



# The Windshield Post

## Mid-Peninsula Old Time Auto Club

MAY 2022

ISSUE FIVE

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Contact Us:

[mpotac.com](http://mpotac.com)

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650-270-4925

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Open

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#### Editor

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### President's Message

Hello to all,

Happy Mother's Day to all the moms in our car club.

Thank you, thank you, thank you; to all who have worked tirelessly to keep our *Friendship Day* traditions alive in 2022. We're returning to the stage with a great cast of leaders and Bob Moll at the helm. I hope to see all our able bodied and local members at this year's event on May 15<sup>th</sup>, with your favorite old car, and an appetite for morning coffee & donuts with friends – it really doesn't get any better than this! The event site is just East of HWY 101, at Seaport Court – take Woodside Road East toward the Bay.

*Please join us at the Port of Redwood City on Sunday, May 15<sup>th</sup>, from 8am to 1pm, (\$20.00 per car).*

The past two years have given us opportunity to learn many things, and the biggest take away for me will be the importance of staying close to the ones we love, caring for and supporting those who let us, and regardless of race, creed, or pedigree, investing our time in ways that enrich our life. Our car club is so wealthy with talent and experience, with such a broad spectrum of skills; thank you all for sharing and enjoying this club together. As we reach the mid-point in 2022, we will look ahead to recruiting new leaders for the coming year, and our nominating committee will be reaching out soon. Please consider your time and enjoyment with this club and car hobby, and ponder if it's your time to take the wheel?

*Continued on back...*

*President's Message Continued...*

Many of you have heard that Charlie Drechsler, Sr. passed quietly in his sleep last month at Stanford Hospital, with family by his side. We are hosting a celebration of dad's life on Sunday, May 22<sup>nd</sup>, from Noon to 3pm; more instructions for RSVP will be sent to our car club members using emails from our club roster. Our family would love to see you that day, to share memories of this great man, among friends.

Charlie Drechsler, Jr.

**Washington DC Observations**  
**Museum of American History**

While your editor (Jim) was in Washington DC last month I visited the Museum of American History. I was mostly interested in the transportation exhibits. Let's see if you can **guess the vehicles**. I'll start with the easy ones. Next time it will be more difficult! Answers can be found on another page.

ONE



TWO



THREE



FOUR





## Portola Valley Train Tour

From tour leader Bill Bratt...  
First HAPPY BIRTHDAY LEN  
and thank you Debbie for the great  
cupcakes.  
It always amazes me that no matter  
how you plan to keep people  
together for a tour it seldom works.  
It was wonderful seeing so many  
members attend the tour. My  
thanks to Charlie Drechsler JR. for

trying to lead the MPOTAC members. We had 16 families' signups and I believe most made it.

I was hoping for more steam engines but the Rio Grande worked out fine.

I know the people that run the trains were pleased with the turnout.

We had 5 Model T people join the group.

Hopefully we can team up with other clubs and share new experiences. I was surprised with the service of the Alpine Inn.

Hope you all had a nice time and if you have Ideas for other tours COME TO A MEETING and share your ideas. Thanks, Bill.



## Portola Valley and Alpine Railroad Tour

By Jim Remington, newsletter editor

MPOTAC member Bill Bratt organized a fabulous tour for our club and the Model T Club. The whole tour went exactly as planned... or so it will be reported in the club minutes. But in the interest of honest journalism, I feel compelled to tell the whole story. No fake news here.

Bill Bratt lead the Model T Club coming from the south. The MPOTAC folks met at Wellesley Crescent. We were all present, and our President, Charlie Jr., handed out detailed maps with specific directions. The plan was to take the required two loops around Wellesley Crescent then head south. Sounds simple enough, but before we even left the Crescent the specific directions were thrown out the window and the group, for some reason, split into two. One heading east and the other heading south. I was in the east group. I do not know why this happened.



So, we are heading east and not following any of the directions. I do not know why this happened. Our tour leader had been lost to the southerly group and now we were blindly following another leader. Would he get us to our destination safely? We could only hope at this point.

We arrived at our lunch stop, the Alpine Inn, and were seated in their outdoor eating area. The

*Continued on next page...*

weather was perfect, the staff friendly, and the food acceptable. My only complaint is that they required everyone to use their Smart Phone to order the food. This was of great annoyance to some, especially those who did not have a Smart Phone or who did not want to try and figure out how to push a hundred miniscule phone buttons just to order a sandwich.

Next, on to the railroad.

The group seemed to be split into two again. Our leader was far ahead and I trusted he was part of our club not just some random person driving an old car. Bill Bratt positioned himself on the corner to direct us on to the correct street. We were following directions again, yeh!

