mt. St Helena to Middletown – on-your-own lunch at Perry’s Deli
- On to Lower Lake, Kelseyville, Lakeport, Nice-Lucerne Cutoff to our destination: Featherbed Railroad Bed & Breakfast Resort (\$145/night + tax for your own caboose (includes private bath) and full breakfast each morning!)

- **ACTION REQD ASAP:** Call Featherbed Railroad B&B 707 274-8378 and **make your reservation; being held under “Santa Rosa Car Club”**
 - We have 5 cabooses being held for you (Wayne and I already reserved ours) and that’s all they have available so hurry up – first come, first-served!
 - Visit <http://www.featherbedrailroad.com/> to view the themed cabooses and make your selection from the following we have reserved:
Casablanca, Celebrations, Lovers, Wine Country, Orient Express

- Complimentary tasting of local wines @ Featherbed B&B (3:00PM – 6:00PM)
- Finger food, BYOB in B&B garden for dinner

Saturday Oct 4:

- Tour Lake County, including:
 - Brassfield Estates Winery
 - Chacewater Winery & Olive Mill
 - Wildhurst Winery
 - Picnic lunch
 - Oktoberfest in downtown Lakeport: <http://www.oktoberfest-lakeport.com> ← we have reserved parking on the main street for the cars!
 - Dinner at Boathouse BBQ, on the deck overlooking the water; walking distance from our B&B



Sunday Oct 5:

- Tour into Mendocino County, Redwood Valley
- Stop at Farmer’s Market in Redwood Valley, Lion’s Park (starts at 9:30)
- Lunch in Hopland (veggie sandwiches are the best in California!)
- Back to Santa Rosa via Mountain House Road to Cloverdale and Dutcher Creek into Dry Creek Valley



Farmer's Market
Sunday morning

Friday & Saturday
night stay

Saturday afternoon
Octoberfest

Sunday Lunch

Friday Lunch

Sunday afternoon
End

Friday morning
Start

4 h 54 min
204 miles

AB69 AB 69, as amended, Perea. California Global Warming Solutions Act of 2006:

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism beginning January 1, 2015, and until December 31, 2017. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2018.

This bill would declare that it is to take effect immediately as an urgency statute.

AB (Grove R) Vehicles: registration fees.

1998 (Introduced: 2/20/2014 [pdf](#) [html](#))

Status: 2/21/2014-From printer. May be heard in committee March 23.

Current Location: 2/20/2014-A. PRINT

Summary: Would require the DMV to clearly identify the \$43 registration fee as the base registration fee on any application for initial registration or renewal of registration, and to clearly identify each additional fee or surcharge added to the base registration fee as a separate and distinct line item on those applications. The bill would also require the DMV to provide with each application a brief description of purpose for each fee or surcharge, and the statutory authority for that fee or surcharge.

AB (Achadjian R) Vehicle registration fees.

2204 (Introduced: 2/20/2014 [pdf](#) [html](#))

Status: 2/21/2014-From printer. May be heard in committee March 23.

Current Location: 2/20/2014-A. PRINT

Summary: Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to impose a fee of \$1 on all motor vehicles, except as provided, in addition to other fees imposed for the registration of a vehicle, and an additional service fee of \$2 on specified commercial motor vehicles. This bill would make a nonsubstantive, technical change to those provisions.

AB (Levine D) Vehicle registration fees.

2393 (Introduced: 2/21/2014 [pdf](#) [html](#))

Status: 2/24/2014-Read first time.

Current Location: 2/21/2014-A. PRINT

Summary: Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to

impose a fee of \$1 on all motor vehicles, except as provided, in addition to other fees imposed for the registration of a vehicle. This bill would authorize a county, that has adopted the resolution to impose the \$1 fee, to increase that fee to \$2 in the same manner that it imposed the initial \$1 fee. The bill would alternatively authorize a county that has not adopted a \$1 fee to impose an initial \$2 fee in the same manner that it is authorized to impose a \$1 fee.

SB 151 (DeSaulnier D) Vehicles: license plates.

(Introduced: 1/31/2013 [pdf](#) [html](#))

Status: 8/16/2013-Failed Deadline pursuant to Rule 61(a)(10)(ASM). (Last location was TRANS. on 5/24/2013)

Current Location: 8/16/2013-A. 2 YEAR

Summary: Existing law authorizes the Department of Motor Vehicles to make appropriate rules and regulations for the use and display of stickers or devices issued in lieu of license plates, and to publish a summary thereof. This bill would repeal that latter provision.

