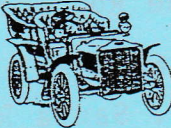


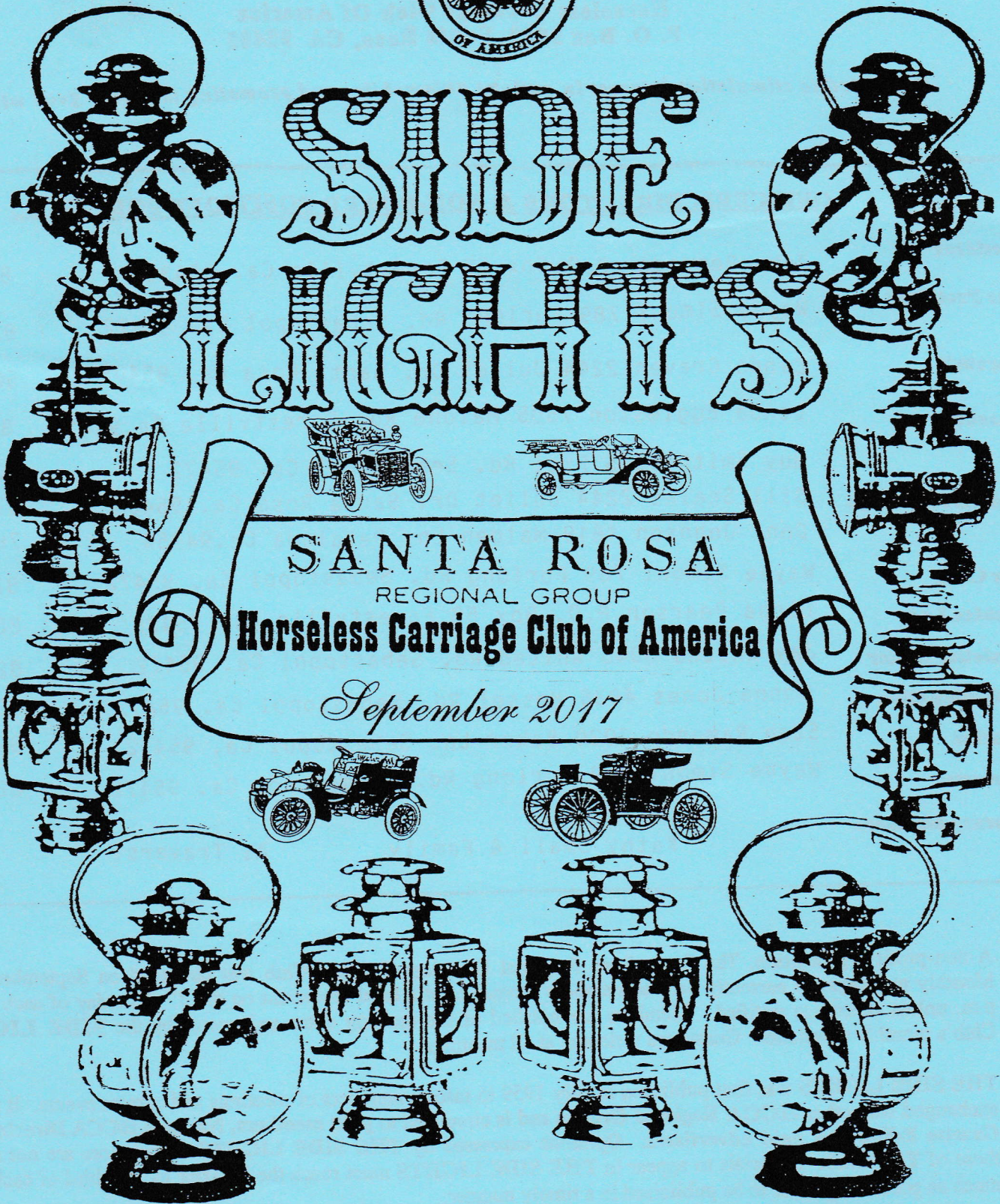
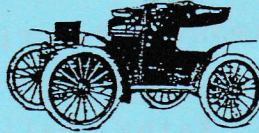
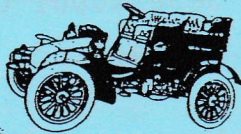


