



Flyer

May 2019

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President's Message

Spring cleaning!

I've been in a mood to pare down the amount of stuff around the house and as I look around I can't help but wonder what would my son do with all the stuff I've acquired over the years....surely he wouldn't know the value of some of our collectibles, to him it's just old junk that he doesn't want. Of the seventeen cars we currently own, he is only enthused with one and would probably sell the others off willy-nilly.

It occurred to me that many of our club members will probably have similar issues as we move into our "golden years." I have decided to pre-bequeath our collectibles to people or organizations that could benefit most from them. I have antiques going to the medical history society, my beloved kimono to a friend who has admired it and one (maybe more) of our cars will be given to the Freewheelers Car Club to sell and help keep the club financially viable for the next generation. I love this club and would find infinite pleasure in knowing that Todd and I helped keep it going long after we've passed.

So, what about you? Have you made a plan for "that time?" I would hope you would consider passing your worldly goods onto someone or some entity that would truly appreciate your generosity.

Motor on!

Scott Mikkelsen

President, Freewheelers Car Club

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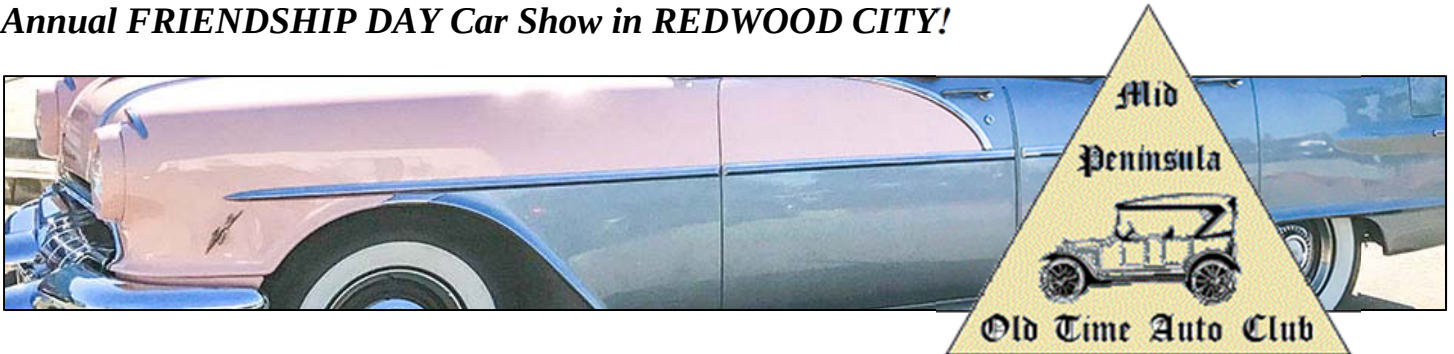
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Board of Directors 2019		Member Information		
President Scott Mikkelson, 916-768-3465 rednblackgarage@aol.com Vice President/Activities Bill Hall, 510-612-3300 williamhall1234@yahoo.com Secretary Brian Kanamu, 415-971-2991 citromatic@yahoo.com Treasurer Jay Remick, 831-601-8080 jayremick@me.com Membership Director Sueko Takahashi, 925-373-1667 sueko.tbirt@gmail.com	Newsletter Editor Marty Hanson, 916-202-2011 sac65tbird@aol.com Photographer Bill Peachee, 925-525-5863 bpeachee@hotmail.com Registration Director Gregg Cannella, 925-899-5167 glamqfc@msn.com Webmaster Christopher Slater, 408-599-9103 gladstone.cottage@gmail.com Members at Large John Jung, 925-300-3765 retromobilia@comcast.net Michael Amodt, 408-202-8041 mickeyamo90@gmail.com	Freewheelers Web Site www.thefreewheelers.net Advertising As a benefit of membership, Members may run classified ads (for sale) in the Flyer/on the website at no charge. Send information to the Newsletter Editor. For rates for non-members and business solicitations, see the schedule below. To place an ad, please contact one of the Board Members.	The Freewheelers Flyer is published monthly by the San Francisco Historical Automobile Society, C/O Jay Remick-Treasurer, 1588 Willow Oaks Drive, San Jose, CA 95125 Articles and/or photographs related to club events and/or vintage car happenings may be emailed to, and used at the discretion of the Newsletter Editor. Submissions should reach the Newsletter Editor or Webmaster by the 15 th of the month prior to publishing. Contributors to this Issue: Scott Mikkelson, Marty Hanson, Jim Davidson, and Great Autos of Yesteryear. Photos courtesy of Marty Hanson, Brian Kanamu, Rand Bodily, Christopher Slater, and Jim Davison. Printed copies courtesy of Tim Finnegan.	
Advertising in the Flyer				
Type of Ad	Members: Non-Commercial	Non-Members: Non-Commercial	Members: Commercial	Non-Members: Commercial
Ad for car, equipment, etc.	3 for Free, then \$10/insertion	\$20 per insertion	n/a	n/a
Business Card Size	n/a	n/a	\$30 per insertion, \$250/yr. (11 issues)	\$35 per insertion, \$300/year
Quarter Page Size	n/a	n/a	\$60 per insertion, \$500/yr. (11 issues)	\$70 per insertion, \$600/year