SB 913 (DeSaulnier D) Vehicular air pollution: vehicle retirement.

(Introduced: 1/23/2014 [pdf](#) [html](#))

Status: 2/6/2014-Referred to Com. on T. & H.

Current Location: 2/6/2014-S. T. & H.

Summary: Would require the guidelines adopted by the State Air Resources Board to additionally include specific goals for retirement and replacement of passenger vehicles and light- and medium-duty trucks that are high polluters. The bill would require the state board and the bureau to cooperate in the issuance of a specified number of replacement vouchers through the Enhanced Fleet Modernization Program for specified fiscal years and a specified number of retirement vouchers through the Consumer Assistance Program and the Enhanced Fleet Modernization Program for specified fiscal years. The bill would state the intent of the Legislature regarding the funding of these activities.

SB (DeSaulnier D) Vehicles: vehicle-miles-traveled charges.

1077 (Introduced: 2/19/2014 [pdf](#) [html](#))

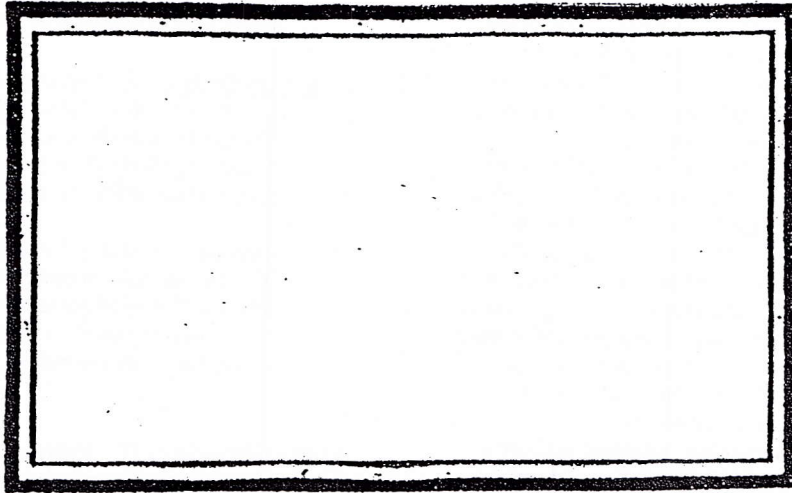
Status: 2/27/2014-Referred to Com. on T. & H.

Current Location: 2/27/2014-S. T. & H.

Summary: Would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016. The bill would provide that these provisions would be repealed on January 1, 2018.

SB1079 (Vidak R) Measure Would Stop Hidden Gas Tax

This bill would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill would declare that it is to take effect immediately as an urgency statute.



Happy Anniversary

SEPTEMBER 5 MAX & LAURA MEYER



Page 22

Goggles & Gauntlets

October, 1997

A CENTURY OF PROGRESS

Robert Aldrich was an engineer residing in Millville, Massachusetts and employed by the American Steel & Wire Co. of nearby Worcester. In 1897-98 he built a small 475-pound one-cylinder gasoline runabout which successfully negotiated Massachusetts roads. *The Horseless Age* reported that he had several orders for the vehicle. Surviving family members indicate, however, that only the one vehicles was built.



During the summer of 1897, R. P. Scott of Cadiz, Ohio, put the finishing touches on a steam carriage he had built which weighed but 275 pounds and which was capable, he said, of a mile in two

minutes. *The Hub* reported in July that Scott planned a trip to Baltimore and had already incorporated some defense features in his car. "A hose of hot water can be turned on vicious dogs," he said.

P. A. Murray was a Boston machinist who built a two-seater electric carriage in 1897 for clients who were identified as the "Stanley Bros." Possibly they were Francis E. and Freeland O., who were then in the process of beginning their steam adventures. "The carriage will be propelled by chain running from the motor which will be supplied with power from a set of storage batteries," the *Boston Herald* reported that year. So far as is known, this electric was the only car built by P. A. Murray.

Clark Stintz of Grand Rapids began work on his first car in 1895 intending to compete in the *Chicago Times-Herald* race in November of that year. But he didn't complete the car until 1897. During this period he began manufacturing gasoline engines, and in this field made a fine name for himself.

