



The Windshield Post

Mid-Peninsula Old Time Auto Club

SEPTEMBER 2023

mpotac.com

ISSUE NINE

Inside this issue ----- Follow Ed and Karen Archer on another one of their



car adventures as they drive Old #4 to the Model T Ford Club of America National Tour Manhattan, Kansas. Experience what it is like to drive a Model T, with no roof, across the country. Is there rain, break downs, kind people and wonderful sites? Be sure to read their story starting on page 4.

Read about two events happening at The Magnolia of Millbrae. In October we have the mini Concours. There is a limit of 15 cars participating. See the “Autumn Social Open House” announcement in this newsletter for more information.



**Welcome
Club
Officers !**

Our next event at The Magnolia of Millbrae is the installation of officer’s luncheon. You must also sign up for this event – No walk ins are permitted. More information in this newsletter.

September 23 General meeting.

Please come prepared to make nominations for club officers. If you intend to nominate someone other than yourself you need to speak with the nominee first to find out if they agree to the nomination.

President’s Message on Page 3

Your club is always looking for people to volunteer their time and talents to make our car club the best.

We are very happy to announce that Kevin Oliver has been appointed Apprentice Director. Thank you, Kevin, for volunteering!

Contact our President to discuss how you can become more involved. Perhaps you'd like to help with one of the various committees, or help with Friendship Day, lead a tour, bring a refreshment at a meeting, contribute articles for our newsletter and website, or even become an officer of the club. **Do not wait for some other person or time to volunteer. YOU be the volunteer. YOU are the one we seek!**

Upcoming MPOTAC Events

- September 17** - Tour to Duarte Garage in Livermore (HWY 40)
- September 18** - Board Meeting
- September 22** - General Meeting, 7:30
- October 3 (Tuesday)** - Tour to Half Moon Bay & Pacifica
- October 14** - Mini Concours, Magnolia in Millbrae, must RSVP
- October 23** - Board Meeting
- October 26 (Thursday)** - Tour to Ardenwood Farm
- October 27** - Regular Meeting, elections
- November 11** - Installation Luncheon, must RSVP and send in money by Oct. 27th
- November 20** - Board Meeting, no general meeting
- December 13 (Wednesday)** - Tour to Hiller Aviation & It's It (Burlingame)
- December 18** - Board Meeting (tentative)
- May 19, 2024** - Friendship Day

Other Automotive Events

- October 7** - Redwood City Portfest (no cars)
- October 21** - Fez-o-Rama (SM Shriner's car show)
- October 23** - Highlands Community Center Harvest Fair Treasure Mart (where we have our meetings)
- Redwood City Cars and Coffee** - Every Second Sunday 7AM - 10AM - Breakers Café, 270 Woodside Road. Questions: carsandcoffeepeninsula@gmail.com
- Niles Flying A Classics and Coffee** - Every Second Sunday 7AM - 11AM - Niles Flying A 37810 Niles Blvd, Fremont

President's Message

This month we've got three things to discuss; the 93/7 rule, why we need your time, and what's next?

A note from your Nominating Committee – It's election time, so please step up! We have a very dedicated club Treasurer (Ted P.), and co-Secretaries (Ed W. & Maureen K.), and we need a Vice President and President for the coming year. Our great little car club depends on the board to get things done, and all our efforts result in fun things to do with our family and friends. In the past few years, I've planned several tours, with 4 to 12 vehicles participating. Our board meetings are usually attended by 7 members, and regular meetings with simple programs or speakers can draw up to 20 members. Some things never change no matter how hard you try ... the wheel is still round, and time is precious in everyone's personal lives. I treasure the advice given to me by my father, who said "do it until it stops being fun"! I recall many opportunities for personal growth in my experience as an MPOTAC volunteer, and great memories with my wife and new friends.

