



FLYER

October 2026

Vol. XLVIII, No. 10

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BEVERLY HILLS

Presidents Message

Dear Freewheelers,

What a way to wrap up September! Our return to the USS *Potomac* for a cruise around San Francisco Bay was a terrific day—beautiful weather, great company, and just plain fun. A big thank you to Gregg Cannella, Lawrence Morgan-Kihs, Glen Taber, and Sueko T-Gilbert for all the work that went into producing the event and keeping everything running smoothly. It was wonderful to see so many Freewheelers turn out, and I think we can safely say our return to the *Potomac* after more than a decade was worth the wait.



Before we get too far into October, a reminder that our next Freewheelers Drop-in Happy Hour is Friday, October 2, from 5:00–7:00 PM at Club 1220 in Walnut Creek. We started these monthly gatherings simply as another opportunity to see one another between our regular events. There's no agenda and no need to make an evening of it—drop in for a drink, stay as long as you like, and feel free to bring a friend.

October also means the Northern California car-show season is slowly beginning to wind down, so now is the time to fill up those calendars and enjoy it while you can. We especially hope you'll support the Benefit Car Show on October 25 at the California Automobile Museum in Sacramento, co-hosted by the Freewheelers and Malaise Motors, International. There's more information elsewhere in the *Flyer*, along with a link (QR Code) to Malaise Motors to register. Bring out a car, come enjoy the show, and help us make it a successful day.

There's plenty more happening around Northern California this month. Graffiti USA Museum Car Show in Modesto is on October 4, Nostalgia Days in Novato takes place October 10, the San Francisco Old Car Picnic is scheduled for October 17, and RADwood NorCal comes to Alameda on October 24. Facebook is also a good place to find other shows, cruises, cars & coffee, and gatherings, many of which are shared on the Freewheelers Facebook page as well as the Nor Cal Car Shows Facebook page. There's certainly no shortage of excuses to get the cars out before the weather begins to change.

And the Freewheelers calendar isn't slowing down either. In November we'll gather at The Hangar at Concord Airport for our Car Hop and New Member Lunch, followed by our annual Holiday Party in December. Then, before we know it, we'll be seeing one another in 2027 at our Annual Business & Planning Meeting and figuring out what kind of trouble we can get ourselves into next year.

Behind the scenes, we're also beginning in earnest the rollout of our new ClubExpress platform, timed to coincide with our upcoming membership renewal drive. You'll be hearing much more about that very soon, including what you'll need to do as the new system comes online.

There's a lot happening right now—within the Freewheelers and throughout the Northern California car community—and I hope you'll take advantage of as much of it as you can. Great cars are certainly more fun when we actually get them out of the garage, and the Freewheelers are more fun when we show up for each other. I'm looking forward to seeing you somewhere along the way.

Until then, keep the shiny side up! Warmly...

Eric Whitney

President, Freewheelers Car Club

2026 Board of Directors		Club Information	
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OCTOBER EVENT



**Malaise Daze
Car Show**

October 25, 2026
California Automobile Museum
All Makes Welcome - 1972-1995

**Freewheelers
& Malaise Motors**
**Annual Benefit
Car Show**

- Low-key fun and novelty prizes
- Wear period attire (if you like)
- \$50 entry fee includes lunch

Malaise Motors International
The "Quiet Enjoyment" Car Club



Scan me!



Benefit Car Show in Sacramento

The Freewheelers Car Club and Malaise Motors will be hosting a Benefit Car Show full of vintage and malaise era vehicles on **Sunday, October 25, 2026, from 10 a.m. to 2 p.m.** at the California Automobile Museum in Sacramento!

Proceeds from the show will benefit the California Automobile Museum, helping to raise money for expansion of their history and knowledge base for 130+ classic cars in the museum's collection.

All car owners are welcome – bring your favorite out to celebrate! Spectators are free and donations are gratefully accepted!

