



Vol. XXXIX No. 9

Freewheelers Flyer

October 2017

Driving our community since 1978

CLOVERDALE

Car show & Pool party



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**SAVE THE DATE:
NEW MEMBER
BRUNCH**
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**OWNERS PROFILE:
1959 CHEVY
IMPALA**
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**ALSO IN
THIS
ISSUE:**

**PRESIDENT'S
MESSAGE**

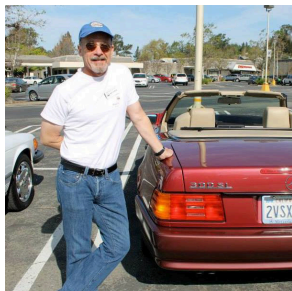
**ORPHAN FILES:
LANCHESTER**

**CALENDAR OF
EVENTS**

**MEMBERSHIP
RENEWAL**

PRESIDENT'S MESSAGE

Personally, I am enjoying a respite from the heat and welcome the cooler days of autumn. While convertible weather may be on the wane, there are still several beautiful California days left in 2017 to enjoy our hobby. And we still have some great club events going on for the remainder of the year.



We have a New Member Brunch as well as a West Coast Meet 2018 kick-off meeting in the works for Sunday, October 22 in Pleasanton...weather permitting, we may even have an outdoor movie later. See this issue of the Flyer for upcoming details. Any new members since our last brunch are invited to attend at no charge in appreciation for your joining the club! And newbies, please stick around as we'd love to see some new faces at the West Coast Meet kick-off meeting too!

In November, the Freewheelers will be joining the Packard Club for a Veteran's Day (Saturday, November 11) event at the Veteran's Home in Yountville where we encourage our members to bring their classics out for our veterans to enjoy and reminisce. Also our annual Holiday Party will be held in Pleasanton again this December, so come out and enjoy a fancy holiday dinner with your fellow Freewheelers as we wrap up another year.

Lastly, I'd like to express my condolences to the friends and family of another Freewheeler who has recently passed away, Brian Haley. Brian was a long-time Freewheeler and served many years on the Board. He was the newsletter editor for many years and an AMC aficionado, and a friend to many. He will certainly be missed. Until next time...

Marty Hanson

Club President

Happy Motoring!

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 at flyereditor@thefreewheelers.net

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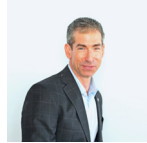
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Submissions should reach the Newsletter Editor or Webmaster by the 15th of the month prior to publishing.

Contributors to this Issue: Bryan Davis, Marty Hanson, Mark Reverdy, Clint Moore



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IT'S TIME TO RENEW!!

What time is it? It is time to renew your membership for 2018!

We will start membership renewal on October 1, 2017 for the membership year 2018.

The membership year is January 1 to December 31, 2018

- The digital membership remains at \$35.00. We have had to increase the print membership to \$60.00 to more closely reflect actual printing and mailing costs. Every member receives a digital copy of the Flyer and the Roster.
- New members who join on or after October 1, 2017 will include all of 2018 at no additional cost
- We ask that you renew and pay online. It's fast and easy! You do not need a PayPal account to use a credit card. **You can also fill out the application on page 6** and send to the address at the bottom.
- ***To renew online, sign on to the Freewheelers website at www.thefreewheelers.net, click on JOIN *RENEW* CONTACT in the upper right corner of the opening page and follow the directions from there.***

Thank you for your support and participation in the club!



Cloverdale Car show and pool party

Text: Marty Hanson
Photo's: Marty Hanson

Early morning fog and drizzle soon passed as I made my way up Highway 101 to the quaint town of Cloverdale, located at the northern end of the picturesque Alexander Valley near Lake Sonoma, for their 25th annual car show. Written directions to the event were a bit confusing, however once off the freeway, signage made it quite clear and easy for entrants to find their way to check-in.

Upon my arrival, the sun had broken through and promised a perfect day for a car show. I immediately spotted Eric Whitney's and Richard Bae's 1986 Mercedes-Benz 560SL nearby and was pleased to find that my parking was equally as close. Jay Remick and

Michael Amodt also brought their 1979 Mercedes-Benz 450SL which, along with my 1991 300SL made a lovely trio in red, white and blue. Eric and Richard had welcome coffee and donuts on hand too as Michael and I set to work on cleaning up our cars for the show.