It quickly becomes apparent that being a club officer means you'll get everyone's advice, and the challenge of getting them to follow through with their great ideas and suggestions for the club. Many members have had health issues in recent years, and others just never want to serve in any capacity. I want to help anyone be a club officer, to try some new things and take the load off our current core group. There's a long list of members and a short list of past presidents, so maybe we should elect our officers for longer terms (?), so they have more time to focus on good work and less on the annual grind of expected calendar events leading to the next election? Everything in business is reduced to statistics to improve efficiency and maximize profit, and that's easy to do with approximately 100 members. If we are happy with 7 members doing all the work for the other 93 members, then stay the course; if not, how would you change that result?

To be candid, this is not a solicitation for advice, rather an invitation to attend the meeting on Friday 9/22 to nominate a new candidate, and again on Friday 10/27 to elect that welcomed leader. If you haven't served as Vice President or President, then why not (?) ... now's your chance. Our club is full of successful mature adults who have raised families, built careers, and provided leadership in scouting, little league, chambers of commerce, lion's club, church boards and other civic affairs; we just need a few brave souls to join the fold of dedicated leaders for MPOTAC.

My family travel schedule has been crazy this year, so I'm getting caught-up on scheduling tours for the club. All of our regularly active members have smart phones for email and mapping directions, so I'll be using email more in the future. **Please check your email for updates on upcoming tours.**

Safe travels my friends,
Charlie Drechsler

Driving Old #4 to the Model T Ford Club of America National Tour Manhattan, Kansas.

By Ed Archer

Probably most MTFCA (Model T Ford Club of America) members said the same thing we did when we heard that the MTFCA National Tour for 2023 was going to be in Manhattan, Kansas. “Where the heck is Manhattan? Never heard of it. What’s there?” They must have something going since the MTFCA sanctioned it. I went to Map Quest kinda looked it up and Karen and I decided we would go. A few days later I was at the computer one morning and Karen came in and said “why don’t we drive the race car to the tour. That would be a nice trip, I remember cruising through the mountains in Nevada, such a nice drive.” Of course, without hesitation I said yeah, I love the drive through the Rocky Mountains in Colorado, the Eagle River, and the trains paralleling the highway, great drive in an open car. Somehow, we always forget about the boring, hundreds of miles of flat road in front of you, fading off in the far distance as far as the eye can see, and the hot sun beating down. But among the highlights is the fun of driving through all the small towns. And after you get out of California, seeing a lot of Americana. Front yards with the stars and stripes a wavin’, banners reminding people that freedom don’t come free, “REMEMBER OUR VETERANS”, “WE LOVE OUR VETERANS”, good appropriate stuff, stuff that we rarely see in California.



During the ensuing weeks we talked some about some of the prep and I began mapping out the route. Meanwhile I checked out the dates of the 2023 MTFCA Speedster Reunion and Hall of Fame induction ceremonies held in June each year in Lincoln Nebraska, and found that it was only a couple of hours away from Manhattan and if we left the Manhattan tour a day or two early, we could do both events while we’re back there. So I signed up for it. One morning about 3 weeks before the Manhattan tour, I realized I’d filled out the paper work for Manhattan but failed to send it in. I immediately called tour headquarters and, fortunately they said they had room for us. After you finish reading this story.....you might have second thoughts about “fortunately.” So, my prep meant changing a nearly bald left front tire on old #4 and lubing everything, while Karen had to strategically pack all needed clothes as lightly and tightly as possible. Usually, we know someone locally that’s trailering their car to a big meet in another state and will gladly transport our luggage. That sure helps a lot. Or we ship it UPS, Greyhound, or the likes. This time no Northern California friends were going so we decided to squeeze everything into the cockpit, stashed on the floor area under our legs. It worked out kind of okay, but really, we should have taken more clothes and shipped them. Other than being thin on things

to wear, the worst part was climbing in and getting out of the car, trying to feed your feet in and around all the stuff, and on top of that, for me, while we're rambling down the road at what some might say is high speed, feeding my hand through our luggage in order to find the small handles on the 2 grease cups that come up through the floor boards that supply the U joint and front drive shaft bushing. I usually give them a turn or two a couple times a day enroute. Also, packing lightly meant that we had to include a couple of laundromat stops.