If you're interested in entering a car in the car show, **scan the QR code on the left** to go to the registration webpage.

Entrance fee to show a car is \$50 per car and includes lunch served at the CAM. Staging for registered cars begins at 9 a.m.

We hope to see you there!

OCTOBER EVENT



“Car Hop 2026”

Have you ever wanted to ride on the “way back” jump seat of a 1967 Citroen DS station wagon? Or perhaps you wonder if the convertible hardtop Lexus SC430 is a model you might like to purchase? Maybe you just want to see for yourself if there really is a back seat in a Fiat 500. Then again, you may want to know if a Mustang Mach I is really as fast as your friend has told you it is.

There is only one way to find out — come to Car Hop 2026!*

Patterned after Great Autos “Sign and Drive,” event, Car Hop 2026 is an event where people with cars they’d like to show off and share with Freewheeler members spend the day with Freewheelers wanting to ride in those cars. If you have a car you’d like others to experience, or if you just want a chance to ride in some really fabulous vehicles, this is the event for you. Passengers will be treated to a brief ride of 5 to 10 minutes which is totally at the discretion of the vehicle owner.

Our lawyers and insurance agents require all participants — both drivers and riders, to sign a form releasing the Freewheelers Car Club, each car owner, and each passenger from liability. Car owners determine how many people they are willing to give rides to and there is no reimbursement for fuel. At the meet, once your form has been signed and submitted, you’ll be issued a wrist band to show you are ready to participate.

Details

- **Location:**

Hangar 9 Parking Lot
Buchanan Air Field
288 Sally Ride Drive
Concord

- **Date:**

Saturday, November 14, 2026

- **Time:**

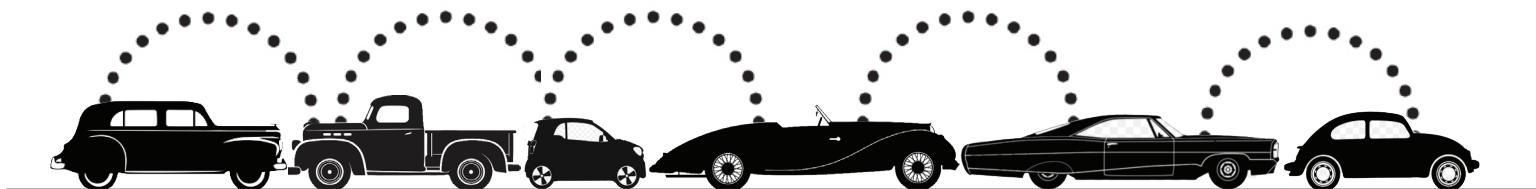
10:00 AM to 2:00 PM

- **Interested in bringing a car?** Have questions? Contact Peter Anning at p.anning@att.net for more information and to receive a copy of the release form.

It is going to be fun!

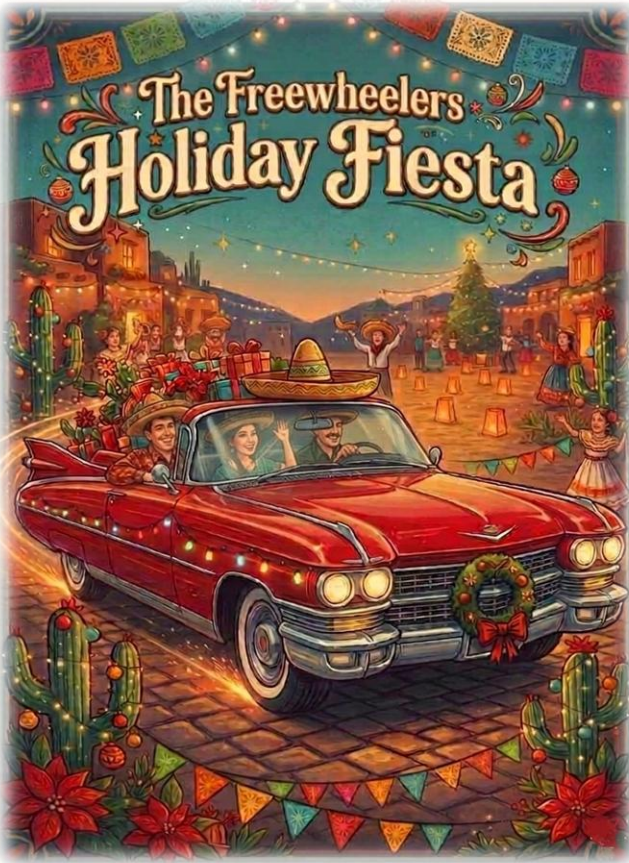
* Note, there is absolutely no guarantee that a Citroen station wagon, Lexus SC430, Fiat 500 or Mustang Mach I will be represented at this meet. Consider it a mysterious “Car pot luck!”

