

*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 a location determined by the Board of Directors, or on Zoom.**

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

Jan Charprier, Raul Cornejo, Sandy Maye, Stephanie Mozell, and Diana Squire

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

Joe Anino, Bill Charprier, Roger Mitchell, David Pava, and Jennifer Roberts

2021

**NCRG-HCCA**

**QUESTIONS? CONTACT**

**Web site address: [www.ncrghcca.com](http://www.ncrghcca.com)**

#### **OFFICERS**

**President David Pava**



**Vice President Raul Cornejo**



**Secretary Bill Charprier**



**Treasurer Jan Charprier**



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<b>Sunshine</b>	Elaine Rose
<b>Webmaster</b>	Thomas Roush
<b>Education</b>	Frank Squire
<b>Certificate of Insurance</b>	Cat Roush
<b>Editor</b>	Diana Squire

### **- Put on your Thinking Cap - Find those TOURING ideas**

**Then let Raul Cornejo know where you'd like to go and what you'd like to see and do.**

If you'd like to host a tour let him know.



If you wouldn't like to host a tour but you have an idea for a tour—a place you'd like to visit, a road you'd enjoy driving on, let Raul know.

**We'd like to discuss these ideas at our March General Meeting.**



**President's Message:**

We held our second in-person meeting this year at Round Table Pizza at 9500 Greenback Lane, Folsom on February 17th and I believe consensus is that this facility

works well for us. Not only is it in a good location for the majority of club members, in consideration of our group ordering food we benefit from the use of one of their two meeting rooms without cost, which saves the club money. We gather at 5:30 for dinner and the meeting starts around 6 or 6:15 when people finish eating – not 7 PM as we previously did. Members (and guests) are free to join us for the meeting only, at no cost, if they desire. Round Table appreciates that we pre-order by phone - 916-989-1133 - the day or morning before the meeting; in that way they can have your food ready when we arrive. Our next meeting is on Thursday, March 17.

Our first tour of the year will be the Multi Antique Car Club Tour, BBQ and Ice Cream Social hosted by Pat and me on Sunday March 27, 2022. We have invited members of the NCRG, BAHCC and El Dorado HCCA Regional Groups in addition to members of the Sacramento and Mother Lode Chapters of the MTFCA, plus the Hangtown Model A Club, to this event. Complete details will be found elsewhere in this Newsletter. We hope you can make it!

Following that - Joe Anino is hosting a tour starting at his shop in Rancho Cordova on April 9<sup>th</sup> and he has also invited us to the second annual Rae Anino Memorial Tour scheduled for May 14<sup>th</sup>. Plans are also underway for the Ryan Ramble, tentatively planned for August this year. We need volunteers to host tours in June and July. Do you have a suggestion of a fun or interesting place to go? If so, please let our VP/ Tour and Safety Committee Chairman Raul Cornejo

know. He and others can also provide assistance in planning a tour if desired and keep in mind that a \$100 subsidy (or more with prior authorization) is available from the club to offset tour related expenses.

On the topic of tours, at the meeting I suggested that we consider inviting other local car clubs which tour at compatible speeds to ours to join us on some of our tours. Clubs such as the local chapters of the Model T Ford and A Clubs come to mind as well as the El Dorado and Bay Area HCCA Regional Groups. This topic was tabled for further discussion at our next meeting – please come and share your thoughts on this concept, or if you are unable to attend the meeting please let me or any other Board member know what you think of this idea. Of course, over time if we extend this offer we may find our club invited to other car club tours as well.

Our Audit Committee met during February and found our books to be in perfect order – thanks to the outstanding job of our Treasurer, Jan Charpier. Our club had revenue slightly in excess of expenses in 2021 and we made a modest profit. This, however, was in-part to an unanticipated generous cash donation which is not expected to be a reoccurring event. With expenses approximately equal to last year, we will need to transfer a modest sum from our savings in 2022 to break even in 2022. Roger Mitchel offered to take the lead in exploring how we can generate additional income; if you have thoughts on this topic please contact him. That's all for now – see you down the road.

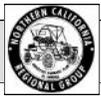
*David*

**NEXT GENERAL MEETING**

**Thursday**

**March 17, 2022—5:30 p.m. (dinner) - 6:00 p.m. (meeting)**  
Round Table Pizza, 9500-1 Greenback Lane, Folsom (916-989-1133)

Please call ahead to order your meal (including salads) so it will ready when you arrive.  
If possible, call on Wednesday or before noon on the 17th.



## NCRG HCCA CALENDAR OF EVENTS

(NOTE: NCRG sponsored events are in bold print)

### 2021—2022

- March 12**      **Auction, 10 a.m. Joe Anino**  
Preview 9 a.m.
- March 17**      **General Meeting**  
5:30 p.m. dinner; 6:00 p.m. meeting  
**Round Table Pizza,**  
**9500-1 Greenback , Folsom.**  
(916) 989-1133 Please call in your  
food order Wednesday or before noon  
on Thursday.
- March 27**      **Tour and Ice Cream Social,**  
**David Pava**
- April 9**        **Foothill Tour, Joe Anino**
- April 21**      **General Meeting 5:30 p.m.**
- May 14**        **2nd Annual Rae Anino Tour,**  
**Joe Anino**
- May 19**        **General Meeting 5:30 p.m.**



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

Contact Raul Cornejo, Tour and Safety  
Chairman, with your tour dates and



**March 12**  
**Club Fundraiser**  
See Page 6



**March 27**  
**Tour, BBQ,**  
**Ice Cream Social**  
See Page 7



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

### 2022

- March 18-19—32nd Annual Chickasha Pre-War Swap  
Meet, Chickasha, OK.
- April 19-22—Yosemite Tour (pre-Tulare Swap Meet Tour)  
Contact: Steven Chase  
Email: NewNorthSouth@gmail.com
- April 23-24—Tulare Swap Meet (Formerly Bakersfield),  
Tulare, CA. International Agra Center. Registration  
information (559) 688-1080. Vendor set up April 22.
- April 24-26—Sequoia Tour (Post Tulare Tour)  
Contact: Steven Chase  
Email: NewNorthSouth@gmail.com
- May 13-15—Northern CA Dodge Brothers & Sisters,  
Driving through History Tour, Dodge cars & trucks, and  
other antique and vintage “Marques” are welcomed.  
Contact Donn Marinovich, donncharles1@gmail.com or  
Howard Edson, edson.howard@gmail.com
- June 5—Mother Lode Swap Meet, Auburn, CA,  
motherlodemodelt.com
- June 5-9—64th HCCA Midwest Regional Tour, Winona  
MN, Contact: Helen Diemert or Pat Hanggi, -
- June 5-10—52nd Franklin Westrek, Minden, Nevada.  
Information about the tour and accommodations at  
www.franklinwestrek.com.
- June 6-10—IDNET 2022 Tour Nickel Era Touring  
Registry, Moscow ID, Website: 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
- August 18—Pebble Beach Concours d’Elegance, Pebble  
Beach, CA.
- September 23-24—Ironstone Concours d’Elegance,  
Murphys, CA.