I figured we'd probably make it to Kansas in 3 ½ to 4 days and as it turned out I was pretty close, which is not bad considering the challenges we encountered. So, 3 days after the June 11th SCVMTFC (Santa Clara Valley Model T Ford Club) endurance run, on Wed. June 15th around 9 AM we departed. Headed up I 80 to Sacramento, then US 50 over the Sierras, into Lake Tahoe, Carson City and on through Austin, Eureka and finally Ely, Nevada for the night, 547 Miles. Ely (pronounced eelee) is a nice historic town with a great operating historic steam railroad, the Nevada Northern. Left over from the old mining days, a real step back in time with mostly all original condition stuff maintained as needed through the years.

Next morning, 7 AM I did the morning lube on the car and found that we were about a quart and a half low on oil. Strange, Old #4 never consumes oil. Upon investigation an oil leak had developed. I found where it was leaking and decided not to attempt a fix. When I'm on the road like that I'd rather not tamper with anything that's still functioning okay. Leave well enough alone rather than attempt a fix, and have something go wrong that puts you out of commission. So, in this case, add some oil, continue on and keep a close watch on the oil level. The leak was coming from the right side of the transmission cover. An outside oil line that feeds the front of the engine. The elbow for that line is threaded into the lower side of the aluminum trans. cover and oil was slowly dripping from around the threads. So I tried to put that out of my mind and we headed East. About 10 miles out of Ely I noticed the Motometer (water temp) begin climbing and finally pulled over, lifted the hood and, surprise! The leather fan belt was gone, Yikes! I Quickly turned around and headed back about 8 miles and found it there in the middle of the road. No chance for it to be run over by another car because we were about the only ones out there on the "loneliest highway in America" The belt was a new one, so still in the stretching mode. It's the type with the crimped wires on each end with a pin going through to secure them together. If you're running a tight belt that "pin" stays in. Well, I normally run my fan belt as loose as possible so it's easy on the fan bushing, on top of that, with the normal stretching of a new belt, it got too loose, and it allowed the pin to fall out. So I dug in the tool kits and used the ultimate Model T fix for all things, a pair of pliers and bailing wire. Put the bailing wire through the crimped wire mesh and bent the ends over so it couldn't come out. And on we went heading for Utah, happy as if we had good sense. Stopped for lunch in the little town of Sugarville, Utah, and after lunch as we passed through Salina the sky East was looking pretty bad, real dark grey and hazy skyline. Several miles later, the sky opened up on us. Bad timing. Heavy thunder storms throughout the rest of Utah and Colorado! Spent the night drying out in Fruita, CO. The next morning car lube found the Muncie transmission low on gear oil. First time that has happened in years. Not sure where it went but after that I ended up adding some gear oil almost every morning after a long day's drive. Another item I'll have to deal with when we get home. Meanwhile the oil leak has lessened to almost not there, so oil consumption was much less. Leaving Fruita, the day started out dry but before long the sky opened up again most all the way through the Rocky Mountains and on into Denver, CO. where we stopped for lunch. After we

finished eating, we set in the restaurant for about an hour hoping that the rain would stop, and it finally did but the sky still looked ugly. So we got on board and headed East, but had decided that if it starts raining again let's just end the day and get a motel. Within 5 miles it was pouring again and this time the inside of my goggles began fogging up, so I had to raise the goggles, try to shield my eyes from the stinging rain drops with my hand and around 40 miles later we came to the little town of Byers and our fork in the road where we would leave I 70 and head South on highway 36 into Kansas... and there was a motel. Hallelujah! Whew! What a drive. We lucked out for dinner. A good Mexican restaurant right next door to our motel.

.. Back to that day's drive. As if the rain wasn't bad enough, we're on I 70 with 2 lanes or more traveling in the same direction, our speed is limited do to the rain and every time a car passes you, the spray from their tires nearly blinds you. Or worse than that, a big semi-truck! Then there's the people taking pictures, in the pouring down rain. And they cruise along side of you, then slowly pull in front of you so they can get a good front shot of the car. The spray is horrific. I keep slowing down, as I have to keep my distance due to not enough brakes, or really, traction, with my skinny tires, and they also slow down. "Gotta' get that close up photo!" Quite an experience. Fortunately, our raccoon coats kept most of the clothes underneath dry.