Friendship Day 2019 in Redwood City

Come join your fellow Freewheelers on Sunday, May 19th as we participate in the 44th Annual FRIENDSHIP DAY Car Show in REDWOOD CITY!



Typically, there are over 400 cars of all kinds, sizes and shapes on display at this casual, enjoyable annual event. It's all very easy and a lot of fun - no judging and no reservations.

If you wish to show a car, just pay \$20.00 at the gate (there is no Freewheelers Club event fee) which includes a goodie bag with dash plaque and door-prize ticket for the first 400 entrants. The show is free to spectators. Complimentary coffee and doughnuts will be served to those coming early, and food will be catered by Arguello Catering – drinks will also be available.

Freewheelers Board members will arrive very early to stake out as many parking spaces as possible – we were able to hold more than a dozen last year! We plan to locate in the far back left corner of the show area. Our spaces will be available on a first come, first serve basis. Should our area fill up there is still ample parking available in Oracle's very large parking lot.



Show location: ORACLE parking lot, #3 Lagoon Drive, Redwood City (Redwood Shores district). Gates open at 8:00 A.M. but generally they let cars in earlier than that. The show itself runs from 8:00 a.m. to 3:00 p.m.

We hope to see you there!

If you have any questions, call Michael Amodt @ 408-202-8041

For more information on the show check out the show's web site at:
<http://MPOTAC.com/friendship-day.php>.

Mark your
calendar



For Sunday, June 23 for our East Bay drive tour! We'll start in Vacaville and take the back roads to Winters where we'll have lunch. Watch for more details and RSVP information in the June issue of the Flyer!



*Who will be named
Dick of the Year?*



Find out at the **Private Dick Ball** on Friday night!
See you at West Coast Meet 2019: **Private Eyes and Swingin' Rides**
...and don't forget your Alibi.



Freewheelers “Two-fer Tour” in Sacramento



– by Marty Hanson

It was a beautiful day in Capitol City for Part One of our Two-fer Tour in Sacramento, beginning with Freewheeler John White's Glamorous Ramshead Museum in nearby Natomas! Ample parking was to be found behind the facility as were requisite coffee and donuts provided by Club President Scott Mikkelson.

The doors of the collection opened at 10 a.m. but the weather was so inviting, attendees wandered from indoors to outdoors to see the classics in both arenas! Some first-on-tours at the event included Warren Martin's 1928 Buick Sedan, John McCue's 1968 Ford Thunderbird Tudor Landau, Scott Mikkelson's 1993 Mercedes-Benz 500 SEL, visiting Freewheeler Tom Ortiz's 2018 Lexus LC 500 Hybrid, Rand Bodily's 2018 Jeep Renegade Latitude, and Christopher Slater's 2019 Honda CR-V Touring Edition.

In addition to the dazzling cars on display in the museum, John had a couple of beauties in the works in the back garage of the museum too (it's always fun to see works in progress) – including a 1971 AMC Ambassador wagon (green on green) and a '40s Chrysler Businessman's Coupe. Similarly, a new addition to the collection was a super low-miles, all-original 1973 Dodge Polara wagon replete with Malaise-brown metallic paint and more tan carpet and vinyl upholstery than you could shake a stick at (whatever that means)!

After lots of touring, tire-kicking and camaraderie, folks began to head a short distance south the California Auto Museum (CAM) for Part Two of the collections tour.

With the Freewheelers as a 2019 Sponsor of the CAM's "Tinker Time" Program for kids, all Freewheelers were offered free attendance to the museum. Their featured Exhibit was of Micro Cars, including several Freewheelers' contributions, including those of Todd Darling, Peter Anning and Matt Spielberg. And as always, many other classics are shown there – featuring those from the brass era through the 21st century. The consignment area with classic cars for sale is also a lot of fun for browsing!

