



The Windshield Post

Mid-Peninsula Old Time Auto Club

JANUARY 2025

mpotac.com

ISSUE ONE



Came across this Packard sign in Grass Valley still ready to get you thinking about buying that new Packard.

Happy New Year! Just a little note on the future of MPOTAC from your Treasurer. At our last general meeting we had a lively discussion on the roles of members going forward. At the moment we are looking for candidates for the top offices of the club, President, Vice President, Treasurer, Secretary, Activities Director, and Webmaster. There are other roles needed to make the club the vibrant group it can be, but without these six it will be very difficult to keep things going. We have had some response from members that are willing to take on some of these responsibilities, but we really need a full slate to make it work. Please come to our first general meeting of the year on January 24th, 7:30 at the clubhouse, and be prepared for more discussion, more volunteers, and hopefully an election!

Cheers!

Ted

Magnolia mini car show on next page



The Magnolia Mini Car Show

Our car display at The Magnolia in Millbrae was a success. For those who may not know, The Magnolia is an independent community of residents and caring staff. Their focus is providing an engaging and fulfilling lifestyle of choices, including any assisted living services needed in the privacy of your own residence. Their address is 201 Chadbourne Ave., in Millbrae.

About 13 members brought their cars for residents and the public to view. We were provided with a delicious turkey sandwich lunch, drinks, and ice cream. Sherry Plambeck, Director of Marketing, really did a great job taking care of us and our cars (as she has done for several years now).

Here are some photos of the event. More may turn up on our website or Facebook page.



More Photos on next page....

More Magnolia Photos...



Interior Pics...



For Sale

For more information contact Ed Archer, karened4@att.net

1923 Ford Model T light Van delivery. Truck #52, original United Parcel Service from the Oakland, CA. service area. Older high quality very authentic restoration. Call for price.

1926 Chevrolet Superior K 5 Pass. Touring Show quality older restoration. Don't settle for second best and spend a lot of time, money and headaches to try and make it great. This one is already there. \$12,500.00 Call or email for more pictures.

1952 Bentley Radford Countryman Pebble Beach show quality restoration. Buy an immediate winner. Price is much less the cost and headaches of restoring one. \$129,000.00. Call or email for more pictures



Have you remembered
to send in your
membership dues?

NO PRESIDENT'S MESSAGE

Upcoming MPOTAC Events

January 20, Monday - Board meeting, Jim's house, 7:00.

January 24, Friday - Regular membership meeting at Highlands Community Club, 7:30

WE NEED MEMBERS TO LEAD TOURS!

NO TOUR LEADERS MEANS NO TOURS!

COME TO THE MEETING WITH YOUR IDEAS.



CARS IN THE PARK – SAVE THE DATE

Greetings Antique and Classic Auto Enthusiasts and Friends.

The largest annual antique & classic auto show in the West is planned for Saturday, September 13, 2025. Save the date and also pass the date to your club members and friends.

Cars in the Park welcomes all period-correct vehicles through 1949.

The 25th annual Cars in the Park, 693 Phelan Ave., San José, CA. 95112 ... a Living History Day... is presented by the Santa Clara Valley Model T Ford Club and History San José.

MPOTAC holds its Board and General meetings at The Highland's Community Club in Redwood City, at 7:30pm, located at 1665 Fernside Street, Redwood City, CA. All members are invited to attend the General membership meeting as well as the Board meeting. Specific meeting dates are located elsewhere in this newsletter.

To make contributions to this newsletter, contact the editor, Jim Remington, mtshastachalet@yahoo.com



Always a First time.

FULL THROTTLE!

By Ed Archer

Being a race car driver is not for everyone. Going a giant step further, racing a 109 year old race car, to most of you would indicate that there's a screw loose somewhere and I'm sure you're not thinking that it's on the race car. Well, it takes all kinds! As most of you know, I'm not just an 'antique car guy' I love the era, the early part of the 20th century and am really comfortable when I'm doing some of the stuff just like they did 100 or so years ago. Well, since we own a 1915 Ford two-man race car, Old #4, it's only natural that I would find myself on a race track with other similar cars of that vintage. Today they are what's called, historic races. They take place on a few race tracks throughout the U. S. Locally historic races are held at Laguna Seca Raceway in Monterey and Sears Point in Sonoma. Most our races are fun to watch, fortunately for us, uneventful, fast, considering the era of the cars, and exciting as the drivers dice around for finishing positions. On occasion, unexpected stuff happens, that's the nature of that sport, so keep reading.



I had no thoughts of writing a story on this one but the arm twisting by those that witnessed it, insisted. They just couldn't figure out what was going on as they watched the race and Old #4 was backfiring and acting erratic, jumping forward, slowing down etc. and so couldn't wait to question me after the race. So, this all took place at the Rolex Motorsports Reunion Historic Races this year in Monterey at Laguna Seca Raceway, from Tuesday Aug. 13 through 17th 2024. It's the only track that we race at where they require our class to wear crash (I hate using that word) helmets. Wed. through Fri. were practice races with the final race happening on Saturday.