*Please see your latest Horseless Carriage Gazette  
“Calendar Section” for any other events or for*

## California Automobile Museum

### March 5 –6 Free Museum Weekend

The CAM is participating in the Sacramento’s  
Free Museum Weekend in March. However,  
you must pre-register for either a visit in the morning  
(10.a.m. -1.p.m.) or in the afternoon (1 - 4 p.m.) on  
either day. Get those FREE tickets online at  
www.CalAutoMuseum.org.

If you don’t pre-register the cost for admission is  
half-price.



**Editor’s Message:**

I’d like to thank Pete Kneedler, again, for allowing me to reprint (and add pictures to) his grandfather’s diary of his trip from Iowa to California in 1913. This month’s issue of *The Brass Nuts* has the final installment, and I hope that you have enjoyed the journey. I encourage members to share their touring experiences, tool tips, purchases of new cars, or participation in car shows and humorous tidbits. Please contact me and I’ll be happy to add them to our newsletter.

David Pava, our President,, has set a goal of having at least one tour a month, at least through this Fall. Please share your ideas for tours and/or offer to host a tour during our meeting on March 17th. Or, contact Raul Cornejo, our Tour and Safety Chairman at any time.

A fundraiser Auction will be held on March 12th. Please come out to support our club—Joe has quite a variety of items for sale. And, members can add to the sale by bringing items to Joe Anino’s shop on Friday or before the auction that starts on Saturday at 10 a.m. Arrive at 9 a.m. to preview the items for sale. I know David Pava will keep things moving along, so don’t be late. There will also be a silent auction for some of Rae’s jewelry. I already have my eye on a few items at the auction!

*Wishing You Good Health and Safe Travels in 2022*

*Diana*

**A Day in Automotive History**

March 25, 1901

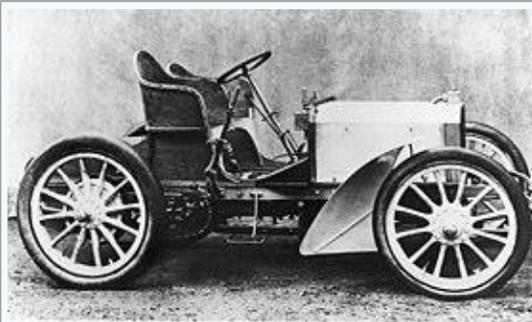
The “Mercedes” was introduced at the 5-day “Week of Nice” in France, with the car driven by Wilhelm Werner, dominating the event.

The **Mercedes 35 HP** (German: *Mercedes 35 PS*) was a radical early car model designed in 1901 by Wilhelm Mabach and Paul Daimler, for Emil Jellinek. Produced in Stuttgart, Germany, by Daimler-Motoren-Gesellschaft (DMG), it began the Mercedes line of cars (since 1926 re-branded Mercedes-Benz).

The name “Mercedes” came from Emil Jellinek who was a wealthy Austrian businessman and Austro-Hungarian diplomat living in Nice. His daughter, Adriana Manuela Ramona Jellinek, 10 years old at the time, was given the pet name "Mercédès". Jellinek named his possessions after her. He was often known as *Monsieur Mercedes*.

Jellinek specified revolutionary improvements. Unlike the previous generation of cars, unstable motorized coaches of narrow high bodies which were so prone to overturn, the novel *Mercedes* should be longer, wider, and of a lower center of gravity. Also it would have a light steel body and strong chassis, onto which the engine would be firmly fixed near the ground and lowering the car's center of gravity.

In January 1901, Emil Jellinek's Mercedes team tested six of the new Mercedes 35 HP in the *Pau Grand Prix*, but the racecar had of a disappointing performance. However, in the *Nice-La Turbie* event of March 1901, it was much different. Jellinek participated with five Mercedes 35 HPs and the German driver Wilhelm Werner. The cars dominated the race from start to finish with a record average speed of 51.4 km/h (31.9 mi/h), beating the previous 31.3 km/h (19.4 mi/h) and reaching top speeds of 86 km/h (53 mi/h). Those results easily outclassed all other competing cars in any capacity. The automotive world was so astonished that Paul Meyan, director of the French Automobile Club, stated: "We have entered the Mercedes era". Eventually, the road car achieved typical speeds of 43–47 mph. The racing version could exceed 53 mph. (Wikipedia)

Mercedes 35 hp	
	
Mercedes Benzwagen (40 PS) von 1901. 25074	
Overview	
<b>Production</b>	1901
Powertrain	
<b>Engine</b>	5918 cc <sup>LI:49</sup> <a href="#">straight-4</a> 35 hp <sup>LI:49</sup>
<b>Transmission</b>	4 forward/1 reverse
Dimensions	
<b>Wheelbase</b>	2.345 m (92.3 in)
<b>Width</b>	1.345 m (53.0 in)
<b>Curb weight</b>	1200 kg (2646 lb)
Chronology	
<b>Predecessor</b>	<a href="#">Daimler Phoenix</a>
<b>Successor</b>	<a href="#">Mercedes Simplex 40 HP</a>



# AUCTION (Club Fundraiser)

**Auction: SATURDAY, March 12, 2022**  
**9 a.m. preview items being sold in "lots"**  
**AUCTION 10:00 a.m. - 12:00 Noon**

**Location: 2347 Gold River Road, Suite A (off Coloma Road), Gold River, CA**  
**Anino's Upholstery Shop**

**Items For Sale:**



Contents of 25 tubs of "stuff" collected by Rae Anino including items related to antique cars, and fashions and more.....

Tools

Items brought by members of the Northern California Regional Group of the HCCA and the El Dorado Regional Group of the HCCA

You may drop off items  
Friday March 11th  
between 7 a.m. 4:30 p.m. or  
before 9 a.m. on March 12th

**Silent Auction**  
**Jewelry**

**Auctioneer:** David Pava Items will be sold in "lots"  
Viewing begins at 9 a.m. March 12th

**Proceeds:** To benefit the NorCal and El Dorado Regional Groups  
The monies received from the sale of the items will be donated  
back to the club the purchaser is affiliated with. **CASH OR CHECK ONLY!**

**Questions:** For additional information, please contact Joe Anino at his shop.





## THE PAVA'S MULTI-CLUB TOUR & ICE CREAM SOCIAL

**When:** Sunday, March 27, 2022 - Arrive at 10 AM - Depart at 10:30 AM

**To:** Enjoy a day with car cub friends who are members of:

- NorCal - Bay Area & El Dorado Horseless Carriage Clubs
- Sacramento and Mother Lode Model T Ford Clubs
- Hangtown A's

**Where:** El Dorado County Foothills Back Roads and lunch at Pava Home,

**Depart From:** Safeway Cameron Park Parking Lot (restrooms available)  
Exit Cameron Park Drive from Highway 50 and go south – it is right there.  
Trailer parking at the west end of Coach Lane on Rodeo Rd.