See you at the Car Hop! This event will run concurrently with the Annual New Members Lunch.





ANNUAL HOLIDAY PARTY



Get ready to spice things up this holiday season! Dust off your sombreros, dress in your brightest fiesta attire, and prepare for some festive fun! It's time for the Freewheelers Annual Holiday Fiesta on Sunday, December 13th at the Concord Senior Center. This year, we're hosting a vibrant Mexican-themed celebration, where our talented chefs Scott Mikkelson and Todd Darling will be serving up a delicious Mexican feast that's sure to delight! Dress festively for a chance to win a special prize for best outfit. And yes! The much-loved raffle returns, so start searching your casa for those "special" items to contribute. Please see the raffle details below. But wait—there's more! We're keeping the event fee the same as the last two years, so you can enjoy all the flavor and fun without any extra cost.

Don't miss this joyful fiesta filled with great food, an exciting raffle, best dressed contest, and wonderful company. Mark your calendars for Sunday, December 13th and keep an eye out for an email in early November to register for a day packed with Mexican flair and fun! ¡Esperamos verte allí! (We look forward to seeing you there!)

At-a Glance:

- When:** Sunday, December 13th from 10:00 AM to 2:00 pm
Where: Concord Senior Center; 2727 Parkside Cir, Concord, CA 94519
Event Fee: \$40.00 event fee which includes a fabulous Mexican feast!
RSVP: Watch for an email early November to register!
Questions? Contact Keith Cambra at mrbouge62@gmail.com



Raffle Details

The raffle requires a lot of advanced planning, so if you would like to donate items, the sooner the better.

Please email Sueko at sueko.tbert@gmail.com with a brief description and, if possible, a photo of the item(s).

If you'd like, you can bring items to the November 14th club event, but please contact Sueko first as her Honda CR-Z has limited space.

**** Important ** Sorry, due to venue rules, we cannot have any alcohol on the premises.**

SEPTEMBER EVENT IN REVIEW

LET'S SEE THE POTOMAC AGAIN, DADDY!

—By Tom Chrysler, Featured Columnist

Let's take a look back! Jack London Square! April 2013! 90 Freewheelers hopped aboard the U.S.S. Potomac for the 96th opening of the San Francisco Bay and the Blessing of the Ships! It was a memorable day for the Freewheelers members. Many wished (including yours truly) for another chance to board this great vessel for another unique glimpse of the San Francisco Bay.

On Saturday, September 5th, 2026 (thirteen years later), some of those Freewheelers got their wish! Thanks to the wonderful planning of Gregg Cannella, Jim Finley, and Eric Whitney, another group of Freewheelers boarded the U.S.S. Potomac for another great tour of the San Francisco Bay. Because the Bay was already "open", the beautiful ship took a different route around the Bay to include a close-up look of Alcatraz and Treasure Islands.

Initially, the Drive Tour started at Safe Harbor Marina, where Jim Finley welcomed members to this beautiful Marina in Richmond. Club members showed off their beautiful cars, including

Keith Cambra's stunning white (and first on tour) 2021 BMW! Other beautiful tour cars were: David Schnitzer's 2005 Bentley, Brian McCann's 1981 Cadillac Fleetwood, Bill Peachee's 1965 Ford Thunderbird, and a few other Modern Marvels!