While expecting a few more Freewheelers to bring cars to the show, it turns out our three Mercedes-Benz's were all that made it, providing a slightly skewed perception of our club's vehicle population. We did have several Freewheelers arrive at the show as spectators and to join us later at Chris Cowen's and Mark Metasavage's pool party later that



afternoon. Chris was planning to bring his 1963 Mercury Marauder to the show but it was having alternator issues and spending the day in the repair shop.

In any event, there were two cross-streets lined with lots of classic cars, street rods and customs – more Chevroleets than anything else – and probably more than we saw at West Coast Meet in July! There were also some very nice Fords, vintage trucks and motorcycles on display as well. Street vendors and restaurants along the cross-streets were open for our dining pleasure. There was also a good turnout of spectators, some of whom even appreciated our foreign contingents and stopped to chat with us a bit. We Freewheelers also took an opportunity to stroll the show and chat with the other presenters.

We'd planned to head out to Chris & Mark's around 3 p.m., but hung around a little later to see the awards ceremony. Unfortunately, they were running about 30 minutes behind and estimated the ceremony would run another hour after that, so we all opted to head out prior to the announcement of the winners. We did find out later that Jay and Eric won 1st and 2nd place awards in our class!

A delightful winding drive through the Sonoma foothills lead us to Chris and Mark's spectacular hillside home where they were setting up for our arrival. In addition to an incredible view of the Sonoma Valley, their home featured an elegant salt-water swimming pool with a meditation garden just beyond, as well as a covered spa and large side patio for barbecuing and outdoor dining with the kitchen just steps away.

Some of us went for a full swim while others were happy sitting on the edge of the pool with our feet in the water. A nice dinner of chicken and veggie shish kabobs, and a variety of cold salads and fruit was offered by our guests and we enjoyed the summer evening. Still warm as the sun started to wane in the west, I headed back home with the top down on the car – all in all a fun way to spend and end the day!

Thanks go to Eric Whitney for making arrangements for Freewheelers to participate in the show and for working on putting the pool party together, and thanks too, to Chris Cowen and Mark Metasavage for opening their lovely home and pool to us for our post-show gathering.





Application for Membership/Membership Renewal

Hello fellow auto enthusiast! Please complete the application, **sign and date the bottom of the form** acknowledging the club's liability policy, and return it with your check for or money order (includes access to our club roster, monthly newsletter, and privileged website access). You may also register and pay using your PayPal account or **a credit card** at www.thefreewheelers.net and clicking on 'contact us / join' which we prefer.

Membership Rates: The membership rate will increase to \$60.00 per year to more closely reflect actual printing and distribution costs. HOWEVER, for those wishing to receive the flyer and the roster digitally/online without a print version there is a \$25.00 discount. (\$35. per year, the same as last year) Note that all or part of the Flyer may be printed from the internet if you desire a hard copy.

Membership is for the **calendar year from January 1 to December 31**. **New** Members who join on or after October 1 will have the following year at no charge (up to 15 months).

Please include an e-mail address. We use these addresses for event registration and payment as well as notifications between Flyer issues. We will use only the 'Primary Members' email address for all communications. The optional occupational listing is for the Board's access only and is not available to the general membership. From time to time the Board seeks advice on subjects relating to the club's needs.

New Member ☐ Renewal ☐		Where did you hear about the Freewheelers?	
If Renewal then member since			
Name of Primary Member		Occupation (optional)	
Partner/Spouse		Partner's Occupation (optional)	
Address		Home Phone	Work Phone
City, State, ZIP		Cell Phone	Other training/talents/skills?
E-mail Address		Partner's E-mail Address	
Please list your vehicles below. Attach additional sheet(s) as required.			
Year	Make	Model	Body Style
It is the Freewheelers Car Club policy that all vehicles driven at Club events must have liability and property damage insurance. The Club assumes no liability for accidents occurring in connection with Club events and/or activities. Proof of insurance must be supplied upon request. Please sign below acknowledging this policy.			
Date		Signature	

MEMBERSHIP DUES

- ☐ Print Flyer & Print Roster Membership(s): _____ @ \$60 each = \$_____ (includes one Roster and Flyer per paid membership)
- ☐ Digital Flyer & Digital Roster: _____ @ \$35 each = \$_____

Please send this form and your check or Money Order (drawn in U.S. funds) to:
 Freewheelers Car Club C/O Jay Remick, 1588 Willow Oaks Drive, San Jose, CA 95125
jayremick@me.com/408-269-1899