Scott Mikkelson and Todd Darling once again provided a delicious catered lunch for all, served in one of the large event rooms at the CAM. The menu included enchiladas, fried rice, salad, refried beans and an assortment of beverages.

During lunch, Freewheeler and CAM Board Member David Felderstein made a brief presentation, thanking the Club for their donation to the Tinker Time Program and updating the membership on the status of the CAM, due to fund-raising efforts the museum was able to procure a new, long-overdue roof, as well as to purchase the building outright. A delicate dessert of Scott's home-made Panna Cotta followed lunch. Before the end of the festivities, President Mikkelson raffled off another collectible diecast as part of the monthly event proceedings! The winner being board member Bill Hall's Aunt Marie Williams!

Many thanks go to John White and Doug Alcorn for opening their wonderful Ramshead Collection for us, and to Scott Mikkelson and Todd Darling for coffee, donuts and a wonderful sit-down lunch. Thanks too, to David Felderstein and the CAM for hosting us and allowing us to hold our lunch at their facility!



Freewheelers gather at the Ramshead Museum in sunny Natomas for part one of our two-fer collection tour!



First-on-tours at the event included Scott Mikkelsen's 1993 Mercedes-Benz 500 SEL, John McCue's 1968 Ford Thunderbird Tudor Landau, Warren Martin's 1928 Buick Sedan, Christopher Slater's 2019 Honda CR-V Touring Edition, Rand Bodily's 2018 Jeep Renegade Latitude, and Tom Ortiz's 2018 Lexus LC 500 Hybrid,



Some new and familiar beauties at the Ramshead Collection (including the Buick on page 5 and the Corvette on the cover)!



Part Two of the Two-fer Tour resumed at the California Automobile Museum (CAM) featuring a Micro Car Exhibit, and followed by lunch!

**REGISTER** *by mail or online***BY MAIL (pay by check):**

Complete this form and mail it, along with your check (payable to Great Autos of Yesteryear), to:

David Hallen
West Coast Meet 2019
8356 Via Sonoma, unit E
La Jolla, CA 92037

ONLINE (pay via PayPal):

- Go to greatautos.org
- Use the "Activities and Events" menu
- Select "West Coast Meet 2019 - Register & Pay" from the menu
- Follow on-screen instructions
- PayPal ID required (\$5 per person fee applies)

REGISTRANT *please print all information clearly*

Name	(INCLUDE NICKNAME IN PARENTHESES AFTER NAME)
Spouse/ Partner	(INCLUDE NICKNAME IN PARENTHESES AFTER NAME)
Car Club Affiliation	Arrival Date
Address	Day Phone
City/ State/ Zip	Eve Phone
Email	Mobile Phone
Hotel name	Reservation name

GUESTS *(Spouse/partner in the section above, other guests below)*

Name (1)	Name (2)
------------	------------

CARS *(For additional cars, please enter information on back and check here ☐)*

(1) Year	Make/Model	Bodystyle	Owner's Name on Placard
(2) Year	Make/Model	Bodystyle	Owner's Name on Placard

Accommodations provided by
Spring Hill Suites by Marriott
900 El Camino Real, Atascadero, CA
(805) 462-3500

When you call, say: ***I am making a reservation for West Coast Meet.*** Rooms are \$189/night + tax (Thurs., Fri., Sat. rate—please call hotel for Tues. or Weds. arrival). Reservations open April 1—rooms will be held for group until June 8, then released to the public.

Registration deadline is Monday, June 5, 2019. Any registration forms postmarked after then will accrue a \$25 per person late fee added to the activity fee. Space is limited, so register now! If registering/paying online, a \$5 per person convenience fee will be added to each Weekend Activity Fee ticket. **CANCELLATION POLICY:** 100% refund if requested by June 5, 2019, minus a \$10 administration fee, a 50% refund if requested by June 30, 2019. No refunds after June 30, 2019. Registration questions? Email David Hallen at Dhallen219@att.net or call him at (619) 709-2109.