**Tour 10:30-1:** Very scenic low-traffic, narrow road tour – light to moderate hills

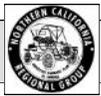
### 1– 4: **Backyard Barbecue and Social – Antique Cars in the Vineyard and Orchard**

Bring folding chairs and optionally a Pot-Luck Dish to share, plus whatever you would like for lunch or to cook on our outdoor grill - if you choose to do so. We will supply grilling utensils, plates, cutlery, condiments, soft drinks and water. Be sure to tour our hobby winery, vineyard and orchard.

**There is no charge for this event and we look forward to seeing you, no RSVP necessary.  
David & Patricia Pava**

Pictures from Previous Tours





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

### 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 IV

*California (Dutch Gap, Colfax, Auburn)*

**Tuesday, October 14, 1913**

Sunshine ushered in a glorious day in these high Sierras and a day of travel worth all the trip. The ground was white with hoar frost. We packed leisurely and, to better enjoy the scenery, we put down the top of the car for the first time on our trip. We caught up with the Auburn Party soon and journeyed together all day. The fine road continued through the most awe-inspiring canyons and high ridges where we could look down hundreds of feet to snow sheds and the railway.

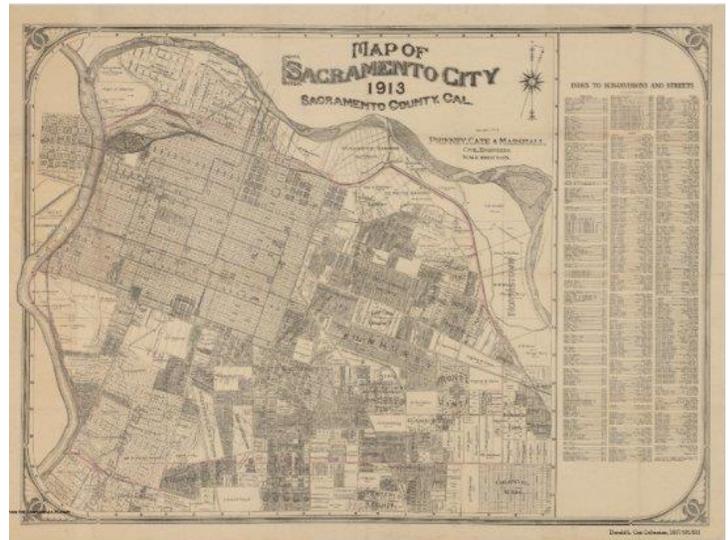
We then dropped gently down to Dutch Gap which we reached at noon. We passed through Colfax and Auburn, and before we got to Folsom, we camped for the night with our new friends in a pleasant piece of woodland. Quail roosted in a tree above our campsite. We gathered about the big campfire and talked until bedtime. Day's run—62.5 miles

*California (Folsom, Sacramento, Woodland, Rumsey)*

**Wednesday, October 15, 1913**

We got started on another beautiful day's run at 8:00 a.m. We passed Folsom and the big state penitentiary and then struck the superb highway to Sacramento, the

first of the new boulevards were encountered. After a couple of blowouts, we reached Sacramento at noon. Here Wilbur Fogle, the man on the motorcycle, went his separate way.



We had a good lunch, laid in supplies, and started north toward Woodland to visit my uncle, Tom. The first few miles out of Sacramento were hard going through the tulle swamps, but we soon struck good roads, particularly beyond Woodland.

We could have made the 40 miles from Woodland to Rumsey in an hour and a half easily, but we had a succession of punctures, one right after the other. It was 6:30 p.m. when we finally found Uncle Tom's place in Rumsey after making inquiries at a little store. It was a joyous reunion and we talked late. Day's run—97.3 miles

*California (Rumsey)*

**Thursday, October 16, 1913**

We spent the day resting in Uncle Tom's house and gave the car a thorough cleaning. As a final measure, we drove down into the creek, and all hands got busy washing it. Then we could not get it back up the steep, sandy bank! After exhausting every effort, we had to drive it down the stream about a half mile and get it out there. A Mr. Nakahara, a very intelligent friend of Uncle Tom, entertained us in his home and served tea.



Main Gate Folsom Prison circa 1915.  
Images.fineartamerica.com



*California (Rumsey, Guinda)*

**Friday, October 17, 1913**

We spent the day driving around the valley, calling on Tom's friends. We then drove to the little town of Guinda for bread.

Day's run—approx. 20 miles

*California (Madison, Winters, Fairfield, Benecia(sic) should be Benicia)*

**Saturday October 18, 1913**

We left Tom's place at 10 a.m. and drove through Madison, Winters, Fairfield to Benicia.

About eight miles out of Benicia, we had a lot of tire trouble and had to change tubes four times—all leaking! The road was right beside a big tulle swamp, and there were more and fiercer mosquitoes that any of us had ever dreamed of! Mrs. Kneeder and Elizabeth had to fan them away from us while we worked with the tubes, and even then they almost set us wild!

Finally, we arrived at Benicia with a couple of flat tires and, since it was almost supper time, decided to stay overnight. We made arrangements at the Palace Hotel, which was anything but palatial. The eccentric proprietor, whose name was Pico, amused us very much.

The University of California Glee Club was here from Berkeley.

Day's run—79.5 miles.

*California (Martinez, Oakland)*

**Sunday, October 19, 1913**

We put our car on the 10:00 o'clock ferry and crossed the Carquinez Straits to Martinez (northern San Francisco Bay). We then ran over hills to Oakland without incident and took rooms at the very pleasant Hotel Ray at 10th and Washington. In the afternoon we drove out to see Mr. H.D. Rowe and his wife, and then in the evening we visited Idora Park.

Day's run—55 miles



San Francisco City Front 1913

a total of \$19.00 and were size 33 x 4.

*California (Oakland, San Francisco)*

**Wednesday, October 22, 1913**

We went to San Francisco again and had dinner with the Rowes at their home in the evening.

*California (Oakland, San Francisco, Hayward, San Jose)*

**Thursday, October 23, 1913**

We went to San Francisco again and visited the Judahs and came back on the 1:00 p.m. boat.

We purchased the following items in preparations for the next segment of the trip: 12 gallons of gas \$2.40, 1 gallon Polarine 80 cents, Inter tube repair \$2.50.

We started at 4:00 p.m. and headed for San Jose via Hayward over very fine roads. On the way we picked up a stranded cyclist who had broken down and carried him 14 miles. We reached San Jose at 6:30 p.m. and stopped at the Winton Apartments and ate dinner at the Oyster Loaf.