SIDE LIGHTS



SANTA ROSA
REGIONAL GROUP
Horseless Carriage Club of America

September 2017



**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 2017

President	John Pearson P.O.Box 58 Forestville Ca. 95436	887-1866
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
	Guy Smith 4015 Frei Rd. Sebastopol Ca. 95472	829-1370
Directors At Large	Bill Scales 2244 Juliet Dr. Santa Rosa Ca. 95409	526-4943
	Don Johnson 1818 Malden Ln. Petaluma Ca.94954	782-0229
Tour Chair	Wayne Simoni 789 Furlong Rd. Sebastopol Ca. 95472	823-1637
Suzanne 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.**

2017 SANTA ROSA H.C.C.A ACTIVITY CALENDAR:

SEPT 21	MEETING AT ROUND TABLE	
SEPT. 24	SMITH TOUR	MORE TO COME
OCT 4-7	HERSHEY SWAP MEET	
OCT 19	MEETING AT ROUND TABLE	
OCT 22	POSSIBLE SKUNK TRAIN RIDE	OVERNIGHT ON COAST
NOV. 16	MEETING AT ROUND TABLE	
DEC.	NO MEETING	
JAN	INSTALLATION DINNER	TIME:
NOTES:	PLEASE ADD CORRECTIONS & OTHER CAR ACTIVITIES & DATES AND GIVE TO PEARSON	PLEASE SIGN UP FOR OPEN DATES DATE: 5/30/17

Meeting Minutes

The August 17th 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 Secretary Cinda Craven.

Attendees: We had 8 attendees this month: Don and Pam Johnson, Guy Smith, Bill Scales and Cinda Craven, Jay Whited, Stan Romando and Jim Flint. No guests or new members were present.

Secretary's report: Minutes from last month's meeting were read and approved.

Treasurer's report: None. **Correspondence/Editor:** Jay had nothing to report. **Old Business:** None.

New Business: Jim Flint reported there are two remaining free demonstration weekends this year at Sturgeon's Mill: September 16-17th and October 14-15th.

Tours: Daryl and Linda Eggleston will lead the next tour on August 20th. Meet at Norm's Café in Larkfield at 8:30am for breakfast. Tour to Venado and the Advent Academy to follow at 9:30am. Bring a picnic lunch to enjoy at Seghesio Winery after.

Sunshine: No report. **Membership:** No report. **Website:** No report.

Car Talk: Guy and Michelle Smith took past member Al Soiland to lunch. Al, who is 88, lives in Santa Rosa and helped Guy obtain his Class A license back in 1968. He still owns his 1928 Dodge, but he donated his ladder fire truck to the City of Oakland.

Meeting was adjourned at 7:12pm.

Respectfully submitted,
Cinda Craven, Secretary



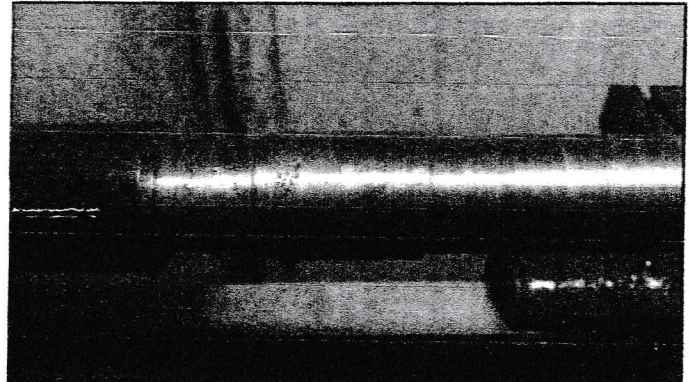
Under the Hood

When You Can't Just Buy One

by Clayton Paddison

The Ford boys tend to have it easy. Nearly every part for the admirable Model T is available in either NOS form, solid used original, or reproduction form a mere phone call away. This means the Model T is probably one of the easiest antiques to restore and operate. But what about the rest of us?

The hobby is full of wonderful, rare and unique cars. These cars however, come with a flip side. The rarer they are, the harder they are to find parts for. Some of these cars have parts that are one of but a few in the world, or simply do not exist outside your garage. So what do we do if this part is worn out, or broken?



This same scenario has been approached many times over the years by each one of us and it always forces us to become creative and ingenious. We must make new parts from scratch, cast new ones, make patterns, drill, machine, even design and build our own tools to accomplish such feats.



