

- VOLUME 70 ISSUE 1



*The Brass Nuts* is published by the 5th of each month by the **NORTHERN CALIFORNIA REGIONAL GROUP OF THE HCCA**. Permission to reproduce articles appearing in this publication is granted provided credit is given to the original source. *Brass Nuts* subscriptions are available to non-members for \$15.00 per year.

The mission and purpose of the **Northern California Regional Group of the Horseless Carriage Club of America** is to bring together people interested in the preservation of antique and vintage vehicles and their accessories, to preserve and maintain antique and vintage vehicles, and to serve as an accurate and technical source of information concerning the vehicles for the benefit of the members and the general public. We value and enjoy sharing our cars and their history through public educational events.

#### **THE HORSELESS CARRIAGE CLUB OF AMERICA**

The Horseless Carriage Club of America is a nonprofit international association of people dedicated to the enjoyment, study and preservation of early automobiles manufactured prior to 1916.

The club was organized in 1937 by a group of horseless carriage enthusiasts who foresaw the need for an organization dedicated to the preservation of automotive history. From this beginning the Horseless Carriage Club of America has grown to include members from all parts of the United States, Canada, Europe and other parts of the world. [www.hcca.org](http://www.hcca.org)

**NCRG General Meetings** will be held the **third Thursday of each month (no meeting in December)** at the **Sacramento Sewer District Office Board Room, 5026 Don Julio Boulevard, Sacramento, California.**

#### **NCRG 2021—2022 BOARD OF DIRECTORS:**

Jan Charpier, Mike Huff, Sandy Maye, Stephanie Mozell, and Diana Squire

#### **NCRG 2022—2023 BOARD OF DIRECTORS:**

Joe Anino, Bill Charpier, Raul Cornejo, Roger Mitchell, David Pava, and Jennifer Roberts,

#### **2021**

(Officers for 2022-23 will be announced after the NCRG's January 9th Board meeting.)

#### **NCRG-HCCA**

#### **QUESTIONS? CONTACT**

**Web site address:**

[www.ncrghcca.com](http://www.ncrghcca.com)

#### **OFFICERS**



**President** Bill Charpier

**Vice President** Diana Squire



**Secretary** Stephanie Mozell

**Treasurer** Jan Charpier



#### **COMMITTEES**

**Membership** Kathy Ryan

**Welcoming** Sue Hill

**Tour & Safety** Diana Squire

**Publicity, Historian** Sandy Maye

**Sunshine** Elaine Rose

**Webmaster** Thomas Roush

**Education** Frank Squire

**Certificate of Insurance** Cat Roush

**Editor** Diana Squire

#### **REMINDER**

**!!!!!!DUES ARE DUE!!!!!!**

Renewal Applications were mailed to members in October

If you did not receive your notice, please contact Diana Squire

Please mail your Renewal Form and \$20 to  
Jan Charpier, NCRG-HCCA Treasurer



**President's Message:**

As 2020 comes to an end, I would like to say thank you to all members for your continued support of our Club. To those members who have taken time out from their busy lives to

serve as Board Members, officers and committee members, your dedication is greatly appreciated. One Board Member, Gordon McGregor, decided to not run for another term; however, it should be noted that Gordon has served on the Board for well over 30 years. Great job, Gordon! Not enough can be said for the time spent and hard work put in by Diana Squire, Jim and Kathy Ryan and Kim Malone to produce and distribute *The Brass Nuts* in a timely manner – thank you. And as always, thank you to the members who submitted articles and photographs to be included in the newsletter. We also have members who do things “behind the scenes” to support the club and often don’t get recognition for their hard work, thank you for your contributions.

In January I like to offer the “State of the Club” as I see it. We have been through nearly two years of the pandemic which has made it difficult to have meetings, tours and other get-togethers. Fortunately, during 2021 we saw improvements with some tours and the start of in-person meetings. We continue to be in a very sound financial position. Looking forward, I’m optimistic that we will see another great year.

The January 9<sup>th</sup> Board of Directors Meeting and Installation of Officers will be at 11:30 a.m. at Denny’s in Orangevale. The meeting is open to all members. Please let Stephanie Mozell know if you plan to attend.

Jan and I wish you and your families a healthy and happy New Year!

....

*Bill*

**Editor's Message:**

Happy New Year to All!!!!

Stephanie Mozell’s idea for the club to have a pizza dinner and light tour was a big hit with club members. The light tour was fun and, of course, the desserts served up at the Hopkins’ home were as delicious as ever. I hope everyone had fun and, perhaps, we will consider doing this next year!