Day's run—60 miles

*California ( Los Gatos, Santa Cruz, San Lorenzo, Big Trees)*

**Friday, October 24, 1913**

We drove over fair Santa Cruz mountain roads to Santa Cruz by way of Los Gatos. The Bear Creek road was closed on account of forest fires. The scenery down the San Lorenzo Canyon and at other points was very beautiful and the day was delightful. There are some very sharp pitches on this stretch of road and our brakes were in bad shape. In fact, they would not hold the car at all, particularly when it started backward as we later found. We spent a couple of hours on the beach, though all the resorts had, of course, closed for the season. The kids had a great time on the sand to commemorate their sight of the Pacific again. Then we got some supplies and drove out to Big Trees. A guide showed us around



Postcard  
Call Building  
San Francisco 1913

*California (Oakland, San Francisco)*

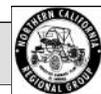
**Monday, October 20, 1913**

We put the car up for repairs and spend the day about town. We took in a picture show at the Pantages in the evening.

*California (Oakland, San Francisco)*

**Tuesday, October 21, 1913**

We took the ferry to San Francisco and visited Chinatown. Called on old Southern Pacific friends, Mr. Judah and others. [Mr. Kneeder was formerly employed by Southern Pacific.] Got two new Federal tires in exchange for old ones. They cost



and we camped among the redwoods. It was an ideal location, and a stove afforded us the opportunity for cooking. It was beautiful among the great redwoods by a little stream.

Day's run—60 miles

*California (Santa Cruz, Watsonville, Moss Landing, Salinas, Soledad, King City)*

**Saturday, October 25, 1913**

At 9:15 a.m. we started back for Santa Cruz through the beautiful canyon. We put in five gallons of gas (\$1.00) and three quarts of oil. We then went on through Watsonville to Moss Landing, a quaint, deserted point on the coast where the kids insisted on spending a couple of hours on the beach. I hunted up a Mexican beachcomber living in a little shack among the sand dunes and purchased a bunch of clams. We then headed for Watsonville, Salinas, and Soledad, and across the long bridge into King City. Here we were going to take a different road but were advised by an automobilist not to try it. So we went back over the long bridge again and headed south. It was getting dark, and we finally camped in a school house yard about five or six miles from King City in the canyon. We got water at a ranch house back on the road.

Day's run—85 miles

*California (Bradley, San Miguel, Paso Robles, Templeton, Santa Margarita, San Luis Obispo, Pismo Beach)*

**Sunday, October 26, 1913**

We got up after an uncomfortable night and were glad to see the sun come up. It was cold and uncomfortable on the hard ground. Our road south was a most interesting one, though at times the going was not very good. We went through Bradley, San Miguel, Paso Robles, Templeton, Santa Margarita, and over the Cuesta Grade. Cuesta Grade is about the fiercest test on nerves imaginable with a weak car. While approaching the incline, Charles did not shift into low soon enough, and the car starting rolling backward. Mrs. Kneedler, whose favorite perch was on the running board on grades, jumped off. Charles thoughtfully turned the car in and it became jammed against the hillside. It was the only move that saved us and the car, but we all got quite a jar. No one, fortunately, was hurt.

**Cuesta Grade—more recent photo of the old road—Hwy 101. from Hwy 101 History**



Going down the drop [other side of the hill] is a steady one without a flat spot. It was a 10 or 12% grade all the way with many curves. One can see for miles and look down for hundreds and hundreds of feet. The Coast Line of the Southern Pacific climbs across the mountains here. One of the tunnels apparently had been burned out for we could see passengers walking around a narrow trail to reach a train on the other side. At San Luis Obispo we stocked up on provisions and ran down to Pismo Beach. It was a most interesting road through the mountains. We passed the hot springs on the same road Mother and I had traveled on our wedding journey 18 years before [1895] when a gentleman from San Luis Obispo drove us down to the beach. We rented a vacant house for the night that was not a very desirable one. The kids had a great time at the beach.

Day's run—90 miles

*California (Arroyo Grande)*

**Monday, October 27, 1913**

We spent most of the time on the beach where Kenneth shot a bunch of snipe, and the rest of us dug about a bushel of clams to eat and take with us. At about 5:00 p.m. we got underway again and drove through Arroyo Grande. About four miles later we went in to a pleasant camp by the roadside near a small brook. We were quite cozy although we had an altercation with a rancher living across the road who thought Kenneth and Howard had been disrespectful to him when they went for water. We had a big clam roast and went to bed.

Day's run—10.5 miles

*California (Arroyo Grande, Oceana)*

**Tuesday, October 28, 1913**

We were shocked to find that when we woke up in the morning, dogs had stolen a fine, big piece of bacon and a pound of butter which we had thoughtlessly left exposed. Then we loaded the car and got in and found that it was broken down. There was a horrible clatter when we tried to run forward, but we discovered that we could "back" all right, so we "backed" all the way back to Arroyo Grande. We put it in Hale's Garage and discovered that the main shaft was broken, so we were "up against it" again. The spectacle of our backing four or five miles over the hills with Kenneth sitting astride of the hood to give directions must have been quite a sight.

Not only was the shaft broken, but the rear pinion and the intermediate gears were stripped. As we foresaw a wait while the parts were secured from Los Angeles, we had Mr. Hale [owner of the garage] drive us over to Oceana. There we were able to rent a neat, little, modern cottage for fifty cents a night.[!] We secured an oil stove from Mrs. Richard Carkeet who owned a little store there, and we made ourselves comfortable.

Of the four or five scattered houses, only the Carkeet's was occupied. We had the white magnificent beach to

ourselves. It was part of Pismo Beach which was only about four miles distant. We had a very enjoyable time. In spite of the law, we kept ourselves liberally supplied with delicious little clams which can be dug up in quantity on the beach. We also caught plenty of delicious surf fish, while Kenneth shot all the ducks we could possibly eat on the nearby ponds.

*California (Oceana)*

**Wednesday, October 29, 1913**

**Thursday, October 30, 1913**

**Friday, October 31, 1913**

We spent three days bathing (we got suits at the store) and in prowling among the sand dunes, fishing, hunting, and digging clams.

*California (Oceana)*

**Saturday, November 1, 1913**

Mr. H.D. Hart drove down with the car, and we got ready to start. I drove him back to Arroyo Grande, and on the return, struck a heavy sand bank right by the cottage, and smash went the pinion! Mr. Hart came down and got the car, and we were in for another delay. In the afternoon we had some rain, but of course, didn't mind it.

*California (Oceana)*

**Sunday, November 2, 1913**

The new parts for the car arrived and Charles went to Arroyo Grande with them and returned with the car at about 8:00 p.m. We got ready to start in the morning.