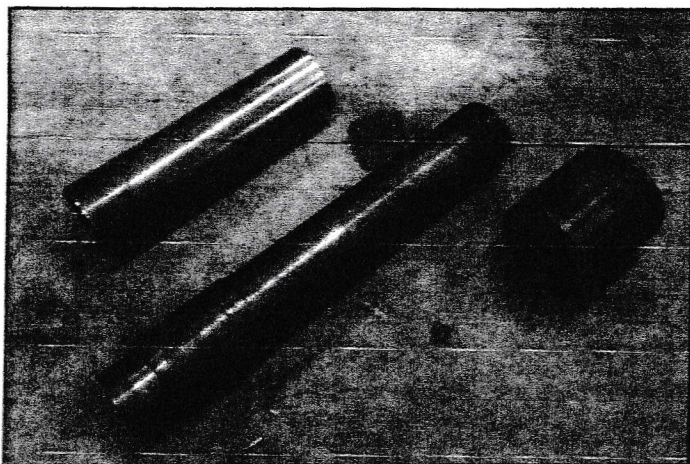
My story is simple, but no different.

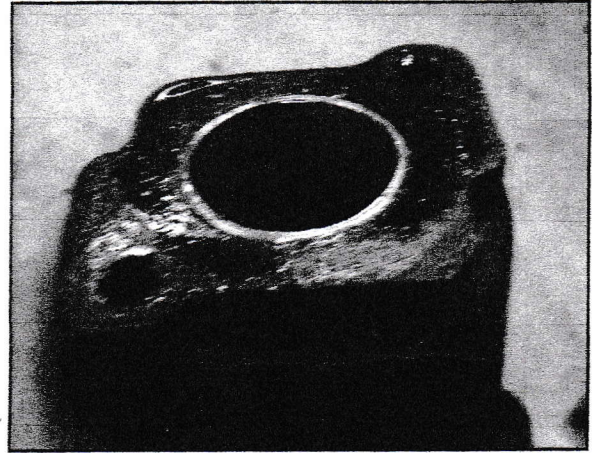
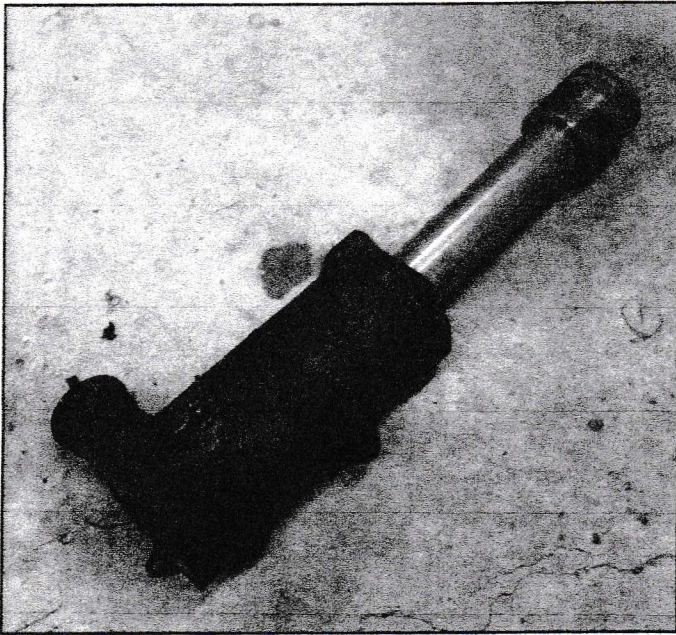
A year ago, I took on the mechanical restoration of a friend's 1927 Buick Master 27-47 Sedan that had been dormant since 1957. The engine was especially in need of love; suffering a blown piston in the 1950's and a multitude of other smaller issues. Upon disassembly, I found several issues with the intake manifold. Since its early

days, Buick had contracted with the Marvel Carburetor Co. to supply carburetors and heat risers for all models. The heat riser, part of Marvel's "Heat System" was designed take exhaust gas directly from the exhaust manifold and pass it through the hollow cast iron riser. It then swirled around the steel tube intake throat pressed down its center to heat the air/fuel mixture. The gas was then passed out through a port on the side of the riser, through a connecting pipe and back into the main exhaust pipe.