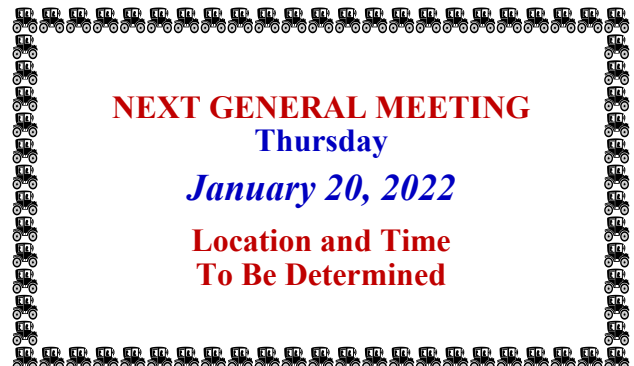
Onward to 2022. I certainly hope we will be able to have in-person meetings. If not, please try to join the Zoom meetings. It’s so nice to conduct the meeting with more of our members in attendance. Being able to touch base with each other is so important to our club’s continued health. I encourage you to participate online or in person.

You are welcome to come to the Board Meeting on January 9<sup>th</sup>. Please let Stephanie Mozell know if you plan to attend. We will elect new officers at that meeting and talk about the direction of the club in 2022. We already have two members who have volunteered to plan events and tours this spring. If you have any ideas for a day tour or longer tour please let the Tour and Safety Chairman know. I know there are other members who would be willing to help out.

Lastly, thank you to all who have contributed to the newsletter for the past year. I appreciate your support and input. Articles, jokes, and “memories” are always needed to fill these pages and I welcome your assistance.

*Wishing You Good Health and Safe Travels in 2022*

*Diana*







## NCRG HCCA CALENDAR OF EVENTS

(NOTE: NCRG sponsored events are in bold print)

### 2021—2022

- January 9**     **Installation Board Meeting**  
11:30 am, Denny's,  
8841 Greenback, Orangevale
- January 20**     **General Meeting**  
**Time and Location TBA**
- February 17**     **General Meeting**  
**Time and Location TBA**
- March ?**     **Auction, Joe Anino**
- April ?**     **Shop Tour, Joe Anino**
- May ?**     **2nd Annual Rae Anino Tour,**  
**Joe Anino**
- Spring Tour**     **Tour and Ice Cream Social,**  
**David Pava**



**Plan a tour**  
**Let's set a Date!!!!**

Contact Diana Squire, Tour and Safety  
Chairman, with your tour dates and  
information.

## SWAP MEETS, OTHER REGIONAL CLUB: HAPPENINGS AND NATIONAL EVENTS

### 2022

January 29-30—Turlock Swap Meet. Stanislaus County  
Fairgrounds, Turlock CA. [www.turlockswapmeet.com](http://www.turlockswapmeet.com)

February 22-25—HCCA National Convention and Tour,  
Howey-in-the-Hills, FL. Info and registration forms at  
[www.hcca.org](http://www.hcca.org)

March 18-19—32nd Annual Chickasha Pre-War Swap  
Meet, Chickasha, OK.

April 22-24—Tulare Swap Meet (Formerly Bakersfield),  
Tulare, CA. More information forthcoming.

June 6-10—IDNET 2022 Tour Nickel Era Touring  
Registry, Moscow ID, Website: [nickeltouringregistry.org](http://nickeltouringregistry.org)

July 14-19—2nd Annual "Celebration of the Brass Car"  
Tour, Show, and Swap Meet—Hickory Corners, MI,  
Website: [www.museumofthehorselesscarriage.org/events](http://www.museumofthehorselesscarriage.org/events)

*Please see your latest Horseless Carriage Gazette  
"Calendar Section" for any other events or for  
event rescheduling or cancellations for 2022.*

# 2022

# January



*New Year's Day*

**6th**     *National Cuddle Up Day*



**13th**     *National Rubber Ducky Day*

**15th**     *National Hat Day*



## California Automobile Museum

Check their website for upcoming events and information.  
[www.calautomuseum.org](http://www.calautomuseum.org)

### Registration for 2022 Docent Training Course

The California Automobile Museum is now taking applications for the highly regarded Docent Training program, which starts Wednesday January 19, 2022. The course includes 20 sessions, which run on Wednesdays from 6 – 8:30 pm, on automobile history, with sessions on "hands-on" docenting on the Museum floor, a Model T "Drive," and trips to other car museums.

The fee for student docents is \$99 and includes a one-year membership in the Museum with museum privileges and all course materials.

Registration forms are on-line at the Museum's website: Click on [calautomuseum.org/volunteer](http://calautomuseum.org/volunteer) to find more information and registration forms. A copy of the application is also available at the Museum's front desk, 2200 Front St., Sacramento, during open hours Wednesday through Monday, 10 am – 5 pm.

For more information, call the Museum at 916-442-6802 or leave a message with your name and phone number, and a volunteer will call you back.