EVENT RESERVATIONS *Register early!*

EVENT	QTY	PRICE/EACH	TOTAL
Weekend Activity Fee Includes Souvenir pin and the Saturday night dinner and awards show		x \$119	\$
LATE Fee after June 10, 2019 (\$50 at the event)		x \$25	\$
Road Rally		x \$22	
Friday "Private Dick" Ball		x \$40	\$
Saturday Lunch		x \$11	\$
Souvenir Polo Shirts (order size & quantity)	SMALL	x \$22	\$
	MEDIUM	x \$22	\$
	LARGE	x \$22	\$
	XLARGE	x \$22	\$
	XXL	x \$24	\$
Include a check (payable to Great Autos of Yesteryear)			\$
TOTAL ENCLOSED \$			\$

HOLD HARMLESS AGREEMENT: The undersigned, desiring to enter and participate in West Coast Meet 2019, to be held July 11, 12, 13 and 14, 2019, at the Spring Hill Suites in Atascadero, California, does hereby tender his/her application to participate. If this application is accepted, the undersigned and registrant, having suitable automobile insurance, and his or her guests assume liability from and shall indemnify and hold harmless Great Autos of Yesteryear, Inc., and its members, officers, directors, employees, agents, servants, invites and assigns from and against any and all liabilities arising from said event. The undersigned holds the aforementioned harmless and indemnifies them against judgments whatsoever arising, directly or indirectly, out of or in conjunction with participation in said event. Event registration required for Spring Hill Suites hotel stay.

Applicant Signature _____ **Date** _____

☐ **Contact me about volunteering to help with this event**

My Unforgettable Ride in a Citroën DS

— by Jim Davidson

When you ask an enthusiast why he likes a particular car, you'll often unearth some interesting childhood memories. Take, for example, my first encounter with a Citroën DS.

It was 1957 and my parents had just announced plans for our family's annual summer vacation. Besides leaving Sioux City for two weeks, it was a real adventure to visit different parts of the country. That year I was ecstatic to learn we would take the train to Los Angeles. I'd been reading about "the Golden State" in magazines--fantastic architecture, Disneyland, and of course Hollywood! I just knew there would be swimming pools in every backyard and exotic automobiles cruising every palm lined boulevard. Since my dad was mildly interested in cars (and I was crazy about them), our To-Do list included visits to a couple of high-end automobile dealerships while Mom got her hair done at the Beverly Hills Hotel. Dad did in fact take the wheel of a Jaguar 3.4 Mark I sedan. (Afterwards, he commented dismissively, "All that money and no power steering?") But the star attraction was undoubtedly the new Citroën DS. Dad and I had seen this amazingly futuristic car in Popular Science Magazine. Now we would actually get to ride in one.

An early Citroën DS 19 which first appeared as a 1956 model



The Citroën dealership was located on Wilshire Blvd. in Beverly Hills. Since the car had debuted just one year earlier, its unconventional looks and advanced engineering still generated plenty of interest. The salesman waited until there was a car full of prospective (or maybe just curious) customers. That didn't take long and soon there were 5 of us packed into a new DS 19. Conducting our demonstration was Andre, a tall thin man with a thick French accent who did all the driving. He took us on an outing that to this day rivals being strapped into a NASA flight simulator.

Besides our driver, the passengers consisted of two middle aged men (one wore a coat and tie with a *hat*) plus our two Iowa tourists—my dad and his car obsessed little boy. The

new DS was vastly different from anything I'd ever seen. It looked more like a flying saucer than a car and the dashboard was a Space Age wonder. Its white vinyl cord wrapped steering wheel had only one spoke from the center to the rim. How could they do that—wouldn't it snap off during hard driving? (We would soon find out!) From the steering column odd levers sprouted at peculiar angles, seemingly for no reason. Even the foot brake had been reduced to a small button on the floor instead of the usual pedal. The seats cushions were entirely filled with latex foam rubber rather than the conventional rubber pad layered over metal springs. There was also a thick foam pad beneath the carpet. The effect was like sitting on a marshmallow—*C'est fantastique!* Seat fabrics were oddly devoid of detail and the interior smelled kind of rubbery, very different from American cars of the period. Since we had virtually no imports in Sioux City, I was fascinated!

Now understand that selling a car like this to the U.S. market was an uphill battle. The French idea of stylish was the American idea of bizarre. Also, while these cars met the European need for good fuel economy, quick steering, and maneuverability in close quarters, these attributes were lost on Americans buyers. After all, we had superhighways and 30 cent per gallon gasoline. Our parking spaces could accommodate a battleship. Plus, these cars had no tail fins or electric gizmos and acceleration was leisurely by even the most charitable standards. What the car could offer, though, was superior handling and an amazing ride. As with other imported cars, Citroën salespeople were encouraged to push the car to its limits during the test drive.