After 50 to 90 years of use, these castings are notorious for becoming

brittle and the steel tube throats tend to rot out from moisture in the exhaust. The castings themselves are non-existent as spares. The one on my car was of course no different and replacing the steel tube requires removing the old tube. This can be done by crushing the old tube with a cold chisel through the large exhaust port on the back, or making some sort of tool to remove it. Since the new insert is pressed in, I decided it



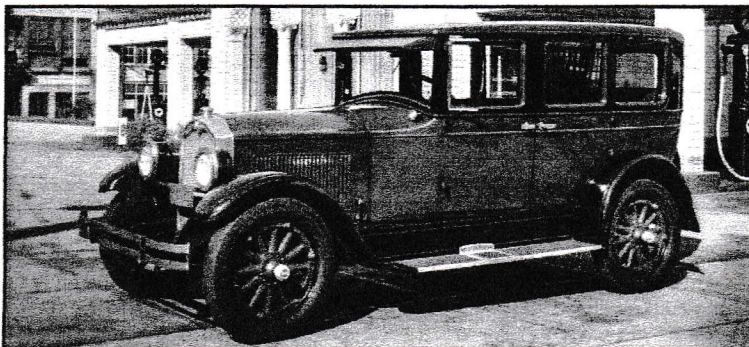


was best to build a tool to both remove and replace. The tube itself is a 1-5/8" OD piece of thin wall steel tube. For the replacement, we decided to use brass originally, but settled for a nice piece of thicker walled Stainless tube.

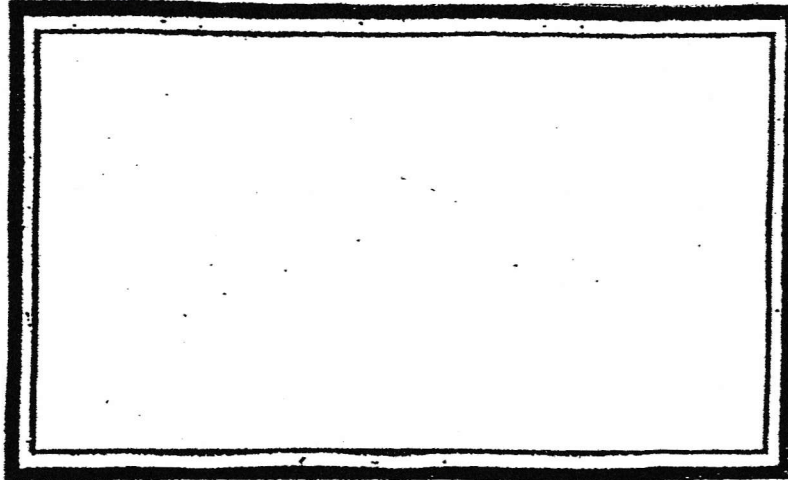
We first laid out the tool on paper and came up with a design that encompassed a threaded shaft with a maximum OD a few thousandths smaller than the inside of the casting itself. It was cut down in the center .065" to the ID of the new Stainless insert and tapered on the end to act as a positive guide, so the tube would engage correctly as it was pressed in. The cap was made from a substantial piece of steel stock and threaded to as to hold the new insert tight on the tool. It was also designed to act as a stop new insert and the pressing buck to install it.

Once our new tool was complete after only two weeks of work, it successfully pressed out the old insert easily and the new brass test piece perfectly. After this, we used it again to remove the brass and insert the stainless tube for the final time.

With this complete, the new heat riser was sealed and ready for use for another 90 years.



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



101 ECONOMIES FOR THE MOTORIST



Happy Anniversary

SEPTEMBER 5 MAX & LAURA MEYER



40 LAMPS

Because of a rusted headlight rim it has often been necessary to break the glass to replace a bulb—sometimes a cold chisel and a hammer come into play.

There is absolutely no excuse for this destruction, when a little grease wiped on the rims will prevent their rusting, and make it possible to replace a bulb or clean a reflector with a twist of the wrist.

It will prove a saving to apply a thin film of grease to the electric terminals.

When a plain lens has been installed and a temporary frosting is desired, apply a thick lather of Sapolio and water. This frosting will last for several months.

The effect of a permanent frosting may be secured by coating the inside of the lens with orange shellac.



37 IGNITION CABLES

Rubber garden hose makes an ideal protection for ignition cables. Cut off a piece of rubber hose to the correct length, and run the wires through it and out through the holes cut in the sides to conform with the location of the spark plugs.

Starting wire cables can also be protected from oil and water, short circuits, chafing and other injury by covering with garden hose.