*California (Arroyo Grande, Santa Maria, Gavieta (sic) Gaviota)*

**Monday, November 3, 1913**

We got away at 10:00 a.m. and went through Arroyo Grande, Santa Maria, and over the long steep grade to Gaviota where we camped in a beautiful "pocket" surrounded by high mountains with a running stream nearby. It was a ride for many miles through charming mountain scenery, although the "grade" was a grueling one. Our camp was under some big oaks where we had a fire and roast duck for dinner.

Day's run—82 miles

*California (Santa Barbara, Summerland, Carpinteria, Lompoc)*

**Tuesday, November 4, 1913**

We left camp at 8:00 a.m. and drove to Santa Barbara. The road follows close to the sea shore and is a regular "tango"; it goes up and down and dips into little indentations in the coast. The road was rough in places, and once we all had to get out when the Studebaker had to climb a steep hill up to a railroad bridge that we then crossed. For the most part, though, the going was very good. The ranches are big and private homes very few.

We got to Santa Barbara at 11:00 a.m. and had a nice dinner at a cafeteria. We were escorted through the old mission, and also saw a motion picture company at work.

**Santa Barbara Mission  
Circa 1910**



At 4:00 o'clock we were on our way. We passed through Summerland, Carpinteria, and Lompoc over the beach road which in some places was horribly rough. We tried

to buy some shrimp at one of two Italian fishing camps without success. We got supplies at Ventura and went into camp in a Eucalyptus grove near the river. Day's run—81 miles.

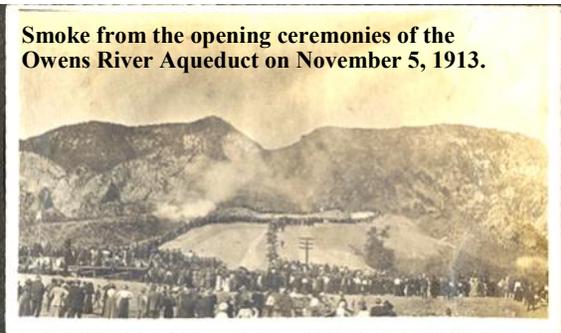
*California (Santa Paula, Saugus, Newhall, Los Angeles)*

**Wednesday, November 5, 1913**

We broke camp early and were off by 8:30 a.m. We passed through Santa Paula, Filmore, Piero, and over pleasant roads among orchards and hills. At 11:30 we camped in some thick brush by the roadside where a delightful stream was running. After lunching, we all took baths, put on our "good" clothes, and made ourselves presentable for our entry into Los Angeles.

Saugus was only eight or nine miles away, but just after leaving camp, our gas ran out! After making an effort to push the Studebaker up little hills so we could coast down the other side, we had to give it up. Fortunately, a couple of gentlemen in an auto came by and sold us a couple of gallons of gas drawn from their own supply. This enabled us to get over the particularly atrocious stretch of road into Saugus where we struck the splendid state boulevard into Los Angeles through the Newhall tunnel. There ceremonies of opening the new Owens

**Smoke from the opening ceremonies of the  
Owens River Aqueduct on November 5, 1913.**

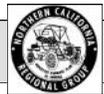


River Aqueduct were just closing, and we passed a beautiful cascade of water.

There were people and autos by the thousands. With a few minutes delay caused by a connection that came apart, we rolled into Tropico and at 5:00 p.m. up to the C.D. Ingram home on Brend Boulevard. Our long trip was at an end.

Day's run—75 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. *The Brass Nuts* editor added additional photos as well.



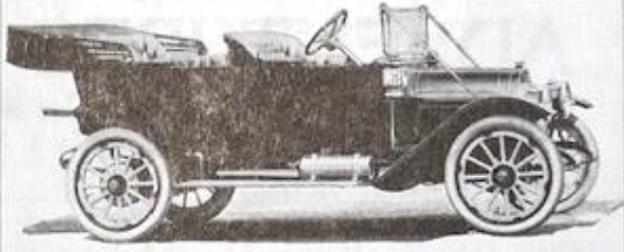
### Overall Trip Statistics:

Total Trip: 2,984 miles  
 Actual Running Days: 42  
 Total Time of Trip: 64 days  
 Highest Day's Run: 184 miles  
 Gasoline Used: 331 gallons, for a cost of \$85.03  
 Oil Used: 17 gallons (\$15.70)  
 Highest cost per gallon of gas: 50 cents (Utah)  
 Lowest Cost per gallon: 16 cents  
 Mileage Per Gallon: 9.1  
 Total Expense of Trip: \$1,150.00

### Postscript:

Just a month later, on a rainy December night with Charles at the wheel, our Studebaker was demolished on Diamond Street in South Pasadena.

Special Thanks to Pete Kneidler 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. *The Brass Nuts* editor included additional photos as well.



Studebaker "30" Touring Car—\$1190

#### Detailed Specifications

**Motor**—Thirty horsepower; four cylinders cast in pairs, bore 4 inches, stroke 4½ inches, 226 cubic inches piston displacement. Cylinders cast in our own foundry of the best gray iron.

**Pistons**—Fitted with drop forged connecting rods and ample piston pins and bearings. Pistons carry four expanding rings and are so accurately ground that every piston we manufacture is interchangeable with any other piston we ever made. Every pair of pistons is accurately balanced on scales so that they turn without any vibration.

**Crankshaft**—Drop forged from solid steel bar. Ample large and fitted with three bearings, insuring rigidity.

**Valves**—Set on left side of motor. All valves 1½ inch diameter with lift of ¾ inch. Push rods easily adjustable. Valves are ground in their own seats.

**Crank Case**—Aluminum, with removable baseplate for reaching crankshaft.

**Carburetor**—Studebaker, tried through several years of service and proved efficient at all speeds and under all weather conditions. Intake manifold is large enough to provide swift passage for the gases. Carburetor is capable of 4 to 55 miles per hour on direct drive and is very flexible with minimum of adjustment.

**Timing Gears**—Cut with spiral worm from drop forged steel blanks.

**Ignition**—Dual system. Dry cells and Splitdorf magneto of ample size.

**Motor Cooling**—By water; tubular radiator and centrifugal pump.

**Lubrication**—Automatic, vacuum-feed principle, direct from oiler cast integral with crank case. Keep oiler full and it needs no further attention. Pistons and motor bearings are lubricated by splash. Other bearings in the car are fitted with dust proof grease cups and oilers.

**Clutch**—Direct external cone, leather faced and fitted with flat springs to facilitate engagement.

**Transmission**—Three speeds forward and one reverse, controlled selectively through single gear shift lever. Shaft drive through two universal joints. Transmission gears mounted in aluminum housing just forward of the rear axle. This puts the weight where it belongs, gives better traction and balance. Gears are cut from drop forged blanks to the finest possible accuracy. They are case hardened in our own shops and when assembled are set with great care. Every set of gears is vigorously tested for quietness before shipment.

