

2006 San Diego Swap Meet, A Great Success

The San Diego Swap Meet held on February 24 to 26th was a great success this year due to the Jim Renzulli family who were kind enough to donate many of the miscellaneous car parts in Renzulli's collection to the Library.

With the help of many volunteers, working several hours, the Library obtained five flat bed trailers and two pickup loads of parts. Some of these trailer loads and the pickup trucks arrived at the swap meet to the delight of the swappers. The parts were mostly Model T and Model A parts and were selling quickly as they were unloaded.

We were also very popular with a swarm of bees which arrived at the swap meet. The queen landed on one of the trailers and decided to stay. We soon had a cluster of bees much to the dismay of the swappers and sellers. Many attempts were made to dispel them, culminating in the trailer being moved down to the San Diego river where they finally dispersed. There was an earlier threat of rain but the weather turned out to be very pleasant.

The Library would like to thank the following people who aided us in the moving and selling of the parts.

Tom Renzulli, Jack & Gail Garrison, Tony Bowker, Jay & Roberta Watkins, Chris Watkins, Art Wilson, Buddy Von Nordheim, David Gast, Bill Ottemann, and Mac MacPherson.

Library Attends the Chickasha Swap Meet

The Library once again traveled in March to the State of Oklahoma to attend the local swap meet. Sponsored by the Old Pueblo Touring Association and run by the Joe Erslund family, the swap meet only gets bigger and better each year.

The meet only allows pre-1943 automobiles and automobilia and brings together people from all over the United States. At Chickasha, if you see an item and tell yourself that you will come back and buy it, nine times out ten it is sold when you return.

We met with many friends and new hobbyists that were delighted to hear that we existed. We always come home with twenty to thirty requests to be researched. We hand out a lot of newsletters and brochures. The Erslunds are always improving the meet.

Don & Becky Sable, as usual, supplied the Library staff with a room for three nights at the Holiday Inn Express.

Bakersfield Swap Meet Always a Pleasure

Jay Watkins and Tony Bowker attacked the steep grades of the Grapevine in central California, pulling trailers piled high with the remaining car parts donated from the Renzulli family collection.

Roberta along with volunteer Chris Watkins, arrived at the Bakersfield Swap Meet Thursday afternoon and proceeded to unload their wares. HCFI was supplied two spaces which were donated to the Library by Gil Klecan.

The Cadillac, Ford, Studebaker, and miscellaneous other automobile parts consisted of front ends, rear ends, transmissions, wheels, tires, fenders, radiator, etc. We opened bright and early Friday morning to a large crowd of interested swappers. Sales were brisk and the Foundation did quite well thanks to a lot of volunteer help.

Friday night the Library had its annual live auction. Many items were donated by the swappers and the Library also supplied some nice items to be auctioned. The auction was a great success as usual. All money collected went to the Library Scanning Project.

The Bakersfield Swap Meet is a wonderful affair with an enjoyable social component. Swapping is restricted to pre-WWII items. It is sponsored by the National HCCA & the Kern County Model "T" Club and they do a great job!



HCF NEWSLETTER

Summer 2006

"The Information Place"

Volume 8 #2

Collectors Foundation Honors HCFI with Grant.

The Collectors Foundation is an educational foundation of collector vehicle and classic boat enthusiasts—established to serve the next generation of collectors.

The Collectors Foundation has honored the HCFI by granting our Foundation a sizeable grant to be issued over the next two years. The Collectors Foundation's letter states: "The preservation of literature and documentation is so very important for the next generation of collectors. The Board is particularly impressed with your desire, also, to make sure such valuable assets are preserved. Your project is a good match to the Foundation's mission: serving the long-term interests of hobbyists."

The HCFI wishes to publicly thank the Collectors Foundation for their support and confidence in our organization.