After munching on a few delicious donuts and consuming adequate amounts of Java, members proceeded from Safe Harbor Marina through Point Richmond. Many were happy to see that the restaurant at the Hotel Mac was still in operation, as we passed by. Soon after, we arrived for a reeeeeeally brief stop (some would call it a California Stop, or a Rolling Stop) at Middle Harbor Shoreline Park in Oakland. This was the official end of the Drive Tour. Those that were not going on The Potomac, said their goodbyes, and departed to their various destinations. Simultaneously, the Caravan began its brief journey to Jack London Square, where about 30 members anxiously awaited the "All Aboard" cue at the U.S.S. Potomac dock.

Shortly thereafter, we shoved off!

Everyone couldn't help but notice how perfect the weather was, how calm the San Francisco Bay was, and how scenic the tour was! We were all very fortunate to have such a knowledgeable and clearly spoken tour guide who shared the history of the ship, the events that took place on the Bay history, and colorful facts of Alcatraz, Treasure Island, the Oakland Port (during and after the Oakland Army Base's days), and a mysterious sculpture that was transferred from the old Oakland Bay Bridge support column to the new Oakland Bridge support column. The beautiful history of the San Francisco Bay, as well the stories of the days of the U.S.S. Potomac and President Roosevelt were quite entertaining!



Some of the members were able to put on a set of ear protective gear and go into the engine room to see the ship at its mechanical best. These members were also able to go into President Roosevelt's office and see a few artifacts. I was impressed that there was a Royal Typewriter that was exactly like my dad's.

(continued on next page)

SEPTEMBER EVENT IN REVIEW



Another interesting fact was that the elevator on the ship (which is now electric) was a block and tackle type of lift setup. President Roosevelt had to "heave-ho" up to the sun deck, or repel his way to the lower deck as required.

Toward the end of our Bay Tour, the U.S.S. Potomac eased its way back into the Harbor, viewing the U.S.S. Hornet in the distance. We had realized another perfect event.

Back in Jack London Square, we posed for yet another group photo, and then said our farewells to conclude another delightful day on the Bay. 



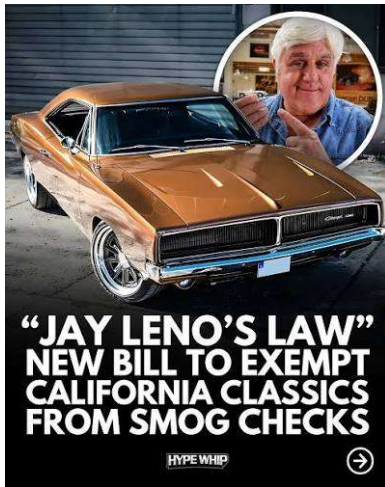
SEPTEMBER EVENT IN REVIEW



SEPTEMBER EVENT IN REVIEW

Jay Leno's Law Is Now Law

—By Eric Whitney



What California's New Classic-Car Smog Exemption Means for Freewheelers

California classic-car owners received some welcome news on September 16 when Governor Gavin Newsom visited Jay Leno's Garage in Burbank to sign **SB 1392** — **officially known as Jay Leno's Law** — creating a new Smog Check exemption for certain collector vehicles from the 1976 through 1985 model years.

For a club like the Freewheelers, this is more than an interesting bit of Sacramento legislation. Quite a few of the cars we own, show and enjoy fall squarely into the era affected by the new law. But before anyone with a 1978 Cadillac or 1984 Mercedes starts celebrating the end of Smog Check, there are some important details. The new law does **not** simply make every old car smog-exempt, and nothing changes immediately.