Or you may e-mail [bobdaloia@yahoo.com](mailto:bobdaloia@yahoo.com)



## Pizza Dinner and Holiday Light Tour with Yummy Desserts provided by Helen Hopkins

Pictures provided by Diana and Frank Squire,  
Sandy Maye and Stephanie Mozell

The evening was cool and clear. A great night for club members to gather at the Round Table Pizza Parlor in Folsom before heading out for a drive around the nearby area to see the wonderful light displays. About 45 people joined in the fun. This was our first large gathering since COVID disrupted our lives.

Special thanks go to: Stephanie Mozell, Mike Huff, and Frank and Diana Squire who worked together to make the dining room festive. Stephanie and Mike drove through the neighborhood and charted our course for the tour. Helen Hopkins served up her famous lemon pie, a spice cake and a German chocolate cake, along with delicious cookies to those tour-goers who stopped by for dessert. Helen said she had a couple of cookies and one piece of the spice cake left. This was a perfect ending to a perfect night.

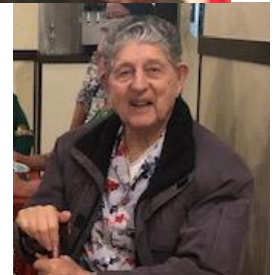


**Gathering  
Together**

**December  
2021**







Several members brought in table decorations:  
A hand-painted Santa cube, Cats, Nutcracker, Crystal Snowflakes, M&M Train, and part of a Nativity Set made many years ago by Helen Hopkins (Kathy Ryan has the full set.)





Modern cars were the norm,  
but there were six cars that  
stood out from the rest!



1936 Ford (Jim & Kathy Ryan)



1941 Ford (Ed & Elaine Rose)



1940 Packard (Jack & Sandy Maye)



1915 Model T (Clay & Michaelynn Ryan)

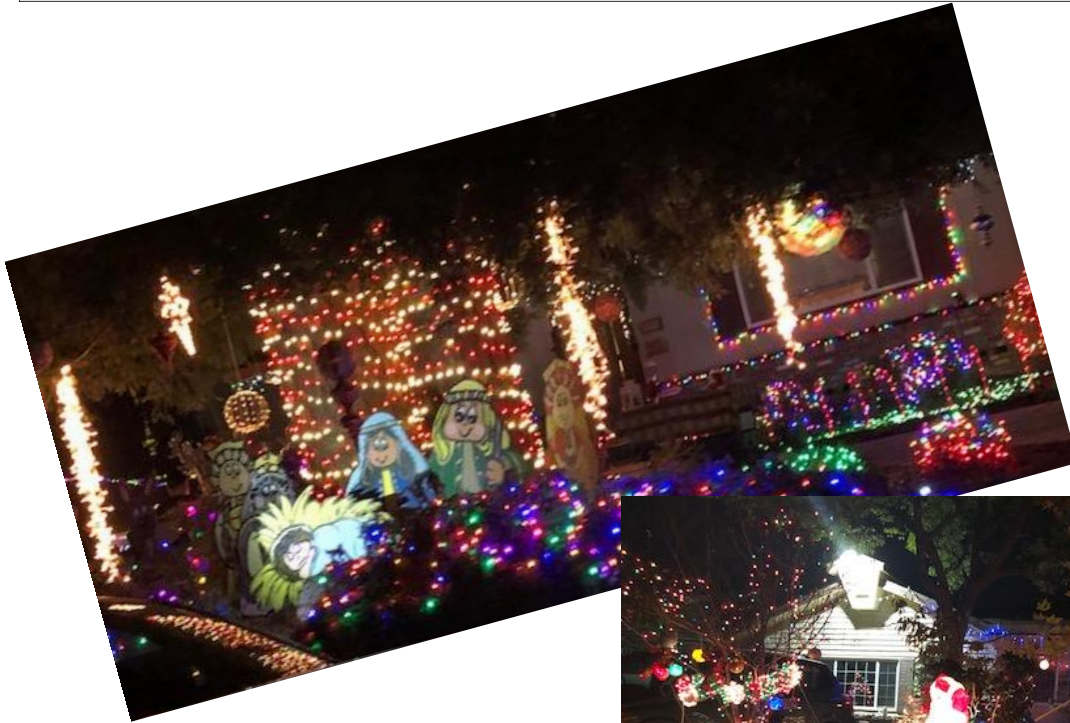


1931 Model A (Robin & Cindy Pharis)



1915 Model T Speedster (Matt & Maya Ryan)





The tour took us by many homes with beautiful decorations. Here are a few that stood out.

Thank you Mike and Stephanie for preparing the route.