**Brakes**—External and internal. Large braking surface so that either set will lock wheels. Service brake is operated by foot pedal. It is lined with thermoid and contracts on hub drum. Emergency brake is controlled by hand lever and expands within drum where braking surface is steel against steel.

**Frame**—Pressed steel, U section, dropped frame.

**Control**—Standard. Single gear shift lever operating in H plate. Spark and throttle levers above steering wheel. Pedals for clutch and service brake accelerator operates through floor slot.

**Bodies**—Bodies are made in our own shops of the finest material and in the most skilled manner. Seats are wide and deep, with cushions comfortably slanted. Upholstery is of No. 1 hand buffed leather, covering best curled hair over finest pillow springs. Inside handles on doors, and hooks provided so that tonneau doors can be opened for ventilation.

**Tops**—Silk mohair.

**Painting**—Body, Studebaker dark blue, finely striped with gray; frame, axles and fenders black. Wheels, Studebaker gray.

**Wheels**—Selected second-growth hickory, artillery type. Fitted with Continental detachable, demountable rims.

**Tires**—32 x 3½ inch.

**Gear Ratio**—3½ to 1.

**Springs**—Full elliptic rear, semi-elliptic front.

**Wheel Base**—112 inches.

**Running Boards**—Covered with linoleum, with oval brass moulding.

**Equipment**—Three oil lamps of appropriate design. Prest-O-Lite tank connected to large, brilliant headlights. Horn, tool kit and tire repair outfit ready for the road. Silk mohair top complete with side curtains and dust cover, nickel bound automatic windshield, special for each car, Stewart speedometer.

**Models and Prices**—All cars fully equipped f. o. b. Detroit.

Studebaker "30" Touring Car	\$1,190
Studebaker "30" De mi-Tonneau	1,150
Studebaker "30" Roadster	1,185

### FYI: Lodging Information ONLY for the OREGON TOUR 2022 COOS BAY, OREGON

Sponsored by the Southern Oregon Model T Club, State of Jefferson Antique Car Club, Hentry's Lady Model A Club, Willamette Valley Model T Club, and the Myrtle Point Model A Club.

**JULY 7TH TO THE 10TH, 2022**

The tour will be based out of the Edgewater Inn and the Lucky Loggers RV Park which are right next to each other. You will need to call the Motel and the RV Park to make your reservations. Tour Registration Information to follow.

**Motel Accommodations:** Edgewater Inn, 275 E. Johnson Ave., Coos Bay, OR 97420, 541-267- 0423 /800-233-0423. Ask for Angie Saxon, tell her you are with the antique car tour sponsored by the Southern Oregon Model T Club. The club has blocked 15 rooms. If the 15 rooms fill up they will give us more.

**RV Accommodations:** Lucky Loggers RV Park, 250 E. Johnson Ave., Coos Bay, OR 97420, 360- 253-5603, Ext#2217. Ask for Jessica and tell her that you are with the antique car tour sponsored by the Southern Oregon Model T Club.

If you have any questions please contact Mike McKey email [mndmckey@msn.com](mailto:mndmckey@msn.com) or Dave Williams email at [dave1911@msn.com](mailto:dave1911@msn.com) or John or Nancy Firth email [atjnfirth@charter.net](mailto:atjnfirth@charter.net).

# FASHIONS FOR SHOWERS AND SUNSHINE

April 1908 MoToR Magazine



**Combination  
Head & Face Covering**



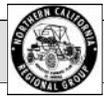
**Persian Scarf and  
Leather-trimmed Sweater**



**Close-fitting Cap with  
Flaps and Goggles**



**A Tussah Motor Coat**



**Northern California Regional Group of the  
Horseless Carriage Club of America  
General Meeting Minutes of  
Thursday, January 20, 2022  
Round Table Pizza, 9500-1 Greenback  
Lane, Folsom, CA  
Bill Charpier, Secretary**

**Call to Order:** Meeting called to order at 6:08 p.m. by President David Pava.

**Guests:** Don Azevedo

**Roll Call of Board Members:** Joe Anino (present), Bill Charpier (present), Jan Charpier (present), Raul Cornejo (present), Sandy Maye (present), Roger Mitchell (present), Stephanie Mozell (present), David Pava (present), Jennifer Roberts (absent) and Diana Squire (present)

**Approval of General Meeting Minutes of January 20, 2022:** Request for a motion to approve the Minutes as published in *The Brass Nuts*. Motion made by Joe Anino, seconded by Bob Hopkins and approved by vote of the members present.

**Commendations:**

- ◆ Thank you to Diana Squire for the excellent January and February Newsletters, to the members who contributed to it and to the members that help publish and distribute it.
- ◆ Thank you to Stephanie Mozell for reserving a room at Round Table Pizza for this year's meetings.

**Treasurer's Report, Jan Charpier:**

- ◆ Beginning Checking Balance: \$5,624.36 as of January 8. Ending Checking Balance: With minimal activity, the Club is still solvent.
- ◆ 2021 Audit Report: Robert Hopkins, Gordon McGregor and David Pava. Bob Hopkins gave a brief summary of the audit and stated that it went well. A question was raised about the status of unpaid membership renewals. Kathy Ryan reported that she had contacted the two members that hadn't renewed and they will send in their dues. She plans to have the roster available at the next General Meeting.
- ◆ Proposed 2022 Budget Report: Robert Hopkins, Gordon McGregor and David Pava. David reported that last year's budget was reviewed and a proposed balanced budget for the current year was prepared, but it required a transfer from savings in the amount of \$1,633 to balance it. There was discussion concerning the newsletter printing costs. Kathy Ryan stated that she is printing more newsletters than last year, 23 total.

- ◆ Request for a motion to adopt the 2022 Proposed Budget as presented. Motion made by Raul Cornejo, seconded by Diana Squire and adopted by vote of the members present.

**Communications:**

- ◆ California Automobile Museum – Free Museum Weekend, March 5 and 6. Visitors must pre-register for either Sat a.m. or p.m. or Sunday a.m. or p.m.
- ◆ E-Mail from Tracy Lescher, *Horseless Carriage Gazette* Editor – She is working on the May-June issue and she is looking for Regional Highlights. The deadline for articles and photos is March 24th. Bob Hopkins said he was preparing a story about his 1915 Hudson for submission to the Editor.
- ◆ Jim Ryan received information for the July 7-10 Oregon Tour 2022, which focuses on Coos Bay area touring. It is hosted by multiple clubs in Oregon. Tour information will be forthcoming and the information will be in the March newsletter. Diana Squire said that the State of Jefferson newsletter that has been e-mailed to the members contains information about the accommodations.