. Next morning, we left Byers all dried out, even our raccoon coats, the sky was blue, clear. and wonderful. Of course, old #4s yellow chassis was really a sight for sore eyes with grease and oil spattered all over, and rust stains coming from every piece of bare metal, especially the spring leaves. But mechanically running well, and the transmission cover oil leak has stopped completely. We arrived in Manhattan under a bright blue sky Saturday night around 7:30 PM, wonderful scenic days drive. Love cruising through those little towns. Sunday morning I began the uncomfortable task of buying cleaning supplies and cleaning the

car. The National Tour welcoming banquet didn't begin until 4 PM and so by then the car was somewhat presentable. And thanks to Karen and the laundromat, we looked half way decent. The banquet was held at a large car collection a few miles from the hotel and on the way over Karen said, "do you hear that noise?" I said "no" (with my hearing I'm lucky to hear the engine running!) and then, a little more focused, I began hearing a tap, tap, tap that increased with the rpms of the engine. I pulled over and lifted the hood and the noise had quieted down to more of a tic, tic, tic. Never heard that kind of noise from a Model T before. It wasn't valves or rods, more of an external noise. Not much external and moving? Who knows, so we continued on to the dinner. As we got rolling the noise seemed to go away. It returned a little, off and on through the ensuing days tours and I figured sooner or later we'll find out what it is.... or not. The National tour event's went well, as you can imagine with great rural roads some nice hills, yes, hills in Kansas! A little too hot each day but to be expected. Everything well organized, except that the written route directions were way too complicated. The writer of those instructions was way too educated. They were too detailed, with an instruction, then "refer to page 3 section A and follow there 'till the next turn then etc. Hard to describe, harder to follow. Better to just follow the car in

front of you, hope that he's a local, or maybe you get lost together. At least you won't be lonely. Since we had planned to leave the National tour a day or so early to head to the Speedster Reunion, we stayed 'till the Wednesday morning seminars, and afternoon car games (field meet to you old timers) and really enjoyed the fun competition in the different challenging car events. Rolling a 30X3½ tire from a standing start by hand immediately releasing it trying to get it to go in a straight line for about 20 ft., I failed! Then 2 tall posts about 20 ft. apart with a nail sticking out of the side at the top of each one. The first post has a small ring hanging on the nail. Your passenger has a long wooden rod with a hook on the end. The object is, hook the small ring with the rods hook, then drive to the next post and hook it back on the that post. Timed event, not as easy as it sounds. And as I recall, at least one more game, antique car tires laying on the ground spread out, and as you drive along your passenger tries to throw a bean bag in each tire. All good fun. But attendance was light as it was another very hot day! We finally got on our way around 4:30 PM heading to Lincoln, and 10 miles or so out of Manhattan I noticed the old Motometer starting to go up, so pulled over and lifted the hood. The fan belt was off, and worse, the lower crank pulley was just laying in the front "belly" of the pan, which not only meant no fan and water pump but with no crank pin you can't hand crank the engine. And we have no starter! That was the tapping noise! Quick decision time. "Should I continue on and hope that someone at the Speedster Reunion will have a pin, or head back into town and try and catch Bill Devine (Birdhaven Model T Parts supply) before he heads up to Lincoln". We had talked on the tour so I knew that he was also leaving the tour early to be at the reunion. I turned around. A good thing too, as Bill hadn't left yet and just couldn't wait to dive in and get us back on the road. He had a crank pin but rather than have to pull the radiator to install it, suggested a roll pin. I agreed, and so he had the tools, the knowledge and a variety of the roll pins. Unfortunately, even the best one didn't fit real tight. So, once he got it in, he ran a piece of bailing wire through it and wrapped it around the pulley body, twisted it tight and we were on our way, trying to reach Lincoln before dark (No headlights!). Bill followed us all the way in his modern iron and we arrived way before dark. I lost track of time. All kinds of speedsters were in attendance at the reunion, at least 45 or so. A few that were really equipped period correct, (modifications from the Model T era) the rest were all over the board. We had a great time and were treated like royalty. 2 days of tours, the hill climb, a diagnostic day, and at the final banquet, the Model T Ford Speedster Race Car Hall of Fame induction ceremony. After 18 years, thanks to Dan Erceg's nomination, the one and only, Henry Ford was inducted. Duhh! It's about time. Funny, nobody thought of it before. Without Henry there would have been nothing to build from!