And, a “SWEET” ending for the evening.....  
at the home of Bob and Helen Hopkins



### Winter Fashion Men and Women 1909-1910





# *A Blast from the Past*

From . *The Brass Nuts*, September 1955

## Grass Valley Tour—September 26th

It was a beautiful sunny day and some 19 members polished brass and then cranked up their old cars for a trip to the Nevada County District Fair in Grass Valley. We were to meet at the Red Hat Café on the outskirts of town. So far nobody has found this spot so we instead met at the city limits and then proceeded on together. In Grass Valley we parked at a public parking lot for about one half hour where our cars were on exhibition. It was here that **Jim Brown's** friends (?) offered to watch his car while Jim had a refreshing drink. From here we proceeded through Grass Valley to Nevada City back to Grass Valley and the Fairgrounds. Our cars were then placed on exhibit for the remainder of the afternoon. The Ladies Farm Bureau served a most delicious ham or turkey dinner to our hungry members. **Jack Miller** and **Marge Watson** will learn to get in line first next time. This was a truly wonderful day and no trouble reported except for the following few:

**Art Kallgren** - ran out of gas, timing trouble, spark wire trouble, just to mention a few, then he leaves his winnings of bacon and coffee in Grass Valley. **Gene Largin** was seen following him having **NO** trouble.

**Forrest Carpenter** - flat tire and fan belt trouble

**Gus Shaw** - flat tire (and he had new tires) ran out of gas

**Pete Franchi** - had troubles but hasn't figured out yet what happened

**Hank Vogt** - he just plain gave up and went in his modern car

**Bob Watson** - car boiled and got so hot he burned off some of the paint around the radiator

**Dick Gunther** - radiator and boiling troubles but he didn't mind because it heated the baby's bottle

**Chuck Pollard** - had dist. trouble but this didn't stop him from pushing **Bud Catlett** up the hill. Lois is trying to figure out what type starch they used in the rope that it pulled so well. Chuck blew his muffler on the way home so **Hank Vogt** would have some parts to pick up.

**John Taylor** - had mag trouble and ended up being towed home. (He was just trying to save that 25 gals. of gas. All tanks were filled with gas for our trouble - Free)

**Marvin Baker** - this was his first outing in his beautiful restored Packard and he was lucky enough to have gas line trouble only.

Those poor unfortunates who went along for the ride and had no fun having troubles were: **Binnings, Catlettes, Millers, Van Gorders, Ericksons, Zentners, and Mellots** in their modern cars.

And to top it off, we won a trophy!

**Note:** The unknown cartoonist finally started signing his cartoons...he is none other than **Burl McCormick**. Burl added a carton of Jim Brown in his bucking bronco Model T with Jim's quote: "You haven't lived until you've had a can of beer and ridden in my car." ...**Sue Hill**

*Illustrations added by Editor, not in original article.*





## A Trip Down Memory Lane.....Part II

### IOWA TO CALIFORNIA IN 1913 IN A 1913 STUDEBAKER

From the Diary of Hiram Shaw Kneedler submitted by Peter E. Kneedler, Grandson and NCRG-HCCA member.



This narrative is from a diary maintained by Hiram Shaw Kneedler during a trip from Iowa to Los Angeles in 1913 in a 1913 Studebaker. Mr. Kneedler's entire family occupied the Studebaker. In addition to Hiram, the party included Mrs. Mary Frances Kneedler (Hiram's first wife) and their children, Charles Edward

Kneedler, Kenneth Stanton Kneedler, and Howard Shaw Kneedler, my father.

Hiram Shaw Kneedler was a newspaperman and owned the Boone Republican newspaper in Eldora, Iowa. In 1913, in search of better employment and adventure, he uprooted the family, and decided to go west to California. Most families would have traveled by train at that time, but Hiram wanted to experience the scenic wonders of America first hand by automobile. A brand new Studebaker was purchased for the trip, and badly overloaded, the family of five started out with their personal belongings and camping equipment from Eldora, Iowa in August of 1913.

## Westward to California! Part II

*Wyoming (Sherman's Pass, Ames Monument, Laramie, Rock River, Medicine Bow)*

**Thursday, September 11, 1913**

We could hear the coyotes howling and realized that we were really getting into the far west! We kept a good fire going with the coal we obtained from the little school-house coal bin. The kids, without doing damage, entered the schoolhouse through the window and explored the library and played with the little organ. Our campsite was located in a wild, desolate place without a house in sight and only the rugged hills all about.

We got up early to a heavy fog which we feared might turn into rain. As we drove up the wild mountain grades the fog lifted but the cold increased. The summit, Sherman's Pass, was at an altitude of 8,200 feet, and we passed the Ames Monument. The sun came out just as we came into view of the Monument—a lonely sentinel in this high place.



Touristlink.com

*(Editor's Note: The Ames Monument is a large pyramid*

*in Albany County, Wyoming, designed by Henry Hobson Richardson and dedicated to brothers Oakes Ames and Oliver Ames, Jr., Union Pacific Railroad financiers. It marked the highest point on the First Transcontinental Railroad, at 8,247 feet.)*

Then, by stages, we dropped down to excellent roads with broad landscapes all about us, rugged rock formations and pine-clad hillsides. There was always something to attract our interest—a group of stunted cedars, some odd and grotesque rock formations, or sheltered valleys among the high peaks.