Our little group managed to stay together until we came to the twisting roads of Portola Valley. Our new leader, who had gotten us this far, and only somewhat off the map, then took a turn that was most decidedly against the specific directions. Our driver, Deb, decided enough was enough, and for once we should follow the directions. So, she turned the car around to take the correct street. We motioned to other cars behind us to follow, but we were in a modern car and apparently not to be trusted. So, they continued on and we were on our own following the written instructions.

While following our road, we met another of our little group going in the opposite direction! They held up their hands and shook their heads as they passed us. How did they get ahead of us? How did they end up coming down the road we were going up? I know not.

Well, we finally made it to the railroad. Now that there were no specific instructions everything went smoothly – we all took a ride on the train, relaxed, admired the views, and had a birthday cupcake in honour of Len Flaherty.

Everyone left when they wanted. I can only assume everyone made it home. Such a fun day. Thanks Bill for arranging this and giving us such specific directions to follow – or not.

Members on this tour included Kevin Enderby, Ted Ponofsky & Peter, Philip Constantino, Ed & Maureen Krantz, Mike & Janis Chapman, George Hellerich & wife, Julie Meyers, Ed Wong & friend, Lowel & Jissica Wolfe, Sharon Becker & Mae, Jim Remington, Bob Craig & Walt, Len & Debbie Flaherty, Charlie Drechsler Jr., Bill & Pat Bratt, Vince Perry. 17 groups. These are the names from Bill's list. I tried to spell names correctly, but no guarantees.





**MAY 15<sup>TH</sup> 2022**  
**Port of Redwood City**

**If you have not yet volunteered to help, please call Jim NOW. 1-650-342-0852**

**ANSWERS TO PHOTO GUESS:**

ONE -- 1939 Carpenter-Dodge. This school bus carried rural children to the Martinsburg, Indiana school in the 1940s. All-steel school buses like this one were safer than earlier school buses, which had wooden bodies. The paint color, double deep orange, was common at the time, but yellow later became the standard color for school buses. This body was built by Carpenter Body Works of Mitchell, Indiana in 1936 and later was attached to a 1939 Dodge chassis.

TWO – 1964 Mustang; THREE – 1955 Ford; FOUR – 1939 Plymouth Business Coupe

**Upcoming MPOTAC Events**

- May 15** – Friendship Day
- May 23** – Board Meeting
- May 27** – General Meeting
- Oct. 8** – Car display, Magnolia, Millbrae
- Nov. 12** – Officer luncheon, Magnolia, Millbrae

**Other Automotive Events**

**May 30** – Memorial Day car show at the California Automobile Museum, Sacramento. Check their website.

**June 11-12** – Lowland Tour, see website: [scvmtfc.org](http://scvmtfc.org)

**September 17, Saturday** – Antique Autos in History Park. 635 Phelan Ave, San José, 11-4. Vehicles pre-1946.

**Oct. 15** -- Fez-O-Rama, 11-5, San Mateo County Fairgrounds

Not a member yet?  
Would you like to learn more about our club?  
Check out our website at: [mpotac.com](http://mpotac.com). Or contact our President at 650-270-4925. Dues are \$20 or \$30 for the calendar year. Meetings and old car events/tours are generally once a month, except in December.

## Club Newsletter

This newsletter your publication. Have an event or article you'd like to submit? An idea for future Club events? News from another club? Please contact your editor, Jim Remington, at [650-342-0852](tel:650-342-0852) or e-mail: [mtshastachalet@yahoo.com](mailto:mtshastachalet@yahoo.com). Deadline for submission is the end of the month. This newsletter is published once a month except in December.

## Committee Chairs

Membership – Bill Mitchell  
Webmaster – Ted Panofsky  
Publications – Jim Remington  
Programs – Charlie Drechsler Sr.  
Refreshments – Bill Bratt  
Friendship Day – Bob Moll  
Historian – Ed Krantz  
Health & Welfare – Tanya Pomposo



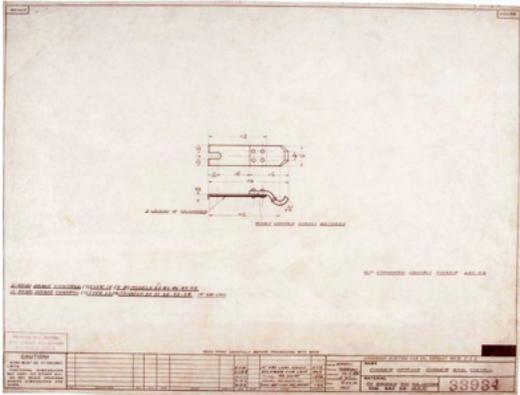
## Detroit Electric Replacement Contacts

Ted Panofsky

When I acquired my 1917 Detroit Electric Model 68, the controller was in poor condition, and all of the contacts were missing. I found evidence that a previous attempt was made to install an electronic controller but it was unsuccessful, possibly that is when the contacts were removed. Unfortunately, I purchased the car from the son of the previous owner who passed away and the historical information on the car has been lost.