So the next morning, time to head home. In Manhattan a few people had commented about our nearly bald rear tires. And I kept saying "yeah I noticed, but I think they'll make it home alright." Everyone was polite, with their comments, even at the Reunion. Most, probably saying to themselves "he must know what he's doing, but I sure wouldn't run on those". Okay, by the time the reunion was over the almost bald area was of course worse. Two thirds of the tire had some tread but the other third was 99% bald. I guess when I looked at them at home before we left the good part was up, visually they looked okay. I didn't take into consideration that my wheels are not in perfect alignment and therefore the tires wear more in one area. So, now it's time to head home. Normally when I hit the sack at night within a couple of minutes, I'm out! We got in bed late that



night before we were to leave for home and I couldn't sleep! The "what if's" kept passing through what's left of my mind. "What if I finally see threads on one of those tires as we're heading through Utah? Then what do I do? What if... etc." I finally made a decision to call Bill first thing in the morning because I knew that he had new 30X3 1/2 tires with him. And then call Mike Vaughn, last year's MTFCA Rosenthal Award recipient. He lives locally on the outskirts of Lincoln, was at the event, and I'm sure that he has room and the tools to do the tire change, and be glad to help. Well, there goes my early morning departure time. So much for that. Me and my dumb last minute decisions. And so with that decision finalized I finally got to sleep.

At around 7:30 AM, I called Bill. I hated to call that early, but needed to get moving. Fortunately, Bill was up and said he had the tires, so then I mentioned wanting to call Mike but I didn't have his number. He said "I've got it, I'll give him a call and have him call you." About 20 minutes later Mike called. "C'mon out to my place, and you don't need to bother Bill, I've got some new Firestones still in the wrappers." It was a challenge getting those old Riversides off, but we finally left Mike's around 11:30 AM with 2 new rear tires and a comfortable mind. As we got on I 80 heading West it was warm but a bit windy and three or so hours later the North wind kept increasing and was not only giving us a bit of a headwind but kept trying to blow the car into the left lane. I had to continually pull on the right side of the steering wheel. Boy, it was strong. Stayed with us until 6 PM or so and by the time we reached our evening stop, Ft Morgan, CO. the weather was really hot and only a slight breeze.

Next morning car lube, included adding gear oil to the Muncie, and thank God, the oil leak is still nonexistent. Oh of course there are others, after all Old #4 is based on a Model T Ford chassis, need I say more? As a side note. Each time I purchase gear oil or any other car related supplies, whatever I don't use gets thrown away or given back to the counter guy at the auto supply to give to someone in need, because I have no room in the cockpit to carry anything extra.

Today, day two heading West towards home from Lincoln we're struggling with an unreal Southwest head wind. Not quite as strong side wind as yesterday but this time I have to hang tight to the left side of the steering wheel as the wind is trying to blow us off the road. The head wind was much worse, keeping the speed down to 50-55 mph. We ended the day in Salina, Utah, 609 Miles. Next day, getting ready for another early morning start, around 7:30 AM during lube time, I lifted the hood to oil the rockers and found the crank pulley had thrown the pin again and the pulley was just lying there in the front of the pan. "Now what am I going to do". I can probably make it home without a fan and water pump but we'd have to push start the car whenever we stop. On occasion admirers can come in handy. Fortunately (this time) a gentleman on a golf cart stopped to look and finally asked "what's the problem?" I explained, and he said "there's a guy about 200 yards away over in that blue house next to the barn that can help. He's good and he's a lot cheaper than a shop". I said "at this time of the morning?" He responded, "He's probably up." He was, and he was my kinda guy. I laid out the problem to him and the word "No" was not in his vocabulary. "Yeah, we'll find a way to fix it" And he did! We were out of there by probably 9 AM. He was able to put a bolt and nut where the pin normally goes through the pulley. Lock tight on the nut. "I'm so glad to be a part of this memorable fix, glad I could help, how about \$100.00?" I gave him \$120.00, happy to be back on the road. Then in a few miles, another glitch. The pulley was so loose/wobbly on the crankshaft that the fan belt came off, and just wouldn't stay on. My only concern was, we're heading into the heart of Nevada, late June, extreme hot weather, no fan or water pump. Well, more weird summer