We reached Laramie about 10:30 a.m. and made Lovejoy's garage our headquarters. From there we followed the new Transcontinental Highway that followed the Union Pacific tracks through Rock River and reached Medicine Bow at 5:30 p.m. We shot a jack rabbit and some cottontails and had a little dash of rain.

Medicine Bow, a typical "frontier" town of a few houses and a couple of saloons, gave us a nice surprise, a modern, three-story hotel called "The Virginian" that was owned by Gus Grimm. This entertaining individual had "blown in" as a hobo a few years before, got hold of a saloon without a cent to his name, and made a lot of money. He owned the hotel, the electric light plant, saloon, and everything else in town. We tried to put on another picture show and billed the town, but as usual, we could not work the apparatus. We had to return \$35.00 to a disappointed audience and gave up in disgust. Mr. Grimm and I had worked until 2:00 o'clock in the morning, and we went to bed terribly disappointed. Days run—99.6 miles



*(Editor's Note: Hotel construction began in 1901 and was completed in 1911. Picture from TravelWyoming.)*

*Wyoming (Medicine Bow, Carbon, Hannah, Rawlins, Wamsutter)*

**Friday, September 12, 1913**

A little after 8:00 a.m. in the morning after breakfast, we paid for our lodging at The Virginian (a total of \$7.50) and got away from Medicine Bow and headed west. We drove through the desert town of Carbon—an extensive town without a single inhabitant. Every house was deserted and going to ruin. We then reached Hannah, where great mines are operated. The whole country was



alive with jack rabbits, and Kenneth shot some and a sage hen as well. Saratoga, which was 20 miles north, is a famous hunting and fishing resort.

At Rawlins, we laid in supplies and expected to go into camp early. We were running along a road that was good except for transverse ditches that cut across it where rains had washed them out. They were narrow and deep and could scarcely be seen until we got right on them. The road continued over a high plain that was covered with sage brush. About fifteen miles out of Rawlins we dropped one of these ditches with a terrible crash, smashing the windshield, tearing the trunk rack loose, and starting a leak in the gasoline tank. After surveying the damage and fearing to lose all our gasoline while out in this deserted wilderness, we decided to press on to Wamsutter, about 23 miles distant.

The roads were very bad. One part of the road followed the top of an old railroad grade. As night came on, we almost ran into a deep gully where a bridge had been taken away. No barrier had been put up to show that there was a detour. At last, after dark at 8:30 p.m., we pulled into the town of Wamsutter and pitched camp in the sagebrush just outside of town. We had rabbit stew and rolled up into our blankets for the night. Day's run—106.4 miles.

*Wyoming (Point of Rocks, Salt Wells)*

**Saturday, September 13, 1913**

At 8:15 a.m. we were on the road again, and such roads! Hideous for the most part—deep narrow gullies or trenches across them every twenty feet or so into which the wheels would drop with a sickening thud. We had one radiator leak that did not appear to be serious, but the water pump was leaking badly also. This bothered us all the way across. It was impossible to keep the radiator full of water.

At Point of Rocks—a few houses by the railroad clustered in a deep ravine—we put in seven gallons of gas, visited a kindly old storekeeper named Galvin Hasson who has a son living somewhere near Los Angeles and then went on. The road crossing the railroad tracks winds sharply through the hills at a stiff grade. We got to the top of the grade and were going along the level at

A fairly lively pace when there was an awful jar, and the car came to a stop! We got out and found that the tie rod on the left side of the car had come loose at the forward end and been thrust into the ground to a depth of at least two feet! The road ran close to the north side of the Union Pacific tracks, and about a mile on further was the Section House at Salt Wells. Here we found a mechanic named Charlie who tried to help us, but all was in vain. At last it was decided to send Kenneth to Rock Springs by the 10:30 a.m. train which was accordingly signaled and took him onboard. The rest of us camped by the car on the roadside. Mother, Elizabeth, and Howard slept in the car, and Charles and I slept on the ground by a campfire made of old railroad ties which we gathered among the sagebrush. It threatened rain all night, and there was a light shower in the early morning. Day's run—57 miles.

*Wyoming (Rock Springs)*

**Sunday, September 14, 1913**

We cooked a teal duck which Kenneth shot yesterday, and then at the Section House, a nice woman baked us a batch of biscuits, a couple of gooseberry pies, and gave us some butter. I paid her a dollar for the lot.