The literature is a very important part of keeping the hobby alive. We get requests saying, "I bought a 1912 Buick, it is a pile of rust and I don't even know what it looks like. Can you help me?" The Library will research the car and inform them what we have available (e.g. sales catalogs, owner's manual, wiring diagrams, specifications, etc) If the client wants the items they pay a nominal fee and we send them the information.

We strive to make sure that all of our archival materials are available to people all over the world.

If anyone knows of other foundations that could help our Scanning Project achieve its goal, please notify the office, a board member or an ambassador. Hopefully other foundations will aid us in our quest.

Not Just for the Young



Margaret Kel-

Our Research Library is proud of its record of service to clients from all around the world and all walks of life. For the last eleven years we have researched inquiries from hobbyists, collectors, educators and authors from all 50 states and 34 countries outside the U.S. New milestones are set every day!

Our newest client is Mrs. Margaret Kellogg - a wonderfully spry and talkative lady who lives a mere 10 miles from the Library. Now in her 100th year, Mrs. Kellogg sent us a photo of her flapper era college conveyance - a 1922 Duesenberg Model A. She claimed her memory may have slipped when a neighbor looked at the snapshot and said it couldn't be a Duesy. She asked us to ID the car.



Margaret Kellogg pictured in

It was our pleasure to inform Mrs. Kellogg that her memory was very much intact. In a later interview she informed us her stock broker step-father bought the car used and saved on the "new" price of \$7000. And, we learned, she didn't have the car long - it had to be sold following the market crash of 1929!

Life Member Paul Kettenburg



The HCFI is saddened to report that Paul Kettenburg has passed away. He was 92 years old. Paul was a valued member of our organization. In December 1995 Paul donated his 1912 Model T Ford Speedster to the Foundation and he became a life member in December of 1999.

Paul Albert Kettenburg was born Dec 10, 1913, in San Diego, CA. He graduated in 1933 from Point Loma High School.

When Paul was 5 years old, his father and older brother built a 24 foot speedboat in the back yard of their Point Loma home. Paul eagerly played the role of gofer, handing them tools, pieces of wood and fasteners.

It was a valuable lesson in boat building for the future president of Kettenburg Marine, which became known nationally for designing and manufacturing superior sailing and racing vessels. Paul was known for his hands-on mastery of all things nautical and brought technical and engineering skills to his family business. He joined what was then Kettenburg Boat Works on Shelter Island in 1943 as a systems engineer.

In 1947, Paul met and married Dorothy Johnson, an Indiana native who had come to San Diego serving in the Coast Guard. She died in August 2002. Survivors include his daughters, Carol Dubbs, VA and Gretchen Belloff, MI and his son Tom Kettenburg, CA and four grandchildren.

School Children Experience Antique Car Travel



Jack Robinson's 1915 Model T Ford was the first in line to give rides.

For the third year in a row the Horseless Carriage Club with the support of the HCFI arrived at the Sweetwater Springs Elementary School in Spring Valley, CA. The children were treated to a ride in the vintage cars as part of their introduction to the history of industrialization in America.

The kids got a first hand idea of what motor travel was like for their great grandparents. Although the rides never left the school grounds, all conditions of roads—from blacktop to sand to washouts – were demonstrated. 147 students were given rides and also received a post card showing an automobile that was built from 1895 to the 1920's. The post cards were donated by the HCFI. The kids love them as a souvenirs. Credit goes to teacher Jan Richards for working out the details for this outstanding event.

The Horseless Carriage Foundation supports educational activities of this sort—anytime and anywhere they are carried out. If you are a member of a group that would like to pull off a similar event, contact us and we will share with you the lesson plans and details necessary to organize it. ALSO, let us know the approximate number of students that will attend, and we will supply antique car post cards to hand to the kids as a souvenirs.

Special thanks to volunteers: Jay Watkins, 1910 Velie; George Coffin, 1911 Ford; Jack Garrison, 1912 Maxwell-Special; Chuck Berryman, 1914 Ford; Jack Robinson, 1915 Ford



Jay Watkins in his 1910 Velie was a hit with the school kids.