SAVE THE DATE

OCTOBER EVENT: NEW MEMBER BRUNCH

What: New Member Brunch and West Coast Meet 2018 Kick-off Meeting

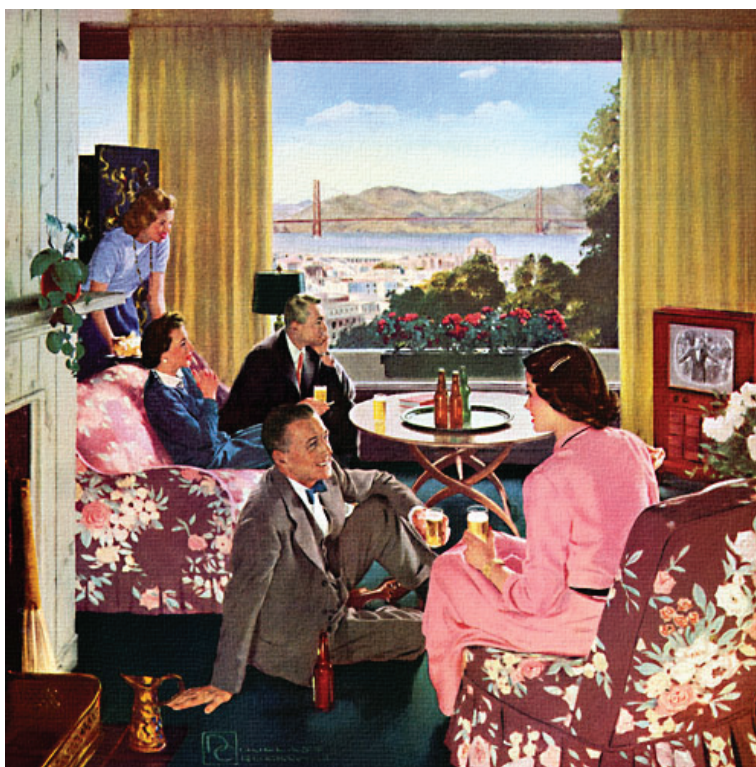
When: Sunday, October 22, NMB starting at 11 a.m.; WCM Meeting starting at 1 p.m.

Where: the home of Roger Emmett & Geoff Caccamo, 900 Roselma Place, Pleasanton, CA 94566

Fee: \$25 includes brunch (no charge to new members*)

RSVP: Respond to the Event Invitation Email or contact Scott Mikkelsen at: rednblackgarage@aol.com

*new since last NMB



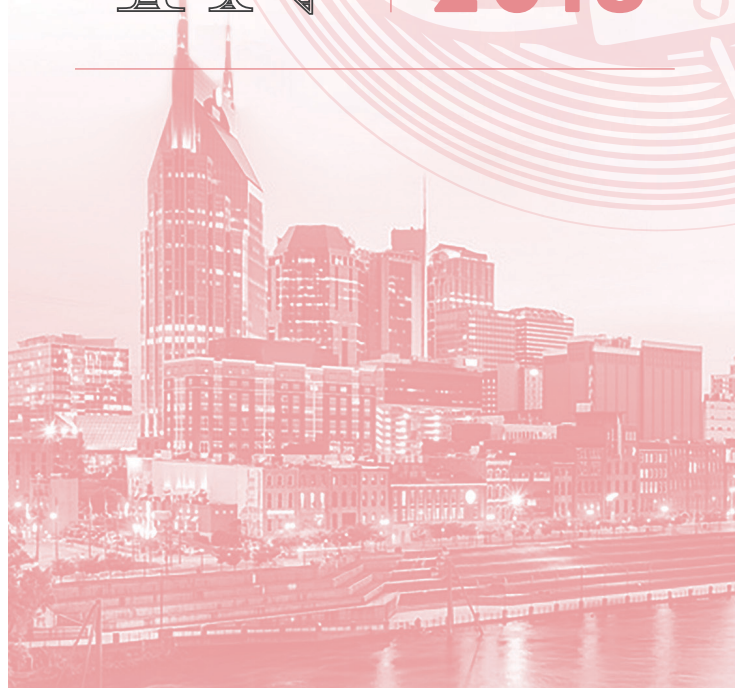
MARK YOUR CALENDARS

Grand Ole INVITATIONAL

LAMBDA CAR CLUB INT'L
ANNUAL GRAND INVITATIONAL

NASH
VILLE
TN

MAY
23-27
2018



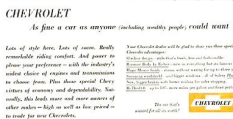
FOR MORE INFORMATION VISIT
LCCCUMBERLAND.COM



NOTHING'S NEW
LIKE CHEVY'S NEW!