At about 10:30 a.m. Kenneth came back in an auto with a mechanic who proceeded to disconnect the gears and take us in tow. We all had to get out and push the car over a couple of sharp little hills, and it was a tight squeeze even then. We finally reached Rock Springs, the great little mining town of Wyoming. We put up at the hotel near the railroad while the Western Auto Transit Company took charge of the car. We met Reverend A.P. Shepp, an Episcopal minister, who, besides being a very kindly and agreeable man, was full of interesting reminiscences. Day's Run—12 miles.

*Wyoming (Rock Springs)*

**Monday, September 15, 1913**

During the day, while waiting for repairs to be made, I visited the office of *The Miner* but the editor was away on a hunting trip. I called on Banker Hay, a cousin of Senator Borah, who was anxious for me to locate there, and I think, if the editor of the paper had been in town, I might have arranged to get hold of the paper. I also met the mayor of the town.





At 5:15 p.m. the repairs were completed and we loaded up and started off. Just before we pulled out, an auto hearse drove inbound from San Francisco to New York with the body of some auto enthusiast who had requested that he be taken across that way. He undoubtedly found it to be a rough trip. The driver of the hearse did not add anything to our peace of mind by his accounts of the rough road he had just crossed.

At almost dark we camped under a bluff at the right of the road five miles west of Rock Springs. A high wind was blowing. Day's run—6.8 miles

*Wyoming (Bryan, Granger, Black River)*

**Tuesday, September 16, 1913**

We left camp at 8:30 a.m. and drove to the Section House at Bryan. We found three cars that had stalled and were in need of repairs. One, a big Auburn, had attempted to pass a Ford at a cutoff and had gone into deep water and blown its engine. The occupants were waiting for repairs and were making the best of it—a very merry party.

A little further on we met a man and his wife in an auto from Idaho bound for Florida via Indianapolis. He reported dreadful roads ahead. The road we were on improved as we got close to Granger, which we reached about 1:00 p.m. after circumventing an enormous gravel pit. We stocked up at Granger and then headed off for Salt Lake City. Early in the afternoon, while on a fairly good road except of occasionally gullies caused by recent cloudbursts we came to Black River, a beautiful stream



fringed with birch trees. It was such a tempting place that we made camp, cooked three rabbits, and prepared to be comfortable.

Kenneth got out his fishing tackle, but the fish grabbed his hooks off as fast as

he could throw them in. We all enjoyed the campsite very much. In the evening we had an immense campfire that must have been visible for miles.

Day's run—59.4 miles.

*Wyoming (Black River, Lyman, Fort Bridger, Evanston, Castle Rock Station)*

**Wednesday, September 17, 1913**

We found the night pretty frosty, and we all got up early. A thick, white frost covered our bedding. The night in this high altitude was wonderfully beautiful. Not a cloud in the blue and a full moon all night among the myriad stars. The elevation here is approximately 7,000 feet.

The sun came up about 6:00 a.m. and a big fire soon warmed us. Just after breakfast, we heard a couple of shots, and the East party came along again! We were all

glad to see them. They came to our camp and had coffee with us. An hour later we all set off again together at 9:30 a.m.

We drove through Lyman and historic Fort Bridger where ruined houses still stand among the trees. Then onward to Evanston where we laid in supplies. Here fine irrigation ditches ran beside the road. About a mile later, we passed Castle Rock Station and camped on the hillside overlooking the bottom lands of the railroad. We built a big fire of logs and sat about talking and singing while the boys explored. Day's run—76.4 miles

*Wyoming and Utah (Castle Rock Station, Coalville, Salt Lake City)*

**Thursday, September 18, 1913**

There was heavy frost again, but the night was beautifully clear. Mrs. East walked to the station for eggs and milk, and we all had breakfast together.

We got underway at 9:00 a.m. and the road was rather bad for the first mile or two. After that, we drove all day through the most wonderful scenery to Salt Lake City. We drove through Webber and Echo Canyons. There was always a little stream nearby as well as great walls of seamed red rock. The crest and sometimes the sides of the rock were covered with foliage which contained the dazzling yellows and scarlets of autumn. Some of the trees were veritable masses of flame. We were continually entranced by the scenery.

At Coalville, we stopped beside the shady road for lunch and were overtaken by an Australian, a Mr. H.A. Tippees of Sidney, who was finishing a five-year trip around the world on a bicycle! He started his trip in 1908 and amused us very much.

We finally went over the great pass and then down the splendid grade where we coasted for five or six miles. Our only stop was at a wayside inn. We reached Salt Lake City at 5:00 o'clock. We installed ourselves in a fine apartment at the Rex. We were very comfortable while repairs were made on our machine. Day's run—65.8 miles.

*Utah (Salt Lake City)*

**Friday, September 19, 1913**

We spent the day in Salt Lake. A Mrs. Richmond and Mrs. Snell called on Mrs. Kneedler. We also attended a noon organ recital at the Tabernacle and spent the evening with the Richmonds in their home. Afterwards, we went with Mrs. East to the Rathskeller and listened to music.