weather. As we entered Nevada dark clouds were on the horizon and before long... rain! Not very much. Actually, extremely light, off and on but at least no worry about Old #4 overheating. That day we made it all the way to Fallon and another great Mexican restaurant on a little side street, for dinner. Tomorrow, Carson City and over the hill to South Stateline. Hopefully we'll be in Tahoe just in time to stop at Izzy's, our favorite hamburger shack for lunch. Good timing, we got there about 11:30 AM.... They were closed!!! HOW RUDE! So we postponed lunch, deciding to stop at another favorite, Ikeas, near Auburn. Well, I forgot, we were on hwy. 50 and Ikeas is on I 80. So when we got to Placerville I took a right turn on Hwy 49 and headed North over to I 80 only to find that when we got there, Ikeas was 20 miles or so East up the hill. What a fiasco! Well, I'm headin' West for home, thinking "we'll get lunch in West Sacramento". Not my day. I took the wrong exit in West Sac, turned the wrong way at the cross street and it took me right back onto I 80. Missed another favorite lunch place. I guess lunch is just not meant to be!

Just before Davis, 3 lanes our direction, I approached a slower car in our lane, decelerated and swung to the right to go around him and as I pushed down on the foot throttle, I got no reaction. At first, I thought maybe my foot throttle linkage broke so I tried the hand throttle, and still nothing. The engine was dead. We coasted to a stop. Fortunately, big wide shoulder. Of course, my gears were turning as to what it might be. "Has to be ignition" I lifted the hood searching, and found that the fiber magneto coupler was gone. Must have shattered. The coupler is a fiber slotted ring that connects/couples the external mounted Bosch magneto to the drive unit mounted on the front of the engine, that is gear driven by the timing gears in the engine. (after-market racing stuff) The coupler is made of hard fiber so that if something goes wrong with the magneto and it should seize/lock up, the coupler will shatter rather than cause any major engine or magneto damage. Last time I lost a coupler was about 40 years ago so they're pretty dependable. So this problem happened around 3:30 PM. I had a spare coupler in my tool kits, and began removing the Magneto for installation. Problem is removing the third and final bolt holding the magneto to its mount. It's right above the lower radiator water inlet pipe that goes to the side of the engine, and unless you remove that pipe, that bolt is real challenging. A lot of work removing that pipe on this car, plus you lose all the water! With the pipe in place, you can just barely see that third bolt or get an open-end wrench on it. And when you get the open-end wrench on it (by feel) you can only turn it about 1/3rd turn, then turn the wrench over and try to get the wrench back on it for another 1/3rd turn. Finally got it out, re timed the magneto and then tried to install the replacement coupler and it was a little too thick. Meanwhile one of those Highway Service Patrol helper guys in their white pickups stopped and offered to help get me off the highway shoulder. Very nice guy, offering to have a tow truck, free tow to the next exit. I convinced him that I'd get this thing going. Famous last words! About an hour and a half or so later and I'm still struggling, the Highway Patrol stopped and kind of insisted that we'd be better off at the next exit, and a few minutes later a tow truck arrived and flat bedded Old #4 to the Mace Blvd. exit and right into the enormous paved back area of a Chevron Station. Once the truck left, we immediately walked over to MacDonalds as Karen needed food and I needed liquid, it was really hot and working with no shade I was really dry and moving rather slowly. While at MacDonalds I called our Son-in-Law, John in Hayward to let him know to be on the alert that we might need someone to pick us up and take us home (about 80 miles) for the night, if I didn't get Old #4 running within the next hour. "Then I'll just come back tomorrow a little better equipped and get that coupler in, and drive it home. "No don't bring the trailer. Old #4 needs to complete this trip,