Why This Matters

For decades, California has drawn a rather arbitrary line in the automotive sand at 1975. Gasoline-powered vehicles from the 1975 model year and earlier are generally exempt from California's Smog Check program. A 1975 Cadillac, Lincoln or Mercedes can therefore be registered without a biennial Smog Check, while an otherwise very similar 1976 model has remained subject to testing more than half a century later.

That's become increasingly troublesome for collectors. Cars of this era use emissions systems and testing procedures very different from modern computer-controlled automobiles, and finding shops equipped and willing to test older cars can sometimes be a challenge. Jay Leno's Law finally begins moving that 1975 dividing line forward — but only for genuine collector vehicles.

Which Cars Will Qualify?

The exemption will be introduced gradually:

<u>Effective Date</u>	<u>Qualifying Model Years</u>
January 1, 2028	1976–1980
January 1, 2029	Adds 1981
January 1, 2030	Adds 1982
January 1, 2031	Adds 1983
January 1, 2032	Adds 1984
January 1, 2033	Adds 1985

And that's where it stops. Contrary to some of the publicity surrounding earlier versions of “Leno's Law,” the legislation Governor Newsom signed does **not** establish a permanent rolling exemption under which every automobile eventually becomes exempt when it reaches a certain age. Unless the Legislature changes the law again, **1986 and newer vehicles remain outside this particular exemption.** *(continued on next page)*

Owning an Old Car Isn't Enough

This is probably the most important thing for Freewheelers members to understand. The law is deliberately aimed at **collector vehicles**, rather than simply old vehicles. Governor Newsom's office describes the eligible cars as vehicles preserved for limited use rather than everyday transportation.

That description should sound rather familiar to many Freewheelers members. A classic that spends most of its time safely tucked away and comes out for club drive tours, West Coast Meet, car shows, Pride events, parades, exhibitions and other hobby activities is exactly the sort of automobile this legislation is intended to address.

There will be two principal ways of establishing eligibility. One is having the vehicle **insured as a collector vehicle**. The other is demonstrating that the vehicle is driven **fewer than 1,000 miles per year**. The low-mileage alternative becomes available beginning in 2030, and the Bureau of Automotive Repair will establish the procedures for verifying that mileage.

The details matter here, because simply telling DMV, "Trust me, I hardly ever drive it," isn't going to do the trick. BAR and DMV still have considerable work to do establishing the application, documentation and verification procedures. One other important point: **you will not necessarily have to put California Historical Vehicle license plates on your car to take advantage of the exemption**. That requirement appeared in discussions surrounding earlier versions of the proposal and caused understandable concern among some collectors, but it is not a universal requirement of the final exemption signed by the Governor.

What Does the Exemption Actually Do?

For a vehicle approved under the new collector exemption, the law removes the requirement to obtain a Smog Check certificate for the registration transactions covered by the statute. That includes the familiar **biennial Smog Check requirement**, but the benefit goes further: qualifying vehicles will also be exempt from the Smog Check certification requirement when **ownership is transferred** and when an eligible vehicle is **initially registered in California**.

That latter provision could be particularly useful to the collector-car hobby. Anyone who has bought or sold a late-1970s or early-1980s collectible in California knows that getting the car through its required Smog Check can complicate a transaction — particularly when dealing with an automobile that has spent years in a collection or is being brought into California. For qualifying collector vehicles, that particular hurdle should eventually disappear.

Will It Cost Anything?

Probably, although the final details have not yet been established. The legislation allows the Bureau of Automotive Repair to collect an administrative fee to cover the cost of operating the exemption program, but we won't know precisely what owners will pay until BAR establishes its regulations and procedures.

So this isn't necessarily going to be a completely paperwork-free, cost-free exemption. For many collectors, however, an occasional administrative fee may be preferable to finding a qualified smog station and testing a 45- or 50-year-old emissions system every two years.

Does This Mean We Should Change Our Collector-Car Insurance?