*(Editor's Note: 1913 Vintage Postcard of the Great Mormon Tabernacle on the next page.)*

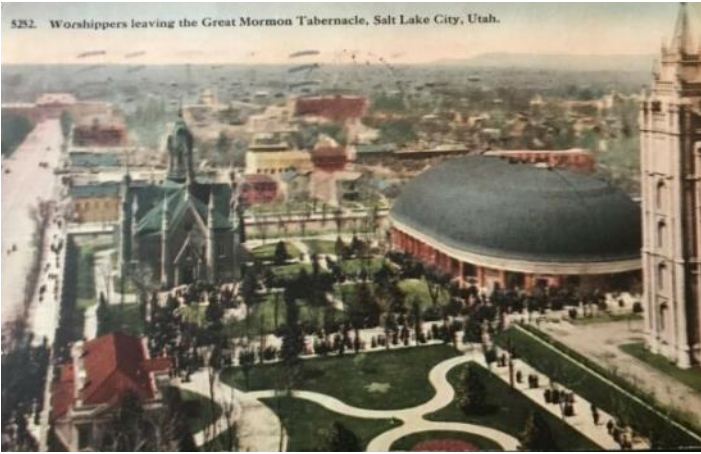
*Utah (Salt Lake City)*

**Saturday, September 20, 1913**

We spent the day in Salt Lake, took dinner with the Snells and spent the evening there.



5252. Worshippers leaving the Great Mormon Tabernacle, Salt Lake City, Utah.



Vintage postcard 1913 Grand Mormon Tabernacle (Ebay)

*Utah (Salt Lake, Saltair, Grantville)*

**Sunday, September 21, 1913**

We made some final repairs on the car, had breakfast, and laid in a stock of provisions. (Hotel bill \$9.00. Laundry \$8.10)

At 10:00 a.m. we got started. The East party accompanied us. We had quite a little trouble getting out of town and drove to Saltair where, though the season was over, the bath house was open, and we all went bathing in the wonderfully clear saline waters. Then we headed west again and ran through the scattered town of Grantville and camped by the roadside under a row of great poplars. It was stormy looking and the wind was blowing, but we got a fire going. It rained some, and Charles, Kenneth, and I crawled into a little tent that the Easts had with them. Mary, Elizabeth and Howard slept in the auto.

A new party was with us at the time, a one-armed man and his wife, the G.P. Wolletts of Ottumwa, whom we met after leaving Saltair. At the time we enjoyed them, but they became a source of annoyance and later disrupted the party. She, particularly, was not congenial. Day's run—57 miles.

*Utah (Grant City, Caldwell, Kanaka Ranch)*

**Monday, September 22, 1913**

We got up to find that the nearby mountains were covered with snow, and there were heavy storm clouds. A strong wind was blowing, and there were dashes of rain. We obtained provisions in town, and I found the road very soft and rough. At certain places, all the cars on the road skidded badly, and finally, after making about 8 miles, we camped on a hillside. We stayed there for a couple of hours and waited until the bright sunshine and cool breeze dried off the road a little. With a little fire going, we could look off from our lofty perch to the barren flats and the great Salt Lake.

When we got under way again, the Easts' Hupmobile broke a spring, and we stopped at Kanaka Ranch, 80 miles from Salt Lake. This is a big ranch operated by Mormons and settled by people from Hawaii and Samoa. It is under the management of W.M. Waddoups, a very

kindly, young man. There were 120 Hawaiians and two white families. We camped in a grove east of several barns. Day's run—32 miles.

*Utah (Kanaka Ranch)*

**Tuesday, September 23, 1913**

We could hear rain falling in the early morning. We were sleeping in the hay in the big barns, and when we got up, the ground was covered with about three inches of snow. By 8:00 o'clock, the sun came out and a thaw set in. All day cloudiness alternated with sunshine, and we were not at all comfortable. We all had a big dinner at the home of Manager Waddoups, then a big campfire, after which we retired to the hay. Charles and Fred East preferred a sheep herder's wagon that was in the corral. Alfred Kennison, a Samoan, gave Elizabeth a couple of beautiful bead necklaces that he brought from his South Pacific home.

Editor's Note: in 1911 the town of Iosepa, where the Kanaka Ranch was located, was flourishing. But six years later, the Hawaiians were asked to leave to return to Hawaii to start an LDS temple there. Today there are only ruins remaining and researchers have encountered a mystery surrounding the reason for the eviction of the Hawaiians. The land is owned by the BLM and some is part of a ranch under private ownership.