but at this point I don't think I can finish it and get us home before dark" He said "where are you at, I'll leave right now" So I went back to work and the next thing I knew John, Grandson Chris and Mark Edwards were there. And I was still struggling with that bolt. Sometimes I have way too much patience.

Two things were hanging me up from getting it back together. First, the coupler was a little too thick. So before they moved us, from the shoulder, I had scrounged around and found a large piece of old highway blacktop about 10 inches square and it was so flat that I was able to use it like a big piece of emery cloth and I started grinding away on each side of that coupler. Believe it or not it was working! Strenuous and slow, in that hot sun, but working. After a while I could get the two outer bolts started on the magneto but not that third one above the pipe. Maybe the coupler was still just a tad too thick. It kept feeling like it was starting to screw in, then the tow truck showed up, they moved us to the exit and the bolt was still just turning, going nowhere. It was a teaser. It didn't turn easy as there was some tension on it due to rubbing against the pipe and so as you moved the wrench that short distance it felt like it was starting to thread into the hole in the bottom of the magneto, so frustrating! Getting dark we finally pushed the car out to the street which was a dead end with posted signs saying "No Parking any time" and left it there for the night. The manager of the station wouldn't let us leave it on their property. I was really exhausted! Did I say it was HOT? We all went to dinner in Vacaville at Nations.

6 AM came early as I gathered a few items to take with me to maybe make the job easier. A pair of coveralls, pan to drain the water into and a big sheet of coarse emery cloth. I wanted to get there early before they had the chance to tow my car away. John, Chris and Mark picked me up. The car was still there, we rolled it back onto the Chevron property, I drained the water, began rubbing the coupler on the emery cloth, removed the water pipe assy. installed the coupler and the third bolt went right in. Reassembly went fairly quick and with two pulls of the crank and it fired right up. We all went to breakfast at Nations. And I drove Old #4 HOME! WHEW!!! What a trip!



MPOTAC Board Meeting

August 21, 2023

The meeting was called to order by President Charlie Dreschsler, Jr. at 7:25 PM.

Membership: Bill Mitchell was not available.

Secretary: The July 24, 2023 Board Meeting minutes and July 28, 2023 General Meeting minutes were approved as submitted.

Treasurer: Ted Panofsky reported no major changes. Expenses were \$270.00 for our meeting room and \$60.00 for newsletter printing.

Health/Welfare: Tanya Pomposo was not available.

Tours: Scheduled are the following:

Saturday/September 9, 2023 Auto History in the Park (San Jose)

Wednesday/September 27, 2023 Hiller Museum-It's It Ice Cream (San Carlos)

Thursday/October 26, 2023 Ardenwood Farms (Fremont)

Friendship Day: On scheduled for May 29, 2024.

Publications: Jim Remington reported no changes.

Webmaster: Ted Panofsky also reported no major changes.

Social Media: Ferris Lewald was not available.

Historian: Ed Krantz will present his material at our August 25th General Meeting.

Programs: The subject of having a swap meet was cancelled due to concerns of sidewalk and lawn damage from vehicles using the Highland Center site.

Unfinish Business: Our bylaws review is ongoing.

Meeting Adjourned: 8:10 PM

8:10 PM-9:35 PM Board members stayed to continue reviewing our bylaws and making changes. (Jim Remington, Ted Panofsky, Bill Bratt, Charlie Dreschsler, Jr., Ed Wong)

Submitted by Co-Secretary: Ed Wong



MPOTAC General Meeting

August 25, 2023

The meeting was called to order by President Charlie Dreschsler, Jr. at 7:25 PM.

Membership: Bill Mitchell was not available.