Not yet. Nothing in Jay Leno's Law requires insurance companies to lower their premiums, nor does the legislation directly change the way collector-car insurance is priced. There could, however, be an interesting side effect because collector insurance is one way to qualify for the exemption.

Owners who currently insure a seldom-driven classic on a conventional automobile policy may eventually want to compare that coverage with a true collector-car policy. *(continued on next page)*

LENO'S LAW

Collector policies frequently operate differently from ordinary auto insurance. They may recognize an agreed value for the automobile and may cost less because the vehicle receives limited use, although restrictions on mileage, storage and permitted use can vary considerably among insurers.

The important point is that **nobody needs to change insurance today just because Jay Leno's Law has been signed.** We have plenty of time to see exactly what BAR decides will constitute acceptable collector-vehicle insurance before the first exemptions become available in 2028.

Will Everyone Else's Smog Check Get More Expensive?

We've heard this question already, and at this point the answer is that **there is no provision in Jay Leno's Law that raises the price of Smog Checks for vehicles that remain subject to testing.** There is, however, a longer-term issue worth watching.

Older vehicles generally require different testing equipment and procedures than newer computer-controlled automobiles. As the population of older vehicles requiring testing continues to shrink, fewer shops may find it worthwhile to maintain the equipment and expertise necessary to test them. Jay Leno's Law will remove some additional collector cars from that testing population.

Could that eventually make testing somewhat harder to find — or more expensive — for a 1986 or later collector car that remains subject to Smog Check? Possibly, but there isn't enough evidence at this point to say that it will, and the number of cars covered by this new exemption represents only a tiny portion of California's overall vehicle fleet. It's something we'll keep an eye on rather than something members should worry about today.

So What Should Freewheelers Members Do Now?

For the moment, nothing. This is probably the most important takeaway from this article: Jay Leno's Law has been signed, but **the first expanded exemptions don't begin until January 1, 2028.** Until then, the existing rules remain in effect. If your 1976–1985 automobile requires a Smog Check today, you still need to get one.

Between now and 2028, California's Bureau of Automotive Repair and DMV will have to turn the legislation into a working program — establishing application procedures, acceptable documentation, insurance verification, fees and eventually the method for documenting the under-1,000-mile alternative. Freewheelers will be watching that process, and we'll let members know when there is something they actually need to do.

A Modest but Meaningful Victory for the Collector-Car Hobby

Jay Leno's Law doesn't abolish California's Smog Check program for old cars, and it doesn't restore the rolling exemption California abandoned more than two decades ago. What it does is recognize something car clubs have understood for years: a lovingly preserved 45- or 50-year-old automobile that spends most of its life in a garage and comes out occasionally for a car show, parade or club drive isn't being used like an ordinary commuter vehicle.

Governor Newsom's office specifically described these vehicles as representing a very small portion of California's overall vehicle fleet and contributing relatively little to statewide emissions because of their limited use. For Freewheelers members with qualifying **1976–1985 collector cars**, the result should eventually mean fewer trips to the smog station, fewer worries about finding equipment capable of testing increasingly vintage emissions systems, easier transfers when collector cars change hands, and one less regulatory headache involved in preserving and enjoying the automobiles we love.

And for those of us with a **1986?** Apparently, Sacramento believes your car is still much too modern.

We'll keep working on that one.

LENO'S LAW

Packard – the undisputed King of Orphans (part 2)

—by Clint Moore & Christopher Slater



By the Roaring 20s, Packard competed with European rivals as one of the finest cars built, offering sleek factory designs as well as chassis which were mated with custom coachwork by LeBaron (and later Dietrich), Waterhouse, Rollston, Darrin and more. But the party nearly came to an end as it did for many auto companies when The Great Depression hit. Production plummeted from 55,000 cars in 1928 to less than 5,000 in 1933. In a desperate attempt to save the company, Packard toyed with the idea of a smaller “junior” car targeted at Buick and LaSalle buyers, but with the same quality consumers expected from a Packard. In its 1935 introductory year, the Packard 120 sold more than 25,000 units (by comparison, less than 7,000 “Senior” Packards sold that year). In 1937, production soared to more than 115,000 Junior Packards and the company was saved. It was a double-edged sword, however, as many argued that Packard had watered down its prestigious heritage. In 1940, when Senior Packards went from being hand-built masterpieces to standard production line cars like their Junior counterparts and the mighty Twelve engine was dropped, many Packard buyers didn’t see the point in paying for a larger margin higher priced model anymore.