**Old Business:**

- ◆ Stephanie Mozell said that she would like to do something in memory of Sue Hill, possibly a request for consideration for the HCCA's Marion Welch award.

**New Business:**

- ◆ David Pava discussed ways to increase the number of tours. He suggested doing tours with other local car clubs and there was general agreement for this plan. Mac Weir suggested that each member come up with an idea for a place to tour and present it at next month's General Meeting. Diana Squire will include a request for tour ideas in *The Brass Nuts* and will ask that members e-mail them to Raul Cornejo. Mike Huff mentioned that the Club has tour guidelines to assist members putting on tours. Bill Charpier said that he is working on the tour guidelines update.

**COMMITTEE REPORTS**

**Tour and Safety: Raul Cornejo**

- ◆ March 12 – Auction of Rae's Old-Car Related Items, Joe Anino – Joe provided a brief summary of the event and he said that he will send photographs of some of the items to Diana Squire for inclusion in the next newsletter.
- ◆ March 27 – Tour and Ice Cream Social, David Pava – David gave a summary of the multi-club tour and following BBQ and ice cream social. He said that the Bay Area Regional Group is doing an overnight tour and will end up at their tour on Sunday.

(Continued on next page)



Minutes from February 17, 2022 General Meeting continued)

**Tour and Safety (continued)**

- ◆ April 9 –Tour to Placerville for Lunch, Joe Anino – Joe said there are more details coming.
- ◆ May 14 – 2<sup>nd</sup> Annual Rae Anino Tour, Joe Anino – Joe reported that the tour is open to any type of automobile and it will start in Placerville.
- ◆ August – Ryan Ramble – Kathy said that Clay Ryan is looking for lodging and as soon as that is secured the registration material will be sent out.
- ◆ Raul Cornejo reported that there is a license plate swap meet on February 19 in Niles and a Model T Club scavenger hunt on February 26. He also said that he received a note from John Saylor (Sacramento Valley Model T Club) saying that a family is looking for a 1920 car to park in their driveway for a photo op. reported that there will be pre and post tours associated with the Tulare Swap Meet in April.

**Editor:** Diana Squire

- ◆ President’s message, meeting minutes, flyers and other submissions are due to the Editor of *The Brass Nuts* by February 23.

**Webmaster:** Thomas Roush

- ◆ Website report – David Pava reported that the website has been updated with the new officers.
- ◆ Bill Charpier said that members need to contribute items to be included on the website. One example is recommended businesses and products used during work on their cars. This will provide a resource that other members can use on their upcoming car projects.

**Sunshine:** Elaine Rose

- ◆ Sunshine report – An e-mail was sent to the members concerning the passing of Dick Fairley who, with his wife Barbara, participated in a number of NCRG tours.

**Membership:** Kathy Ryan

- ◆ Membership report – Nothing to report.

**Education:** Frank Squire

- ◆ Education report - Nothing to report.

**History and Publicity:** Sandy Maye

- ◆ History and Publicity report – Nothing to report.

**Welcome Committee:** (chairperson vacant)

- ◆ Welcome Committee report - Nothing to report.

**Good of the Order:**

- ◆ Joan Catchot has a hand-crank Victrola for sale.
- ◆ Stephanie Mozell displayed a glass bottle antique automobile that plays music, and she wondered who made it.
- ◆ Stephanie Mozell gave a brief biography of former NCRG member Andy Vida and his contribution to the car scene.

**Next Board Meeting:** Next scheduled Board meeting will be May 10, 2022, 7:00 p.m., at David and Patricia Pava’s home.

**Next General Meeting:** March 17, 2022, at Round Table Pizza, 9500-1 Greenback Lane, Folsom. Dinner will start at 5:30 p.m. and the meeting will start at 6:00 p.m.

**Adjournment:** The meeting was adjourned at 7:12 p.m. by David Pava.

**Minutes prepared and submitted by:** Bill Charpier, Secretary



Stephanie Mozell’s Mystery Car:

It is over 30 years old. The glass bottle has an embossing of CW. It was made in Hong Kong and plays "How Dry I Am".

Does anyone know who made it?

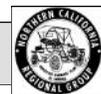


**For Sale**

**\$200 OBO**



Hand-crank Victrola  
Good condition.  
Two-sided record storage.  
Joan Catchot



# HCCA NATIONAL NEWS

**Re: General Members Meeting; Renewal Time; In the News; Calendar Update, Make Plans Now  
Issue: 2022-02-05 #03**

- **HCCA General Members Meeting** – On Friday, February 25, 2022, at 6:00 PM, the HCCA General Members Meeting will be held prior to the closing banquet of the HCCA 2022 Convention and Tour, in Howey-In-The-Hills, Florida. This meeting is open to ALL members. Please plan to attend.

The Meeting agenda: Introduction of new officers, review of recent board meetings, presentation of awards, and member Q&A.

A Zoom component will be available.

As a reminder, the HCCA is the only antique car club that allows, and encourages, members to attend all the Board of Directors meetings. The HCCA is YOUR club!

We look forward to seeing everyone who can attend.

- **As a Reminder** - It is Time to renew your HCCA Membership. Do it Today!
- **Alan Page's 1906 Model F Buick** – In the November 23, 2021 Wall Street Journal, *My Ride*, by A.J. Baime: “Justice Alan Page, 76, a retired Minnesota Supreme Court judge and member of the Pro Football Hall of Fame living in Minneapolis, on his 1906 Buick Model F . . .” Judge Page commented: “The 1906 Buick proved to be more interesting to drive than any other car I have driven – even the Dino Ferrari I once owned. In the Dino, you could get in, turn it on, and as long as you could shift gears, you could drive it. The Buick required far more learning and engagement, and you had to be on top of it all the time.” Sounds like fun to me.

**Calendar Update** – The latest from the HCCA Gazette and Website:

2022 HCCA National Convention and Tour, Howey-in-the-Hills, FL, February 20 – 25, 2022. Hosts: Andy & Tricia Wallace.  
Email: andyauto@hotmail.com

32<sup>nd</sup> Annual Chickasha Pre-War Swap Meet, Chickasha, OK, March 18-19, 2022.  
Hosts: Mike or Susie Ersland 405-224-9090

Pate Swap Meet, Texas Motor Speedway, Fort Worth, TX. April 28 – 30, 2022  
<https://pateswapmeet.com>

Tulare Brass Era/Pre-War Swap Meet 2022, April 22 - 24, 2022. The West Coast's Premier Brass Era/PreWar Event, formerly the Bakersfield Swap Meet. At the International Agri Center, Tulare, CA.  
Hosts: Bill Bennett 559-688-1030  
Email: tmechanic@att.net or  
S. Chase at NewNorthSouth@gmail.com

Mid-Atlantic Pre-War Swap Meet, Luray, VA.  
May 13 – 14, 2022. Contact: Dennis Fleming,  
Email: dennis@fairviewnet.com