Andre began with a narrative about advanced engineering and the hydro-pneumatic underpinnings of the car. Then he started the motor, but instead of a V-8 burble, the 1.9 liter engine produced a wimpy little snarl. Straining under its heavy load the car rose like a camel, first the rear and then the front until it reached its pre-selected riding height. As we pulled out into traffic on Wilshire Blvd. the rear dipped gently, then righted itself as we accelerated. We were told how

the car could be raised or lowered to accommodate different road conditions even while driving. A tire could be changed simply by placing a pedestal under one side of the car and pulling a lever which would raise both the front and rear wheels off the ground simultaneously. If you wanted to change a rear tire, you first removed the entire fender which was held on with only one bolt. The wheels too were held on with a single bolt. (Were these people crazy? Was that even legal?)

An early DS interior



Our French tour guide turned a corner and continued, now traveling southbound. In Beverly Hills south of Wilshire, the cross streets have huge rain gutters at several intersections probably pre-dating the collapse of the Roman Empire. One of these now loomed ahead and we were doing about 35 mph with no indication of slowing down. "Now you weel observe zat zees car take zees bump weezout any problem." There were gasps from the back seat as the DS sailed through the intersection. **Ka-THUNK!** Passengers became slightly airborne and the nattily dressed man felt his hat being flattened against the headliner. The car, however, kept its composure even if the occupants did not. Andre continued his dissertation on how the hydraulic suspension enabled the car to perform such feats, but I doubt if anyone

was still listening.

A short distance later we were cruising down a wide boulevard with the inbound and outbound lanes separated by a raised gravel median and some very sturdy looking trees. After less than a mile there was a chance to turn left which our driver took at high speed as the tires screeched and the car leaned heavily. Then he turned left again, and we were headed back the way we had come. He continued: "Now you would **never** try zees in an ordinary car!" While accelerating to what seemed like 60 mph, he yanked a lever at the base of the "A" pillar and the car began to rise. When it reached its desired height, the intrepid Andre veered quickly to the left. The DS jumped the curb, entered the gravel median, and began dodging trees at a high rate of speed. The car's ability to handle any type of road was being elucidated over sound of crunching gravel but at this point it was hardly necessary. I thought my dad was going to have a stroke!

Soon enough we found ourselves back at the dealership with the car's occupants gratefully spilling out onto the parking lot. I remember the lanky salesman stood with his back against the exterior wall of the dealership, his arms folded across his chest, eyes straight ahead. He was probably used to this reaction from the unappreciative Americans. My ever-curious father walked over to him and said, "You know, if I drove like that, I'd probably lose my license. Aren't you afraid of that?"

The man did not even turn his head in my father's direction. He was plainly annoyed.

"License?" he repeated.

"Yes, your driver's license. Aren't you worried about losing it?"

"Pffftt!" I am French. I do not 'ave a license!"

Twelve years after that summer, I moved to California. Forty-two years after moving to California, I finally broke down and bought a DS. That crazy Frenchman had finally made the sale.

The author's recently acquired 1970 DS 21 Pallas. 1975 was the last year of production.



SUN	MON	TUE	WED	THUR	FRI	SAT
			1	2	3	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Calendar of Events

MAY 2019

Sunday the 12th, 2019 – Board Meeting at 288 Buchanan Airfield in Concord

Sunday the 19th, 2019 – Friendship Day in Redwood City; see page 3 for details.

JUNE 2019

Sunday the 9th, 2019 – Board Meeting at 288 Buchanan Airfield in Concord

Sunday the 23rd, 2019 – East Bay Drive Tour; details to follow.

JULY 2019

Thursday the 11th – Sunday the 14th, 2019 – the 41st Annual West Coast Meet in Atascadero; see page 8 for details and registration information.

AUGUST 2019

Sunday, the 11th, 2019 – South Bay Pool Party

SEPTEMBER 2019

TBD

OCTOBER 2019

North Bay Drive Tour

NOVEMBER 2019

New Members Brunch in Concord

DECEMBER 2019

Sunday, the 1st, 2019 – Holiday Party in Pleasanton

NOTE: Dates/events/locations subject to change. NOTE: Club Board Meetings are typically held the first Sunday of every month at 10 a.m. in Concord, and are open to all members. Contact a board member if you're interested in attending to confirm the time and place.



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*Will you be named
"Dick of the Year?"
Find out this July
at the at the
Private Dick Ball,
Friday night at
35th Annual West
Coast Meet in
Astacadero!*



The Freewheelers Car Club San Francisco Historical Automobile Society
c/o 1588 Willow Oaks Drive
San Jose, CA 95125-4452

