

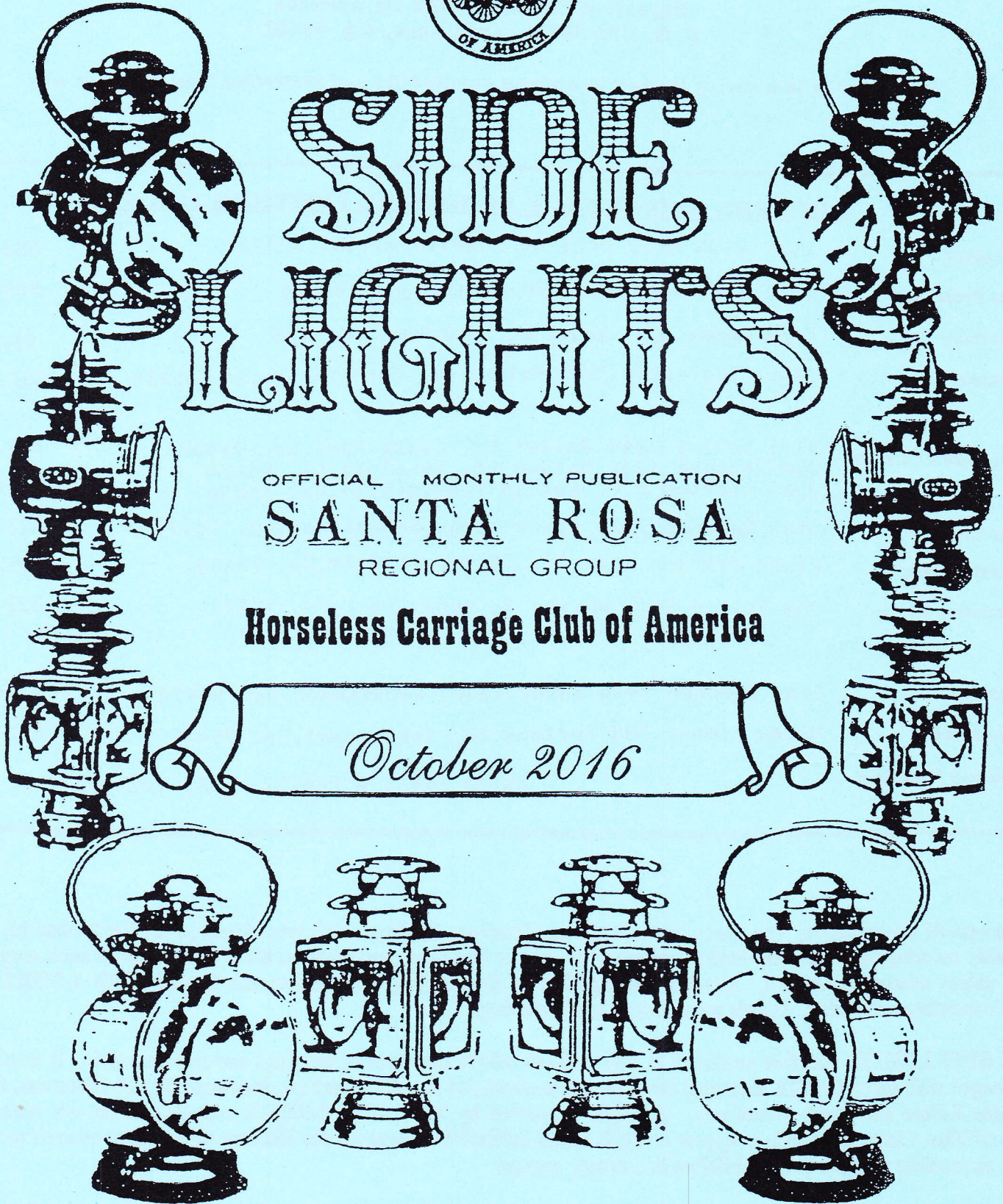


SIDE LIGHTS

OFFICIAL MONTHLY PUBLICATION
SANTA ROSA
REGIONAL GROUP

Horseless Carriage Club of America

October 2016



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

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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.

2016 Circle Tour – upstate New York, Niagara Falls (September 11 – September 24)

On September 10, Wayne and Kim Simoni flew to Philadelphia, picked up a U-haul rental truck with hitch and then drove to Conestoga PA to spend the night with dear friends Clay & Rene Green. Clay & Rene have been caring for our 1911 Model T Touring which we shipped east last year. We were driving to Canandaigua New York the following day (with Model T in trailer hauled by rental truck) – 6 hours north – to start our “Circling New York” tour with 16 other wonderful, fun and interesting couples.