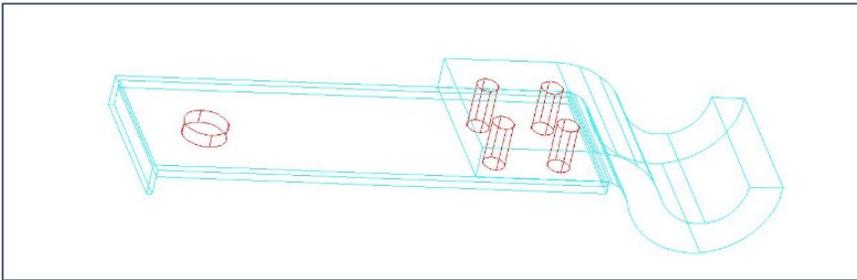
I am attempting to restore the car as much to its original form as possible, including using the original controller; in order to do this, I needed to manufacture new contacts as I have been unable to locate a source for them. Thanks to Galen Handy and Haakan MacCallum I was able to obtain the blueprint of the fingers, so at least I had a place to start.

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I started the process by first enhancing the contrast of the original drawing to make it more readable, then drew up the parts as a 3D model in AutoCad. This allows me to have accurate dimensions of the part details.

The fingers are assembled from five components held together with four copper rivets. The main contact is a piece of 3/16" thick copper formed into a curved shape. Next is a spring made from .032" phosphor bronze, and then a flexible electrical conductor made from a stack of three layers of .0162" copper; the drawing actually calls for 0.010" copper but I found that to be too fragile so I used a slightly thicker material. The pieces are held together with four copper rivets. I ordered the materials from onlinemetals.com, as well as some steel parts for the contact forming punch and die. I was able to purchase the copper and bronze materials already sheared to a width of 7/8", eliminating one step I had to do.



I made the contact forming die with a chunk of mild steel. I put two pieces of the steel together and bored a 3/4" diameter hole at the intersection, resulting in a half hole in the piece I used. Then using a die grinder, followed by abrasive and polishing wheels, I radiused the edge of the recess to make a smooth transition. I then added a clamping piece held with four screws. The business end of the punch is made from a piece of .5" cold rolled round bar. This bar is welded to a scrap of steel, and a ring that holds it to the anvil of a shop press.



To form a contact, a strip of the 3/16" copper is clamped in the die and the curve is formed by pressing the die into the recess. The result is then cut off with a band saw and the corners of the contact trimmed. All the edges are smoothed with abrasives in a die grinder.



Next, the phosphor bronze and copper sheet pieces are cut to size in a shear. One end of the phosphor bronze is bent over with a press brake and trimmed to length.

The next task is to drill the holes in each of the pieces so they can be assembled. I designed a fixture for this purpose and 3D printed it out of polycarbonate plastic, and inserted drill bushings in the drill locations. The hardened drill bushings allow drilling the holes in the metal without hogging out the plastic.



Using this fixture, I drill the four 1/8" rivet holes in the contact, the spring, and the copper connection leaves. I also drill a 1/4" hole in the spring and connection leaves for the mounting screw.



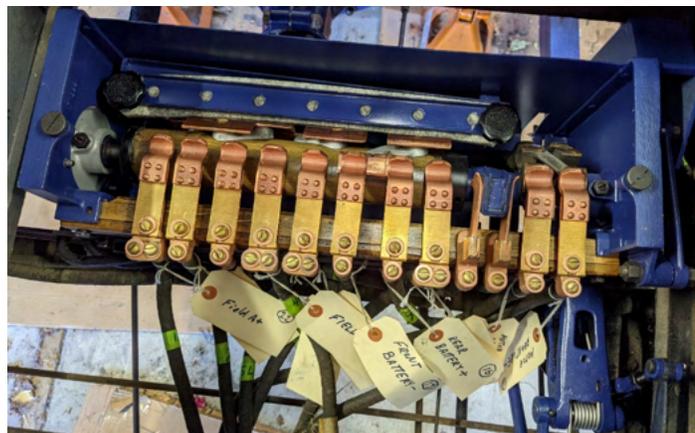
After some deburring and finishing it is time to assemble the fingers. I purchased a rivet squeezer for this purpose, but even with a professional aircraft tool, squeezing the rivets is not as perfect as I would like, but the result is strong and should be fine to use. The final step is cutting the notch for the mounting hole, and then finishing off any sharp edges.