BBC 2022 Swap Meet & Tour, Gettysburg, PA,  
May 15 – 19, 2022. Hosts: Patrick & Marcy Gamble  
Email: bbcinfo@mail.com

IDNET 2022 Tour, Moscow, ID, June 6 – 10, 2022.  
Hosts: Jim and Susan Stutzman  
Email: hatlady@centurylink.net

64<sup>th</sup> Midwest Regional Tour, Winona, MN. June 6 – 9, 2022. Hosts: Helen Diemert and Pat Hanggi,  
Email: gizzmert26@aol.com

2022 HCCA National 1 & 2 Tour, Bedford County, PA,  
June 12 – 18, 2022. Hosts: Vince & Janice Altieri.  
Email: cars47@comcast.net

HCCA National Tour, Circle Missouri Tour, Columbia, Missouri. June 26 – July 1, 2022. Contact: Chris Paulsen. Email: cp7254@hotmail.com

Celebration of Brass II, Show, Swap Meet and HCCA National Tour. July 14 – 19, 2022. Gilmore Museum, Hickory Corners, MI. Contact: Kevin Fleck,  
Email: kfleck@outlook.com Be there for the HCCA Museum Groundbreaking!

Southern Ontario/North New Jersey Niagara Tour. Niagara Falls, ONT. July 25 – 29, 2022. Hosts: Steve and Lynn Witt, Email: stevew@stanpacnet.com or Ken and Linda Coombes, Email: kwcoombes@gmail.com

*Doug Tomb* / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...



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For more information contact  
Bill Bennett (559) 967-0112  
[www.blainfoundation.org](http://www.blainfoundation.org)

## YOSEMITE CAMPOUT Tulare Swap Meet Pre-Tour

**April Eighteenth thru Twentieth, 2022**

**Hosted by the Model T Ford Club of Southern California**

April 17th (Sunday)- Pre-Arrival Oakhurst Lodge, Oakhurst, CA.  
Cocktails / Evening Pre-Party, 5:PM

April 18th (Monday) Tour Day One; Oakhurst into the Yosemite Valley by the southern route. Check into Curry adjacent Bath House privileges. Cocktail Party on the banks of the Merced River.

April 19th (Tuesday) Tour Day Two, Yosemite National Park.  
Dinner (on your own) at the Ahwahnee Hotel.

April 20th (Wednesday) Tour Day Three, Yosemite Valley back to Oakhurst by the northern route via Merced, CA.

Oakhurst Lodge; \$129.00/night, April 17 and April 20.

Make your own reservations. Phone: (559) 683-4417 Curry Village Wood Cabins w/ Bath House privileges; \$207.00/night April 18 and April 19. 12 Wood Cabins have been booked and paid for, each with 2 Double beds. Tour Fee; \$415.00 <sup>3</sup>plus \$40.00 additional for each person attending. This takes care of 2 nights lodging at Curry Village only, plus some tour incidentals.

Questions? Contact: Steven Chase ([NewNorthSouth@gmail.com](mailto:NewNorthSouth@gmail.com))  
Send Tour Fee Payable to: Debbie Francis [Dd1276@yahoo.com](mailto:Dd1276@yahoo.com)

## SWAP-O-RAMA

CLASSIC CAR PARTS & MOTORCYCLE SWAP MEET

**WEST COAST'S PREMIERE BRASS ERA & PRE-WAR SWAP MEET**



**APRIL 23-24, 2022**



**CALL (559) 688-1030 TO REQUEST FORMS**

**April 22nd to 24th, 2022 / Tulare CA**

Host: Bill Bennett 559-967-0112

Email: [tmechanic@att.net](mailto:tmechanic@att.net)

The West Coast's Premier Brass Era/ PreWar Event.

**The Tulare Swap Meet**, formally the Bakersfield Swap Meet.

This year, in conjunction with the California Antique Farm Equipment Show.

At the International Agri Center, Tulare, CA.  
(Vendor set up April 22nd.)

Registration Info: (559) 688-1030

Secondary contact: [S.Chase:NewNorthSouth@gmail.com](mailto:S.Chase:NewNorthSouth@gmail.com)



**Hangover Tour 2022 Tulare Swap Meet**  
**April 24 - 26, 2022**  
**Sequoia National Park, Three Rivers, CA**

Host: Julie at the Lazy J Ranch 559-561-4449  
or Debbie Francis Email: [dd1276@yahoo.com](mailto:dd1276@yahoo.com)



Happy Birthday



Traveling down the road for another year...



MARCH BIRTHDAYS

- 01 Zora Ryan
- 09 Stephanie Mozell & Frank Squire
- 18 Orene Savio
- 19 Tony Savio
- 24 Cathleen Roush
- 25 Donna Berg
- 27 Alicia Pharis
- 30 Mary Gunderson & Ed Tidwell

APRIL BIRTHDAYS

- 03 Helen Hopkins
- 04 Stan Nicolaus
- 06 Bill Charpier, Jr.
- 09 Pete Kneedler & Joe Anino
- 11 Beckie Brown
- 13 Gordon McGregor
- 15 Gayle Hensler
- 19 Garry Gunderon & Patricia Pava
- 24 Will Snyders
- 30 Bob Schneider



MARCH ANNIVERSARIES

None this Month

APRIL ANNIVERSARIES

- 01 Robin & Cindy Pharis
- 06 Mac & Wendy Weir
- 13 Tony & Orene Savio
- 22 Jim & Kathy Ryan
- 27 Will & Paulette Snyders

On the Road of Life Together



**REMINDERS...**

- March 17th—General Meeting - 5:30 p.m.**  
Round Table Pizza, 9500-1 Greenback, Folsom. To order ahead call 916-989-1133.
- March 12th—Auction, 10 a.m.-noon, Joe Anino**
- March 27th—Tour and Ice Cream Social, the Pavas**
- April 9th—Foothill Tour—Joe Anino**
- May 14th—2nd Annual Rae Anino Tour**
- March 24th—Last Day to Submit Information for the April 2022 issue of *The Brass Nuts*.**

Do you ever feel like your body's "check engine" light has been on and you're still driving it like "nah it'll be fine"?



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



4-30-2022

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**Edward E. Rose, CPA**

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2200 Front St, Sacramento [www.CalAutoMuseum.org](http://www.CalAutoMuseum.org)

**Admission to the California Automobile Museum (CAM)**

The CAM no longer provides "admission tickets" to our Treasurer. However, they will be receiving a copy of our roster in late March and will be able to verify that you are an NCRG member before granting you admission.

**Verify their hours of operation before you visit.**  
[www.CalAutoMuseum.org](http://www.CalAutoMuseum.org)

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**.



Who's Going First?????



## **THE BRASS NUTS**

Northern CA Regional Group - HCCA

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