Day 1 took us from **Canandaigua to Cazenovia**. Gorgeous roads and scenery. The Model T was not running very well but we limped it along, arriving at The Brewster Inn before dark. A lovely and dramatic, old country inn with restaurant, we had a cozy room in the carriage house. It was right on the shore of Cazenovia Lake (one of the Finger Lakes). Wayne worked on the car (to no avail as it turned out) and we had pizza delivered from the local pizza joint.



Day 2 dawned clear and warm. After an early continental breakfast, we departed for a very long driving day north. Hills and hills and more hills! The poor Model T was running even worse...every uphill (many of them!) it would sputter and cut out and lose power. We covered 125 miles and it took FOREVER. Yes it was beautiful countryside, but neither of us was feeling



very certain of our touring future! Finally arriving at our destination in **Clayton** in the 1000 Island area (shores of St. Lawrence River which feeds into Lake Ontario) we were tired, windblown and disgruntled. How wonderful to discover we had an AWESOME room with veranda and view of the river waiting for us. By this time Wayne had replaced the magneto timer and swapped out a couple coils. Everything seemed to make a small incremental improvement (overly optimistic!) until we really tried to do some driving under load. Then it would start missing really badlyagain. Oh well, maybe we'd think of something else tomorrow.

Day 3 started out a little cold and gray and windy in the morning, but no rain and thankfully a short driving day. With the guys heading off in the morning to visit an antique wooden boat museum in Clayton, the women explored (and shopped) in Clayton. Quite fun and relaxing. Once we reconnected with the guys about midday, we headed further north (only about 15 miles) to visit a small distillery (very interesting flavored spirits) and then on to the town of **Alexandria Bay**, still on the St. Lawrence River. At 3:00 we had a dedicated paddle-wheeler boat tour which included a catered



lunch all around the 1000 Islands area. STUNNING beauty, gorgeous mansions on both the Canadian side and the American side of the river and literally a thousand islands of all shapes and sizes sprinkled throughout. Our tour ended at Boldt Castle, on its own island. It is almost completely restored to its 1920's glory and in fact was built by George Boldt to honor his new bride Louise, the daughter of the Waldorf-Astoria hotel founder. She died unexpectedly about the time the castle was being finished and he ended up never living there. So sad!

Day 4 was another long driving day (129 miles) with a LOT of hills. As our tour book said, “what goes up must come down”, but it sure seemed like more up than anything! And the Model T was still barely making it. Both of us were



perplexed and Kim was stressed. Wayne (along with all the best heads on the tour!) decided that the problem was a bad (leaky) intake manifold gasket so had ordered a new one from Lang's and had it shipped via FedEx overnight to today's destination in **Vernon**, so we were hopeful that might resolve the problem. After a picnic lunch stop at the Salmon River Fish Hatchery, we continued to limp along, finally arriving at the Vernon Downs horse racing (sulky-racing) track and Casino/Hotel. Our hotel room was on the 35th floor and looked directly down onto the race track! Wayne carefully replaced the gasket and after a quick test drive, pronounced that

the Model T was **FIXED!** Hooray! We had a lovely evening watching racing (but no betting!), looking forward to a problem-free day the next day.

Day 5 was clear and a little chilly! It didn't take long after our departure to realize the T was **NOT** fixed; it was only running marginally better and everyone was flat out of ideas. At one point climbing an early hill, I actually had to get **OUT** of the car in order for it to have enough "umph" to make it to the top! We were lucky to have today's route go past the restoration shop of our host, Steve Bono. He has many really experienced mechanics on staff so we stopped to see if they could think of anything. The head mechanic disassembled and cleaned the carburetor, replaced plug wires, and even took a hilly ride with Wayne to experience the problem himself. Of course the T ran **PERFECTLY** the whole time on the test ride. What the heck was going on?? It truly ran no better once we set off to continue the tour. We finally arrived in **Trumansburg** for an elegant group dinner and overnight stay at the Taughannock Farms Inn. We had an entire **HOUSE** for just the two of us! Dining room, kitchen, bedroom and patio looking out onto Cayuga Lake! We were feeling pretty content in spite of the car!