A trial fit of the first contact into my controller showed that it fits well and makes reasonable contact with the drum sectors. I have since produced a full set of contacts for myself, and refurbished the controller. I completely disassembled the controller, and cleaned and painted all the parts. The wood drum was stripped and clear lacquer applied. I made a new mica insulator for the reverse contacts, and made an oil wick to replace the one that was missing.

The Detroit Electric maintenance instructions say to lubricate the controller with "Whale Oil", which of course is unavailable. After some research, I found that Jojoba Oil, harvested from the seeds of the desert Jojoba plant, is chemically identical to whale oil so I applied it to the contact oiling felt. Jojoba oil is available from Amazon and other sources and used mainly for cosmetics.

I have test driven the car with the restored controller and all works as it should.



# MPOTAC General Meeting

April 22, 2022

The meeting was called to order by President Charlie Dreschsler, Jr. at 7:30 pm.

Membership: all members should have received new membership rosters by now. Contact Bill Mitchell

if you have not received one. We welcome a new member: Frank & Josephine Wasilewski with a 1955

Chevy 2 Dr. Belair.

Secretary: Minutes of our March 25<sup>th</sup> general meeting, taken by Maureen Krantz, were printed in our newsletter and was approved.

Treasurer: Ted Panofsky reported no major changes. Porta Potty rental was paid for our upcoming Friendship Day event.

Health/Welfare: Services for Diane Dupont were held on April 8<sup>th</sup> at St. Johns cemetery in San Mateo. A celebration of life for Charlie Dreschsler, Sr. will be announced at a latter date.

Tours: Our Alpine Inn/Railway Museum tour is scheduled for April 23<sup>rd</sup>. Contact Bill Bratt for information. Non-club events: Lowland Tour and Palo Alto's Vintage Vehicles Festival on May 7<sup>th</sup>. Information was sent out by e-mail to our members.

Friendship Day: BobMoll reports positive progress. Working on getting food vendors. Because of the covid situation, more sponsors and gifts are needed. Gift Bag stuffing will be announced soon. Jim Remington needs more volunteers.

Publication: Ted Panofsky and Jim Remington are still working on our g-mail situation. Jim is using Yahoo to send information out.

Webmaster: Ted Panofsky is still working on our g-mail problem. Updated information on Friendship Day and tours/events have been posted. A suggestion was made to re-write/update our introduction page on our website.

Historian: Ed Krantz's talk included: a book of the Littlefield tank collection, a copy of our 1968, 6<sup>th</sup> Friendship Day program, a October 1969 Windshield Post newsletter, and history book of Wellesly Park.

Refreshments: Sharon Becker

Programs: Charlie Dreschsler, Jr. is working on future speakers for our meetings.

New Business: The need to revise some of our bylaws and club dues increase were mentioned

Meeting adjourned: 8:27 pm.

Next Board Meeting: May 23, 2022 7:30 pm

Next General Meeting: May 27, 2022 7:30 pm

Submitted by: Co-secretary Ed Wong

## MPOTAC Board Meeting

April 18, 2022

The meeting was called to order by Charlie Drechsler at 7:30pm. Members present were Bob Moll, Ed Wong, Bill Bratt, Charlie Drechsler, Jim Remington, Ed and Maureen Krantz.

The minutes were approved as printed in the Windshield Post.

Treasurer: No report, Ted Panofsky was not present.

Health & Welfare: Tanya Pomposo sent a card to Diane Dupont's family and Charlie Jr. announced that his father Charlie Drechsler Sr., also a club member had passed away.

Tours and Entertainment: Charlie said he is keeping in contact with the speakers his Dad had lined up for our future meetings and that he and his wife Cynthia attended the talk that Ed Archer gave at the Candy Store. Bill Bratt reported that 18 cars were signed up for the tour to the train museum this coming Sat, 16 from MPOTAC and 2 from the Model T Club. An e-mail about the Lowland Tour (DTBA) and an event in downtown Palo Alto on May 7<sup>th</sup> will be sent out to our members who might like to participate in them on their own.

Friendship Day: Chairman Bob Moll announced that we will have more spaces available than were originally promised. There will be some spaces reserved outside our area for spectator parking and no fees collected from walk-ins. Bag stuffing (TBA). Jim Remington has 11 signed up to work the gate but would like a few more. Charlie volunteered to pick up supplies in his trailer.