Chuck Berryman giving the



Jack Garrison in his 1912



George Coffin's 1911 Model



Jack Robinson arrived in his

Helpful Hints

Safety First:

It is safer to use low gear when crossing a railway track than to slow down on high and run the risk of the engine "dying."

Excessive Wear on Rear Tires:

If the engine is high powered, and the clutch takes hold rigidly, suddenly starting or stopping the car, great wear on the rear wheel treads will result.

Oily Plugs:

If you are continually bothered by oil collecting on your spark plugs, a pint of kerosene mixed with your lubricating oil may help.

Easy Starting:

To start a cold motor cover the carburetor with tough paper and pour boiling water over the intake manifold. The paper is to prevent water getting into the carburetor.

To prevent Car Stealing:

One of the most effective methods of preventing car-stealing is to remove the timer cap from the magneto. In most cars this is easily done, and it furnishes a very difficult obstacle to overcome.

Another Cause of Missing:

When the porcelain on the exposed part of a spark plug gets covered with grease and dirt the current will often spit across from the terminal to the metal of the engine and a miss will result.

Water in the Acetylene Gas Tubes:

A sputtering and irregular light is often due to water collecting in the tubing leading to the lamps. By dropping the end of the rubber tube leading from the generator so that it will hang down, the water will drain out quickly.

A Sticking Clutch:

The clutch pedal of the Model T Ford sometimes refuses to spring back after being pressed forward firmly. This is due to binding, and may be remedied by screwing in the adjusting screw on the opposite end of the pedal shaft a turn or two.

Slack in Steering Rod Connections:

A very slight slack in steering rod connections will serve to misalign the front wheels enough to cause excessive wear on the tires. As a car gets old the front wheels should be toed in a little to allow for this wear.

Gear Changing:

The practically universal mistake of clashing gears in changing from high to intermediate on a hill may be avoided if the gears are placed in neutral for a second and the engine accelerated slightly with the clutch in. Then depress the clutch pedal and when the change is made the gears will mesh quietly and easily since they are rotating at the same speed-or will be after a little practice.

Stopping Rattles:

Very often a soft leather washer placed between two iron washers will serve to stop an annoying rattle in fenders or brace rods.

Library Proud of Their Ambassadors

The Horseless Carriage Foundation is very proud to have such a distinguished list of Ambassadors. Our Ambassadors are our eyes and ears to the automobile hobby. They are constantly spreading the word about our information base of archival material and encouraging hobbyists to join our membership programs. The Library wishes to thank them for their help.

Betsy Adams, CA
Randy Ema, CA
Richard Flickinger, PA
Harcourt Hervey, CA
John Manifer, CA
Philip Reed, CA

Roger Allison, CA
Paul Eoff, AZ
Ronald Franklin, NC
Gary Hoonsbeen, MN
Keith Marvin, MA
George Sherman, CA

Don Boulton, OK
Bob Dunken, OR
G. N. Georgano, England
Edward Johnson, CO
Bruce W. McCalley, PA
Anne Snodgrass, AZ

V.R. "Bob" Campbell, AZ
Conrad C. Fletcher, CO
Sanford Grover, CA
Merl Ledford, CA
James Moe, MN
Z Taylor Vinson, VA

MEMBER NEWS

In Memory Of:

Dr. Edgar Lawrence	George & Frances Sherman	Sam & Ann Gurnee	Santa Clara HCCA	Bay Area HCCA
Paul Kettenburg	Gil & Blan Klecan	Jay & Roberta Watkins	Jack & Gail Garrison	
Joel Pencer	Sam & Ann Gurnee	Santa Clara HCCA		
Walt Bolz	State of Jefferson Antique Car Club			
Merrill Johnson	Modesto HCCA			
Dorothy Hickey	George & Frances Sherman			
Herb Prentice	Stan Hamel			