Day 6 and today's destination was **Corning** and the home of the Corning Glass Museum! But [drum roll] first stop was the Watkins Glen Racetrack and **THREE LAPS** around the track in the antique cars! What fun! Unfortunately our T stalled in the middle of the 2nd lap, on a hill, in the middle of the track! **NO!** Got it started again with help from Steve and completed the laps more slowly that Wayne wanted! I was totally scared that with every turn, our (old, wooden) wheels would buckle under the car. It felt so top-heavy when trying to corner!

We finally arrived in Corning in the late afternoon, ahead of a light rain. A number of us went straight to the museum's glass blowing studios and were able to make our own glass flowers. Really fascinating process. And [another drum roll!] this is where the Model T problem was fixed, once and for all!!!! Turns out that when I would sit down on the passenger seat, just enough weight pressed the plywood cover over the gas tank (under the seat) onto the gas cap, cutting off the air intake hole in the cap!! With a handy pocket knife and some careful carving, problem **SOLVED!!!** A small group of us walked down the street for a super Mexican dinner (and celebrated with giant margaritas!). Slept really well, spirits fully restored!

Day 7 was warm and dry! We spent the morning visiting the Corning Glass Museum. Truly amazing glass works of art, and galleries on the history of glass making and the role glass played in the development of society and technology. I was disappointed to leave, but we had a noon appointment to visit the Glenn Curtiss Museum in Hammondsport. This too was fascinating; the museum



boasts a large collection of Curtiss' airplanes, motorcycles and many other items pertaining to the local Finger Lakes area such as boats and wine culture. After "crashing" a local car show just down the road from the museum, we toured backroads to **Bath**, our evening's destination. A group pizza dinner in the hotel lobby was enjoyed by all. Steve and Darlene (bless their hearts) made sure I had some pieces with no cheese! How delightful this day with no car problems!



Day 8 was full of surprises! Tonight's destination was a lovely, old hotel (Glen Iris Inn) located inside of the **Letchworth State Park**, known as the "grand canyon of the east". It was only a 65-mile day so we could take our time. Good thing because shortly after heading out, we were descending a gravel road and Wayne said, "the car steering feels squishy and weird". Oh my! After checking the front wheels and axle, he pronounced nothing wrong and we continued downhill. At the bottom (!) he said something was not right. He checked the rear wheels and every bolt on every wooden spoke holding each rear wheel to its hub was finger-loose!! In fact, one bolt was stripped and

another nearly sheared off! An hour later, with help (and jack) from Joe & Betty Swann, wheels were pulled, tightened and replaced. Have to be looking for some bolts at a local NAPA Auto store though! What else could possibly go wrong? Well..... not thirty minutes later, heading up a medium hill, the car started missing again. What? Fiddled with the coils. Nope. Eased myself off the seat. Nope. Pulled over and discovered one of the plug wires had **come** off the plug. Whew! Put it back and tightened ALL of them down and once again motored along smooth as silk! We finally entered Letchworth State Park to truly breathtaking views – river, sheer cliffs, loads of trees and wonderful series of waterfalls and short hikes to see them. The Glenn Iris Inn and group dinner made a day to remember.



Day 9 delivered a wonderful visit to Mt. Morris Dam, run by the US Army Corps of Engineers and is a dam not for power generation but for preventing downstream flooding of farmlands. They can regulate releases based on weather and "store up" water behind the dam to only be time-released. Really fascinating. In fact in 1972, Hurricane Agnes dumped so much water that the level behind the dam came within 4 inches of the spillway! We continued on to a short stop at the National Warplane Museum to see WWII era planes and then the entire group gathered at 3PM at the Hidden Valley Animal Adventure for a private safari – water buffalo, bison,

zebra, camel, emu, gazelle and so on. Very cool – they were pretty tame, came right up to the 4X4 and we could feed them. Our day ended in **East Aurora** at a truly gorgeous craftsman-style old hotel called the Roycroft Inn. We had a HUGE suite beautifully furnished and a wonderful meal with a few of the group in the hotel's pub. Nice end to a wonderful day!