Everything went smooth until Saturday. At 11:35 AM 16 pre 1920 racecars entered the track, and after a smooth pace lap, our race got the green flag. With Ford's power to weight advantage Old #4 immediately jumped out into the lead. Almost half way through the first lap as I went charging into turn 6, an almost 90 degree left, and my accelerator pedal hit the floorboard and stayed there, stuck to the floor... full throttle!!!! Try as I might with my right foot, to bring it back up, as my mind was trying to figure out what to do, I just couldn't bring that pedal back up, and I think you had to be there as I'll never be able to properly describe what took place. Old #4 has such a strong engine, the power to weight ratio is tremendous. I've never in my life accelerated old #4 to full throttle. Well,..... maybe at the old Long Beach Hill Climbs back in the 70s, but that's another story.

As my mind was working overtime trying to come up with something positive. The easiest thing to do would be to shut the engine down and get hauled in, but the spirit of sportsmanship runs high in my mind so, "how can I deal with this and finish the race." My 24 year old Grandson Jesse Willis was my riding mechanic, (that's what they called the guy in the passenger seat back then). I yelled out....Hang on! (More than once before the race was over). Still trying to figure out what to do, I pushed the clutch in,.....big mistake, the engine went screaming. My spark advance/retard lever is reverse of a stock Model T Ford. All the way down is full retard and at the absolute bottom it kills the engine. I grabbed the spark lever with one hand, bringing it down, killing the engine, steering into the next turn with the other hand on the wheel, a little late as we began sliding, but we were able to stay on the track. And once through the turn brought the lever back up and with a loud backfire brought the engine to a loud roar.

Again, as we progressed and began going way to fast, I depressed the clutch, “stupid!” (some of us are slow learners) and the engine again went screaming, hit the spark retard/kill, and somehow (I must have moved the transmission shifting stick with my leg) the Muncie auxiliary transmission went into neutral, so when I advanced the spark lever to restart the engine, we got nothing and I thought.....”now what!” After a few seconds I realized the trans was in neutral, and you can’t get an auxiliary transmission in a Model T Ford back in gear with a dead engine. I tried a couple of times and finally when our speed got down to about 40 mph I just ground/jammed it in, restarted the engine and again shot ahead.

As I got a little better at the spark advance retard kill process, I’d kill the engine well before a turn, slide through the turn as best as we could, and hit the advance coming out of a turn, and generally have to kill it once or twice more before the next turn, backfiring each time. How exciting! NOT! Poor Jesse was silent and paid attention to Grandpa’s orders, believe it or not, thoroughly enjoying every minute of it. He had no idea. Well, we did finish the race, and in 5th place.

Once back in the paddock and the dust settled, I lifted the hood to find out what went wrong, and the first thing I spotted was my rare auxiliary Colombo screw on oil filler cap was resting face up, precariously between the hood sill and carburetor, my water pump pulley was totally gone, just the shaft was there. The temporary crank pin which I hadn’t fixed since our drive to Kansas earlier this year was gone from the pulley. I brushed against #4 spark plug wire and it fell off the plug. The brass knurled nut was gone. Lucky that’s all that was wrong.

So, what caused the problem? The tech rules at Laguna Seca state, mandatory requirement, 2 throttle arm return springs on the carburetor/accelerator pedal. Both of mine broke. Evidently the main one broke and the stress was too much for the backup spring and it broke! Some of these kinds of things are the nature of what we’re dealing with driving these antique cars. It’s just a little different when you’re competing on a race track.



MPOTAC General Meeting on November 22, 2024

The meeting was called to order by Ted Panofsky at 7:30 PM.

Membership: Bill Mitchell was not available but provided an e-mail update. So far, 40 membership renewals have been received. Our revised by-laws will be uploaded.

Secretary: Minutes of our October 21, 2024 Board Meeting and October 25, 2024 General Meeting were approved as submitted.

Treasurer: Ted Panofsky reported no major expenses. The usual newsletter printing and Highland's rental costs. Ending the year with about \$4K in surplus.

Health/Welfare: Nothing new to report, which is good news.

Tours/Activities: Ed Archer has agreed to lead our Christmas Light Tour. Dinner at Harry's Hofbrau. Date and time to be announced as soon as possible.

Friendship Day: Because we have no new officers, a vote was taken at our meeting on the need for this event. A majority said yes. Further discussions are planned for early 2025.

Publications: Nothing new to report. Submission of interesting articles are needed.

Webmaster: Ted Panofsky reports nothing new.

Social media: Ferris Lewald was not available.

Unfinished Business: Dire need for new officers. Two people can share a position.

New Business: Mark Barkus has volunteered to be Treasurer for 2025. Bill Bratt has agreed to stay on as Refreshment Chairman.

Refreshments: Thank you to everyone who contributed to our potluck celebration.

Miscellaneous Comments:

- 1) Jim Remington: To save some money, Board Meetings will be at his house.
- 2) General Meeting audience voted to maintain monthly meetings.
- 3) New officers' positions can be shared.
- 4) Ted Panofsky: Need more activities.
- 5) Vince Perry: Working on an upcoming tour.
- 6) Jim Remington: Plan for a Spring 2025 BBQ/Tech session at his house.
- 7) Ted Panofsky: Be on the lookout for our club corporate seal.

Meeting adjourned: 8:05PM. Submitted by Secretary: Ed Wong

NO NOVEMBER 18 BOARD MEETING