*Utah (Kanaka Ranch, Indian Village, Olds' Ranch)*

**Wednesday, September 24, 1913**

The sun was shining brightly when we got up at 7:00 a.m. and we packed up and were ready to start at 10:00 a.m. Just as we were leaving, the Easts' Hupmobile broke down, and we were stuck all day until 5:00 p.m. before they could get it going. In fact, we probably would not have been able to leave then if two young mechanics in a Ford had not come along. They were from Grundy Center and on their way to Los Angeles. Their names were Charley Home and Clyde Hamilton. They took the engine completely down and put it back together again. Finally at 5:00 p.m. we were off again over pretty bad roads.

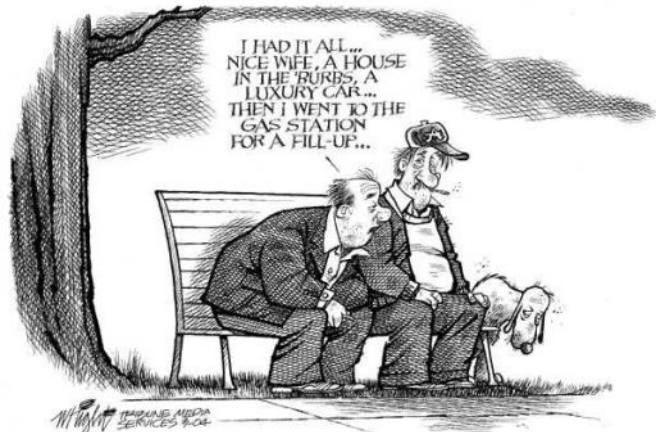
We passed through Indian Village after taking down and putting up numerous gates in fences. We camped at Olds' Ranch. Another party bound for the east coast occupied the only spare room in the log cabin. It was a typical frontier home. Near the house was a running stream and a pond. There were large hay ricks and a good deal of stock. The Wooletts (the party going east) curled up in their auto which was fitted with a bed (the seats reversed). We then gathered around the campfire and Mary (Mrs. Kneedler), Mrs. East, and the kids made a bed on the side of the hay. They spent a cold night occasionally interrupted by the visit of sheep or cows. Ice formed on the pond during the night. Day's run—17.3 miles.

Special Thanks to Pete Kneedler for allowing us to share his grandfather's diary and to The Studebaker Drivers Club, Inc. for allowing us to reprint the diary and use some of the pictures they printed when they first published the diary in the *Turning Wheels*, October 2003.

To be continued next month.



Humor submitted by Jim Ryan  
Statistics from Editor



## Price of a Gallon of Gas (National Average)

1911—16 cents\*  
1913—22 cents  
1920—30 cents  
1925—25 cents  
1930—30 cents  
1940—18 cents  
1950—27 cents  
1960—31 cents

1970—36 cents  
1980—\$1.19  
1990—\$1.15  
2000—\$1.51  
2010—\$2.79  
2012—\$3.64  
2020—\$3.49

CA 2021—(Regular) 12/27/21  
Current Average \$4.660  
Highest in the Nation  
includes 85 cents in taxes

US Average \$3.29

\*Note: Comparison \$1 in 1911 is worth \$26.32 in 2021



Traveling down the road  
for another year...

### JANUARY BIRTHDAYS

- 02 Julie Instness
- 11 Janice Hill
- 16 Elaine Rose
- 20 Dave Hill



### FEBRUARY BIRTHDAYS

- 01 Kevin Pharis
- 04 Warren Berg
- 13 Cindy Pharis
- 23 David Pava
- 29 Steve Gordon



### JANUARY ANNIVERSARIES

- 03 Mark & Barbara O'Connor
- 29 David & Patricia Pava

### FEBRUARY ANNIVERSARIES

- 14 Dave & Janice Hill



On the  
Road of Life  
Together



## REMINDERS...

- January 9th—Board Meeting 11:30 am,  
Denny's, Incoming and Outgoing Board  
Members. Open to all members.
- January 20th—General Meeting - TBA
- January 26—Last Day to Submit  
Information for the February 2022 issue  
of *The Brass Nuts*.



**Northern California Regional Group  
of the  
Horseless Carriage Club of America  
General Meeting Minutes  
Stephanie Mozell, Secretary**

No Meeting was held in December 2021

January 20, 2022 Meeting Place & Time TBA



We always get each other  
ironic gifts, but my brother  
killed it this year.



Thanks to my son-in-law for sharing this Christmas gift.  
Diana Squire

CONGRATULATIONS AND  
BEST WISHES  
FROM ALL OF US IN THE  
NCRG-HCCA





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5/31/2022

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Admission to the California Automobile Museum  
(CAM)

NCRG's Treasurer has a group of  
free admission tickets for the CAM.

Check CAM's website before you go to  
check on their hours of operation.

Business card size advertisements accepted for this newsletter...  
\$25.00 per year. Send business card information to  
the Editor of *The Brass Nuts*.  
Club members can advertise for sale and wanted items for free.  
Non-members, please contact the Editor for rates.  
Send your information to the Editor of *The Brass Nuts*.



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