Day 10 before departing East Aurora we visited an old time five & dime store called Vidlers. It is three floors (and many cubbyholes) of everything you could possibly want (and many things you wouldn't). Lots of fun to just wander through ...which we all did for about an hour! Next onwards and into Canada via the St. Lawrence Bridge and into **Niagara Falls** for 2 nights! After passing unceremoniously through Canadian customs, we descended into the tourist crowds along the Falls. WOW!! So many people, casinos, buses, restaurants, hotels! And more people! But, the walkways were clean, the gardens beautifully maintained and everyone was pleasant. Our hotel, walking

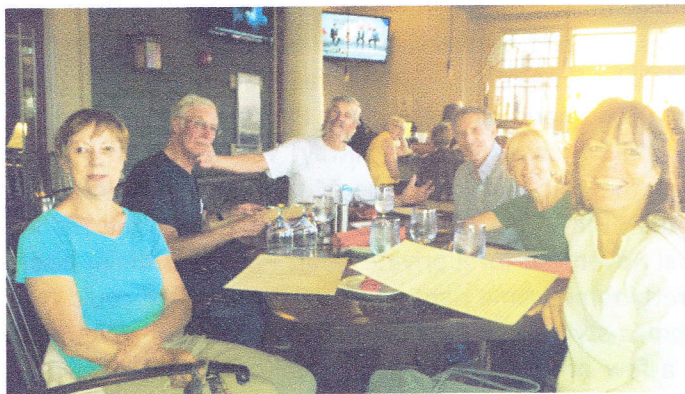


distance to everything, gave us a room on the 39th floor, with a full wall of window looking out on both falls (American and the traditional Horseshoe Falls). Just spectacular & magical, especially when they shot off fireworks at 10PM over the falls! Wow! We had another good Mexican meal with the youngest couple on the tour (24 and 23 years old, driving his dad's 1912 Packard). Such fun!



Day 11 gave us the freedom to explore the area around **Niagara Falls**. We had already decided we'd seen enough 'tourist stuff' so off we headed to the small and charming town of Niagara-on-the-Lake where we explored and ate lunch. We spent the entire afternoon at Fort George National Historic Site which is a historic military structure at Niagara-on-the-Lake, that was the scene of several battles during the War of 1812. The fort consists of earthworks and palisades, along with internal structures, including an officer's quarters, blockhouses to accommodate other ranks and their families, and a stone powder magazine. Fascinating! We had a lovely diner-style dinner with our dear friends Dick & Connie Knies (probably the oldest couple on the tour – they are both in their mid-80's and still actively and capably touring!)

Day 12 had us returning to New York and the United States. 30 miles and a light rain and we arrived in Lockport (just outside of Rochester) for a wonderful boat tour on/through the Erie Canal locks! The locks are no longer used for any sort of commerce but pleasure craft and tourist boats (like ours) abound. The trip upriver was beautiful and uneventful but our boat got trapped in the middle lock on our return trip. The "lockmaster" couldn't get the locks to close properly to ensure flooding/draining occurred as required, so after an hour+, they offloaded all of us and we had to hoof it back to the boat company's parking lot 1/4 mile away. Such excitement! Our destination was 60 miles further and it was already about 2PM so everyone pretty much dead-headed to the hotel in **Rochester**. Everyone got slightly rained on for the last 15 miles but it didn't dampen anyone's spirits!



Day 13 was our final touring day and only 43 miles. We were spending our final night together at the same hotel where we began this adventure in **Canandaigua**. After a wonderful stop at Wizard of Clay pottery shop (yes, I bought some beautiful pieces), and two small local breweries (apparently the state of New York subsidizes and provides tax relief for breweries (!) and there are MANY in this area, and hops growing everywhere too), we arrived back at the beginning of our circle. We loaded the now smoothly-running Model T back in our trailer and gussied up for our group's final buffet dinner at the hotel. Such a great group of friends that we only appreciate more every time we get together.

Day 14 was our 6-hour trek back to Conestoga caravanning with Clay & Rene, dropping the car/trailer back with them, then back to Philadelphia (add'l 2-hour drive) to drop the rental truck, take a cab to the local airport Marriott for a free (Marriott Rewards!) stay so it was easy and stress-free to catch our flight home on Monday morning.

We thoroughly enjoyed ourselves, our friends, our car (!) and all the wonderful things we saw and did. Here's to 2018 Circle Tour in Virginia!!!!