Secretary: Minutes of the July 24, 2023 Board Meeting and July 28, 2023 General Meeting were approved as submitted.

Treasurer: Ted Panofsky reported the budget is about \$1000 ahead of the start of the year.

Monthly expenses were \$270.00 for our meeting room rental and \$60.00 for newsletter printing.

Health/Welfare: Tanya Pomposo was not available. Kevin Oliver was present at our meeting and doing fine after hip surgery.

Tours: Scheduled are the following: Saturday/September 9, 2023-Auto History in the Park (San Jose), Wednesday/September 27, 2023-Hiller Museum-It's It Ice Cream (San Carlos),

Thursday/October 26,2023-Ardenwood Farms (Fremont).

Friendship Day: Still on schedule for May 29, 2024 at the Port of Redwood City. Preparations will begin soon.

Publications: Jim Remington was not available.

Webmaster: Ted Panofsky reported no major changes. Also, thank you Ted for solving a spam problem keeping Margot Freeman from receiving the club's e-mail.

Social Media: Ferris Lewald was not available.

Historian: Ed Krantz will have material for next month's meeting.

Picnic Review: Bill Bratt suggested potluck for next year. There was 41 paid and 46 showed up. Some claim they sent in checks already. Anyway, a good time was had by most.

Unfinish Business: Continue with our by-laws review and make changes where necessary.

New Business: Kevin Oliver has agreed to be our apprentice board member.

Announcements: The Magnolia Concourse has changed to Saturday/October 14, 2023 and the Installation Dinner is Saturday/November 11, 2023.

Refreshment: Thank you Bill Bratt for the delicious cookies.

Meeting adjourned: 8:15 PM

After the official general meeting was adjourned, Ted Panofsky showed a short 15 minute, black and white, romantic/comical cartoon that featured a 1905 Oldsmobile. Also, Ted Panofsky was awarded a top prize trophy in an all Mopar car show. The contestants were previous winners and Ted won top prize. Congratulations.

Submitted by co-secretary: Ed Wong



Mini Concours at The Magnolia Oct. 14

We have a limit of 15 cars participating. All MPOTAC cars need to rsvp with President Charlie by call or text at 650-270-4925 by October 1st. Set up time for cars to be determined.

MPOTAC 2023 Installation Luncheon Saturday, November 11th, 11:30 - 2:30

The Magnolia of Millbrae will again host our installation luncheon this year. We'll enjoy private dining and cocktails.

The Magnolia is located at 201 Chadbourne Avenue in Millbrae. The Lewis Avenue entrance leads to covered on-site parking and there is street parking.

When arriving, walk to the front entrance to sign in. We'll convene at about 11:30. Please wear your name tag. At 12:15 we'll be seated and our hostess, Sherry Plambeck, Director of Marketing, will greet us. She will present a brief history of The Magnolia of Millbrae, describing its residences and amenities. The traditional installation begins at 12:45. We welcome our new Club officers and thank those serving through 2023. At 1:10 our festive banquet lunch begins.

YOU MUST SIGN UP IN ADVANCE TO ATTEND THE LUNCHEON

SIGN UP DEADLINE IS OCT 27th.

The cost is only \$20 per person payable in advance.

SEE NEXT PAGE FOR DETAILS

MPOTAC Installation Holiday Lunch Reservation

The sign-up deadline is: Friday, October 27th, 2023

Please make out your check to MPOTAC and mail to the Treasurer: Ted Panofsky, 11450 La Honda Road, CA 94062. Organizer club contact is Charlie Drechsler Jr., 650-270-4925.

Name of each attendee(s):

Your contact info in case we have a question:

Members & Guests _____ X \$20 each = \$_____ Total

Please indicate how many vegetarian meals, if any: _____

Directions:

The Magnolia is located at 201 Chadbourne Avenue in Millbrae. The Lewis Avenue entrance leads to covered on-site parking and there is street parking. Take highway 101 to Millbrae Ave. exit, head west across El Camino Ave. and turn right on Lewis. If you get lost call Charlie at the number above, he can answer all questions!