For 1959 Impala became its own series and displaced the Bel-Air at the top of Chevy's range pushing the other series in their line-up down a notch with exception of the wagons. All models rode on the new 119-inch wheelbase, the longest Chevrolet had produced. From 1957 to 1959 Chevrolet's line-up lengthened by eleven inches, widened by seven inches



Bettie, as she is referred to, underwent a rotisserie frame-off restoration in 2004. Guillermo purchased Bettie in 2010 from a collector in Alabama and has only amassed 13,500 miles since the restoration. "Driving her on the highway is especially fun. You barely feel it on the road. Its responsive and handles quite well as a highway car," notes Guillermo. Helping haul the 3,600 pound antelope down the highway is a new GM 350 HO crate engine with aluminum intake and four barrel Holly carbs mated to a 350 turbo power glide transmission.



The 1959 Chevys were the first of the oversized 'standard' Chevys and would continue to be so for the next fifteen years as buyers continued to demand even bigger cars. This helped Chevrolet lead the production race throughout the '60s with the exception of 1961 and 1966. More was definitely better. 

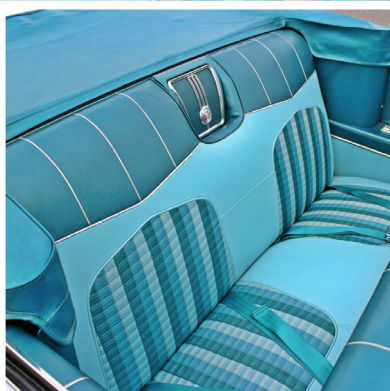
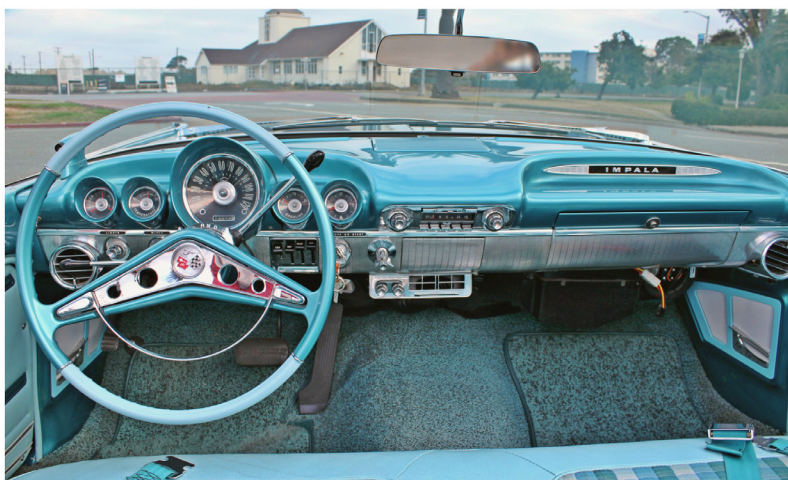
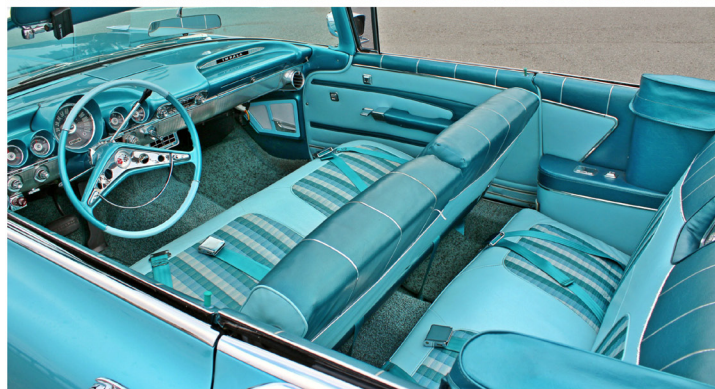
"Things I love about this car? For starters it's an optical orgasm!"

1959 Chevrolet Impala convertible

Price: \$2,967

Weight: 3,650

BHP: 250-315 (348-V8)



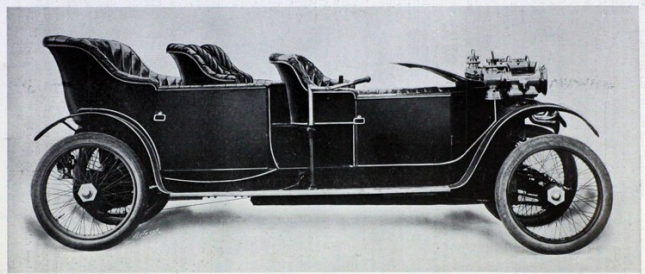


By Bryan Davis

If I were to ask you to name a luxurious British marque that was one of the first to offer disk brakes on their cars you could be forgiven for saying Jaguar. But you'd be wrong, for back in the dear, dim days when the line between horse drawn and horseless carriages was still a bit blurry Lanchester offered a disk brake, amongst many other innovations.