World War II brought lucrative government contracts to build Rolls-Royce marine and airplane engines. Not only did Packard build them, but they refined the design making them sturdier and more reliable than their British counterparts putting Packard in a strong financial position heading into the postwar era. Unfortunately, it was not to last.



In 1946, the government issued new contracts for jet and marine engines as well as the return of automobile production and Packard reintroduced its streamlined Clipper design. Followed by the Flow-Through design in 1948, it was initially hailed by critics but soon became derided as the “upside down bathtub” and “pregnant elephant” when Cadillac started introducing fins. Further styling missteps would follow along with Packard’s insistence on sticking with its tried-and-true straight-8 engine while everyone else was switching to V-8 power. Packard also chose the costly route of developing its own automatic transmission, Ultramatic Drive, further

depleting the company’s war chest. Between supply issues and poor sales, Packard was soon looking for merger opportunities, ultimately landing on Studebaker.

The merger, finalized in 1954, proved troublesome from the outset. Studebaker wasn’t completely transparent about their financial position and Packard hadn’t done enough due diligence. The government contracts keeping the company afloat were spun off into a separate entity and prospects for both makes went from bad to worse as they tried to consolidate and cut costs. Despite a bump in sales and a promising new Packard design for 1957 (which looked surprisingly like an Edsel) in less than two years the newly formed Studebaker-Packard Corporation was unable to secure additional financing to keep both brands going. Packard ceased production of original designs on June 25, 1956. The company cranked out warmed-over Studebaker designs rebadged as Packards through 1958 before the name was officially dropped. Studebaker managed to limp along for less than 10 more years before it closed its doors as well.



Notable people brought in at the end of the line, but early in their personal careers were John DeLorean, who championed the Twin Ultramatic to help boost acceleration and designer Dick Teague, who penned the major facelift for the 1955 and 1956 Four Hundred, Patrician and tri-colored Caribbean. He would later go on to American Motors and be responsible for the Pacer and Jeep Cherokee XJ. Hindsight is 20/20 and it is easy to see now where Packard went wrong. No one knows if earlier attempts to merge with Hudson to later become part of American Motors would have had different results. In less than 60 years, Packard rose to the pinnacle of the automotive industry before being snuffed out as a mere shadow of its former self. But then again, the most legendary figures often die young.



Stay tuned next month for another lost orphan from the land of *what if*. Have an idea for an orphan brand or want to volunteer to write an article? Reach out to us and share your thoughts!

MORE GOOD NEWS

More Good News for California Car Enthusiasts!

—By Eric Whitney

California Celebrates Its Lowrider Heritage

Jay Leno's Law wasn't the only automotive legislation signed by Governor Gavin Newsom on September 16. The Governor also signed **AB 2541**, establishing a California specialized license plate celebrating the state's lowrider heritage.

Lowriders haven't traditionally been a part of the Freewheelers membership, but there is no denying their important place in California car culture — or the overlap with many of the vintage automobiles our members appreciate. Chevrolets, Cadillacs, Buicks, Oldsmobiles, Lincolns and other American classics from the 1950s through the 1980s have all provided canvases for the extraordinary craftsmanship and artistry associated with lowriding.

The new law recognizes lowriding as an automotive and cultural tradition with particularly deep roots in California's Mexican American and Chicano communities. Proceeds from the plates, after administrative costs, will support lowrider arts and cultural preservation, youth engagement, exhibitions, community events and educational programs.