2016 SANTA ROSA H.C.C.A ACTIVITY CALENDAR:

DATE:	EVENT:	COMMENTS:
2016	NOTE: ALL MEETINGS WILL BE AT ROUND TABLE PIZZA, EAT 6:30 TO 7 - MEETING AT 7:00+/- NOTE: MEETING DATE CHANGE TO SECOND THURSDAYS	GUERNEVILLE ROAD @ 1791 MARLOW ROAD, SANTA ROSA. (SAFEWAY CENTER)
OCT.13	CLUB MEETING AT ROUND TABLE	
OCT 23	TOUR DATE	BILL & CINDA
NOV. 10	CLUB MEETING AT ROUND TABLE	
DEC.	NO MEETING	
NOTES:	PLEASE ADD CORRECTIONS & OTHER CAR ACTIVITIES & DATES AND GIVE TO PEARSON	PLEASE SIGN UP FOR OPEN DATES UPDATE: 5/2916

Current Legislative Issues

ACCC Legislative Status Report September 2016

AB 932 (Daly D) Specialized license plates: professional sports. (Amended: 7/15/2015 [pdf](#) [html](#))

Status: 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)

Current Location: 8/28/2015-S. 2 YEAR

Summary: Would require the Department of Parks and Recreation to apply to the DMV to sponsor a license plate program for the issuance of license plates bearing the officially licensed logo, emblem, or trademark provided by a California professional sports franchise, upon entering into a memorandum of understanding with the franchise to participate in the program.

Organization	Assigned	Position	Priority	Subject	Group
ACCC	JCaldwell	WATCH			

AB 1591 (Frazier D) Transportation funding. (Introduced: 1/6/2016 [pdf](#) [html](#))

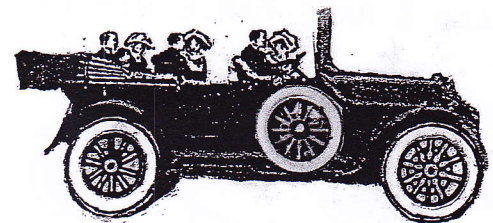
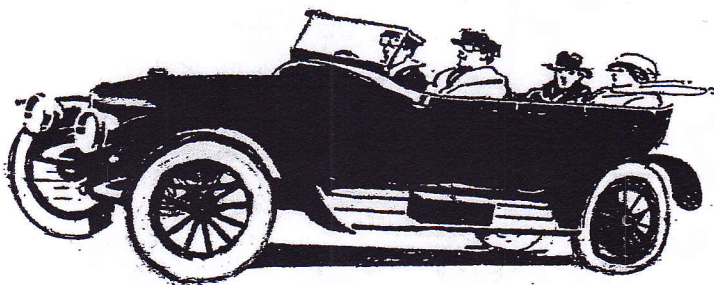
Status: 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.

Current Location: 2/1/2016-A. TRANS.

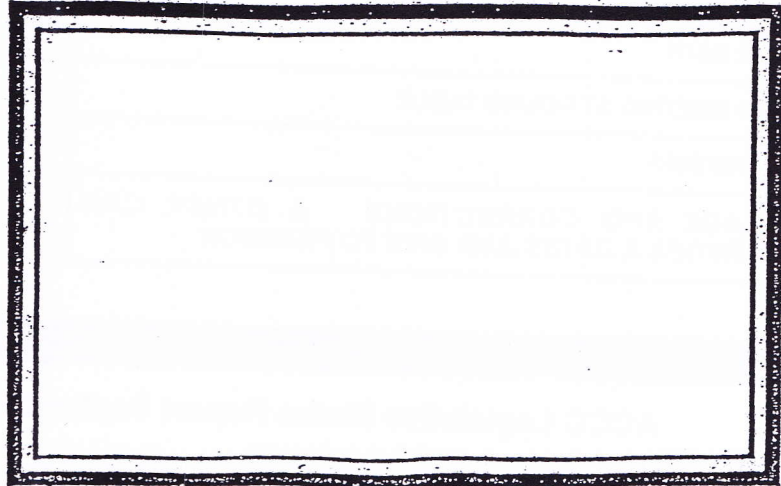
Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.

Organization	Assigned	Position	Priority	Subject	Group
ACCC	JCaldwell	OPPOSE			

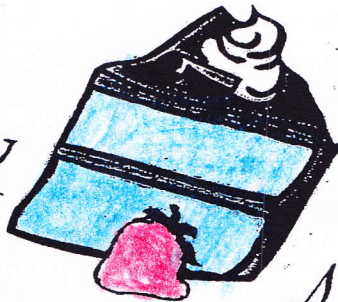
FROM THE - DEFENDER



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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

THE LADIES HOME JOURNAL
October 1901
Autumn Hat