Cash Donations: George & Frances Sherman

In Honor of Their Marriage: Mike & Rosalie Larson By: G. McGregor

Scanner Donations: Founders Collection Don & Becky Sable George & Frances Sherman
Forbes Family Merl & Joy Ledford Robert Dunken Philip & Joy Reed
Conrad Fletcher Eva Morrison James & Jean Boyden

Gifts in Kind:

Rich Anderson	Jack Robinson	Richard Black	Sandy Watt	Alex Watt
Merl & Joy Ledford	Tom Patris			

New HCF Members:

Thomas Goyne	Pat Nash	Lynn Nash	Walter Helms	Bill Fields	Jim Leighton	Todd Runberg
Michael Hamm						

How Carbureter Troubles Show.

Distinguishing the Various Ailments That May Afflict the Fuel System of the Modern Car.
How to Recognize Choked Jet, Water in Gas, Leaky Float, Obstructed Pipe, Etc.

Tabulating Causes.

(The Prize-Winning Answer.)

THE ultimate effect of each of the various disorders to which the modern carbureter is subject, is either a fixed or intermittent change in the ratio, fuel, air.

The several common disorders with their correlated phenomena, are as follows:

- Choked jet.
 - Misfiring, and popping in the carbureter.
 - Loss of power and sluggish operation.
 - Total failure of ignition, following the sudden opening of the throttle.
 - Imperative necessity for the flooding of the carbureter, for starting purposes.
 - With complete obstruction of the jet, permanent failure of ignition, and no overflow from the mixing chamber in response to continued depression of the float.
- Water in gasoline.
 - Intermittent loss of power, accompanied by misfiring.
 - Occasional prolonged choking in the motor.
 - Sudden resumption of normal operation, after erratic behavior.

- Leaky or soaked float.
 - Constant dripping of gasoline from the jet, while the motor is at rest.
 - The usual indication of an over-rich mixture, viz.: an offensive smell in the exhaust gases, overheating and carbonization.
 - Unusual ease in starting.
- Obstructed feed pipe.
 - In case of total obstruction, permanent failure of ignition.
 - No response to priming, and an empty float bowl.
 - With partial obstruction, loss of power under full load, with misfiring and possible popping.
 - Very gradual loss of power, with increasing frequency of misfiring under moderate load.
 - Normal behavior when running light.
 - Slow flooding of the carbureter, with float depressed to its limit.
- Insufficient pressure.
 - Symptoms same as for partial obstruction of feed pipe.
 - Improved operation while running down hill; total failure on an up grade.
 - Ready response to increased pressure resulting from the use of the hand pump.

- Excessive pressure.
 - Indications similar to those of a leaky float.
 - Normal conditions restored by the relief of the pressure.
 - Leaky needle valve.
 - Indications similar to those of a leaky float.
 - Sticking air valve.
 - Very erratic motor operation, with frequent stalling and misfiring.
- There is a tendency for the amateur to become confused in sorting out the symptoms outlined above—yet, if due attention is paid to details, there should be little difficulty involved in a correct solution of the problem.
- Roy St. J. Wood, Vancouver, B. C.

Motor Magazine October, 1914

Honorary Life Members

Philip & Joy Reed
William & Loraine Cuthbert
Mr. & Mrs. Ross Bewley

Marian Teague
Paul Kettenburg*
Donald & Margaret Miller

Jeanne Deringer
Jack & Gail Garrison

Peggie Eccles
David & Sondra Gast

* deceased

HCFI Wish List

unds requested to purchase items needed at the Library.

Adobe Acrobat Software \$300
unds for Scanning Books Any

Adobe Photoshop Software \$600
New Location Buy/Share/Donated

Fire Proof Files \$800

Life Members

Dr. Merl & Joy Ledford
Paul Kettenburg*
Jack & Gail Garrison

Philip & Joy Reed
Thomas & Kris Kettenburg
Edward & Jean Johnson

Steve & Blanch Gordon
George & Francis Sherman

* deceased

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