The plates won't appear immediately. California requires at least **7,500 paid applications** before a new specialized plate can be produced, with details about the design, cost and application process still to come.

Freewheelers may come from a different corner of the car-club world, but we certainly understand automobiles as something more than transportation — as objects of preservation, personal expression and community.

California car culture is a very big tent, and we're pleased to see another important part of it celebrated.

Good News for the Aftermarket, Too

One more piece of legislation signed by Governor Newsom on September 16 may be of interest to Freewheelers members who maintain, restore or modify their cars. **SB 1069** is intended to streamline California's approval process for aftermarket automotive parts.

California's emissions regulations can present a particular challenge for owners of collector and enthusiast vehicles. Many replacement and performance parts that affect a vehicle's emissions system must receive approval from the California Air Resources Board before they can legally be sold for use on California vehicles. Manufacturers of approved products will be familiar to many of us through the **CARB Executive Order, or "EO," numbers** accompanying those parts.

SB 1069 doesn't eliminate those standards or make previously prohibited modifications automatically legal. Instead, it is intended to make the state review process faster and more predictable for manufacturers seeking approval for compliant aftermarket parts.

That could ultimately mean a greater selection of California-legal replacement and performance components — particularly welcome news as original parts for older vehicles become increasingly difficult to find.

There's also a nice connection with Jay Leno's Law. While SB 1392 provides Smog Check relief for a limited group of qualifying 1976–1985 collector cars, **SB 1069 addresses another part of the challenge of keeping enthusiast vehicles on California roads: making it easier to bring legal aftermarket parts to market.**

For those of us determined to keep old cars running, anything that makes finding the right parts a little easier is certainly worth watching.

MORE GOOD NEWS

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CALENDAR OF EVENTS

OCTOBER 2026

Saturday, October 17th - 38th Annual San Francisco Old Car Picnic in Golden Gate Park.

Saturday, October 17th – Great Autos Casual Concours in Rancho Mirage.

Sunday, October 25th – **Freewheelers** Benefit Car Show at the California Auto Museum in Sacramento – details on page 3.

NOVEMBER 2026

Saturday, November 14th – the **Freewheelers** 3rd Annual Car Hop & New Members Lunch in Concord – details on page 4.

DECEMBER 2026

Sunday, December 13th – **Freewheelers** Annual Holiday Party in Concord – see page 5 for more information.

JANUARY 2027

Saturday, January 23rd – **Freewheelers** Annual Business & Planning Meeting in Concord – details to follow.

APRIL 2027

Sunday, April 11th – Charles M. Schulz Museum tour in Santa Rosa – details to follow.

MAY 2027

Thursday, May 13th – Saturday, May 15th: The 41st Annual West Coast Meet in San Luis Obispo – details to follow.

NOTE: Event dates and times subject to change.



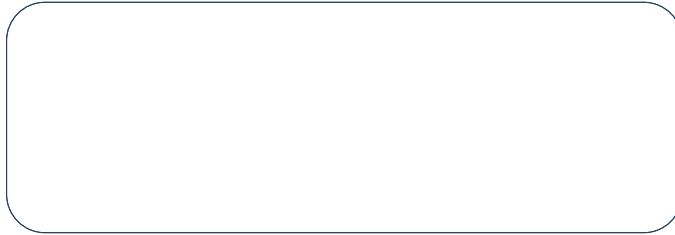
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Type of Ad	Members: Non-Commercial	Non-Members: Non-Commercial	Members: Commercial	Non-Members: Commercial
Ad for car, equipment, etc.	3 issues for Free, then \$10/insertion	\$20 per insertion	n/a	n/a
Business Card Size	n/a	n/a	\$30 per insertion, \$250/yr. (12 issues)	\$35 per insertion, \$300/year
Quarter Page Size	n/a	n/a	\$60 per insertion, \$500/yr. (12 issues)	\$70 per insertion, \$600/year

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



Christine wishes you a Spooky October!