Publication: Jim Remington and Ted Panofsky are working on the g-mail problem.

Historian: Ed Krantz will have a presentation at the meeting.

Refreshments: Sharon Becker

New Business: Reviewing the by-laws and discussing if we should continue the practice of lifetime memberships, if so, how could it be done differently than it has been in the past. This discussion is tabled until the May board meeting.

Meeting adjourned at 9:15

Respectfully submitted: Maureen Krantz, co-secretary



The Microbus is back, baby! Nearly 75 years since the first Volkswagen Type 2 rolled off its assembly line and into the annals of Americana as an icon of 1960s counterculture, VW is re-releasing the emblematic vehicle — this time [as a full EV](#). VW executives [took to the livestreaming stage on Wednesday](#) ahead of SXSW 2022's kickoff to [debut the ID.Buzz](#), which will be available as both a people mover and a cargo van (dubbed the ID.Buzz Cargo) beginning this year. The [ID.Buzz will appear in Europe first](#) — arriving later in 2022

From Yahoo News, Andrew Tarantola



# Antique Autos in History Park

The largest annual antique auto show in the West  
"A living History Day"

Greetings Antique Auto Enthusiasts and Friends,

The largest annual antique auto show in the West is planned for **Saturday**, September 17, 2022. Save the date and also pass the date to your club members and friends.

The 22nd annual Antique Autos in History Park (AAHP), 635 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. AAHP welcomes all period-correct pre-1946 vehicles.

In addition to many antique vehicles, there will be participation by the Early Day Gas Engine and Tractor Association, displays of Early Crafts and Antique Collectibles, a Dixieland Band, Singers, Dancers, Barbershop Quartet, Vintage Clothing, Blacksmith Shop Demos, Trolley Rides, History San José Open Houses, and Kids Activities.

Bring the family for a day of viewing, entertainment, and fun. More information to come.



SANTA CLARA VALLEY

MODEL T FORD CLUB

51<sup>st</sup> LOWLAND TOUR – Saturday, June 11, Sunday, June 12, 2022

Pre-1946 Period-Correct Vehicles

Go to their website for registration and information: [scvmtfc.org](http://scvmtfc.org)

SANTA CRUZ WOODIES & THE CITY OF SANTA CRUZ PRESENT THE 26<sup>TH</sup> ANNUAL

# WOODIES *On The* WHARF



Hosted by  
**5<sup>TH</sup> ANNUAL  
NATIONAL WOODIE  
CLUB MEET**

**SATURDAY, JUNE 25<sup>TH</sup>, 2022  
SANTA CRUZ MUNICIPAL WHARF**

## IF YOU EVER PLANNED TO VISIT SANTA CRUZ, THIS IS THE YEAR!!!

The National Woodie Club (NWC) has chosen to hold its Fifth Annual National Meet in conjunction with this year's Woodies On the Wharf. Unless you've spent the last 25 years under your car, you've heard how much fun Woodies On the Wharf in Santa Cruz can be. With 200+ Woodies, parties every day and attractions like beaches, mountains, and the historic Boardwalk, many Woodie fans come for the entire week.

But be forewarned. Santa Cruz is a resort town, and it fills up fast. In high school, you'd just sleep in the back of your Woodie. This summer, you're going to need a room. So, jump on the websites below for hotel and schedule information.

[www.nationalwoodieshow.com](http://www.nationalwoodieshow.com)

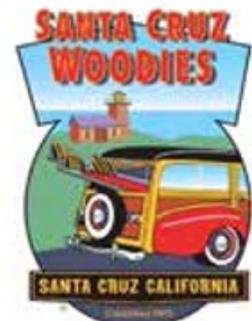
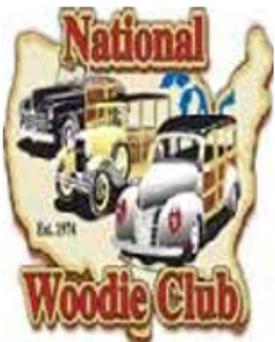
[www.santacruz.org/places-to-stay/](http://www.santacruz.org/places-to-stay/)

**JUNE 23-26, 2022**

**26<sup>TH</sup> ANNUAL WOODIES ON THE WHARF**

In conjunction with

**5<sup>TH</sup> ANNUAL NATIONAL WOODIE  
CLUB MEET**



NWC info: [nationalwoodieclub.com](http://nationalwoodieclub.com)

SCWC Info: [www.santacruzwoodies.com](http://www.santacruzwoodies.com)  
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