The Lanchester Motor Company was

THE 28 H.P. LANCHESTER TOURING CAR.



founded back in the Gay '90s by engineering genius Frederick Lanchester and his brothers George and Frank. Frederick Lanchester

was a deeply original thinker and, like his contemporary Henry Royce, a perfectionist. Lanchesters had fully interchangeable parts long before Cadillac. Early motor cars tended to shake and quiver like a jello salad as the unbalanced masses of their heavy reciprocating bits moved to and fro. Lanchester sought refinement and to that end early cars had horizontally opposed, two cylinder engines with geared together twin counter rotating crankshafts, one above the other thus cancelling out vibrations.

Lanchester twins were air cooled at first, and later water cooled. Carburation was achieved through evaporation, a giant "wick" was shoved in what amounted to a brass pail stuck directly in the fuel tank. This eliminated clog prone fuel lines or the need for a pump. The gas tank itself was but one transverse member in the Lanchester's strong chassis, which was no less than 18" deep.

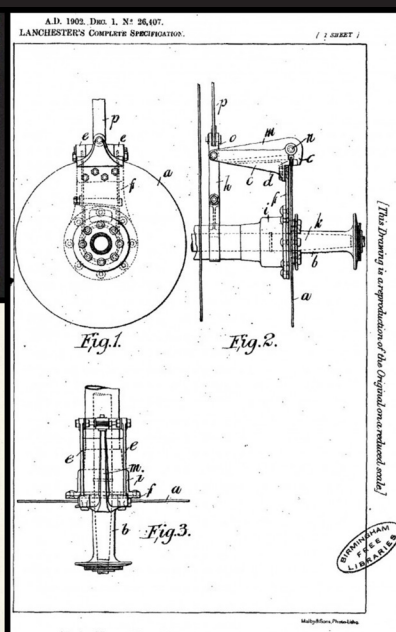
Gearing was epicyclic, with three forward speeds that could be preselected. Final drive was a quiet worm gear and wheels ran on splined shafts and roller bearings, quite possibly the first use of such an arrangement on a motorcar. In addition, Lanchester made their own wheel bearings and built their cars for safety and comfort. Seats were positioned so that the driver's eyes were at

about the same level as if they were standing and spring rates were based on the rise and fall of a person walking. Lanchester became a touch more conventional in the mid oughts with the introduction of inline four and six cylinder engines though they did persist with their own version of side mounted tiller steering until 1909.

The inline engines were built narrow and mounted partially between the front seats giving a short hood and reducing overall length. This improved weight distribution and possibly created the now ubiquitous console.

This free thinking however was not to last. The conservative board of directors had their way and Lanchester evolved into just another high quality motorcar. By 1931 the company was in dire straights and was bought by the Birmingham Small Arms group (BSA). Lanchester was sistered with Daimler, also part of the BSA group of companies. Production of Lanchesters continued through the prewar years and was resumed after the conflict. The last Lanchester badged cars, by now quite conventional, were built in 1953.

STOP





OCTOBER 22: Tri valley

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NOVEMBER 11: North Bay
Yountville veterans event with Packard club
 Yountville, California



**all events are subject to change*

December 10 - East Bay
Freewheelers annual holiday party
 Pleasanton, California



SELL YOUR CAR HERE!

Have a vehicle you'd like to sell? 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, contact the Promotions Director. To place an ad, please contact the Promotions Director or Treasurer.

TYPE OF AD	MEMBERS: NON COMMERCIAL	NON MEMBERS, NON COMMERCIAL	Members: Commercial	Non-Members: Commercial
car, equipment, etc.	3 for Free, then \$10/insertion	Ad for car, equipment, etc.	n/a	n/a
Business Card Size	n/a	Business Card Size	\$30 per insertion, \$250/yr. (11 issues)	\$35 per insertion, \$300/year
Quarter Page Size	n/a	Quarter Page Size	\$60 per insertion, \$500/yr. (11 issues)	\$70 per insertion, \$600/year



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



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Driving our community since 1978



theFreewheelers.net

THE SAN FRANCISCO HISTORICAL AUTOMOBILE SOCIETY.