

FALL 2025

The Jefferson

MOTORCAR GAZETTE



Columbia

RED LION

The Columbia is a car of a thousand excellencies, appreciated for its fine design and careful building, and for a wealth of exclusive features other cars do not possess.

Printed by Geo. W. Hill

THE COLUMBIA MOTOR CAR COMPANY, Station 106-A, Hartford, Connecticut
LICENSED UNDER SELDEN PATENT

Packard 1912 Motorcars

Chassis in three sizes
Large line of open and enclosed fore-door bodier

Catalog on request
Complete information from any Packard dealer

15-hp Packard 15-hp fore-door

Ask the man who owns one

WILLYS-KNIGHT

IMAGINE a motor that runs each day as though its valves had just been tuned by the chief engineer of the factory that built the car. That is how Willys-Knight sleeve-valves operate. Their only change is *improvement with use.*

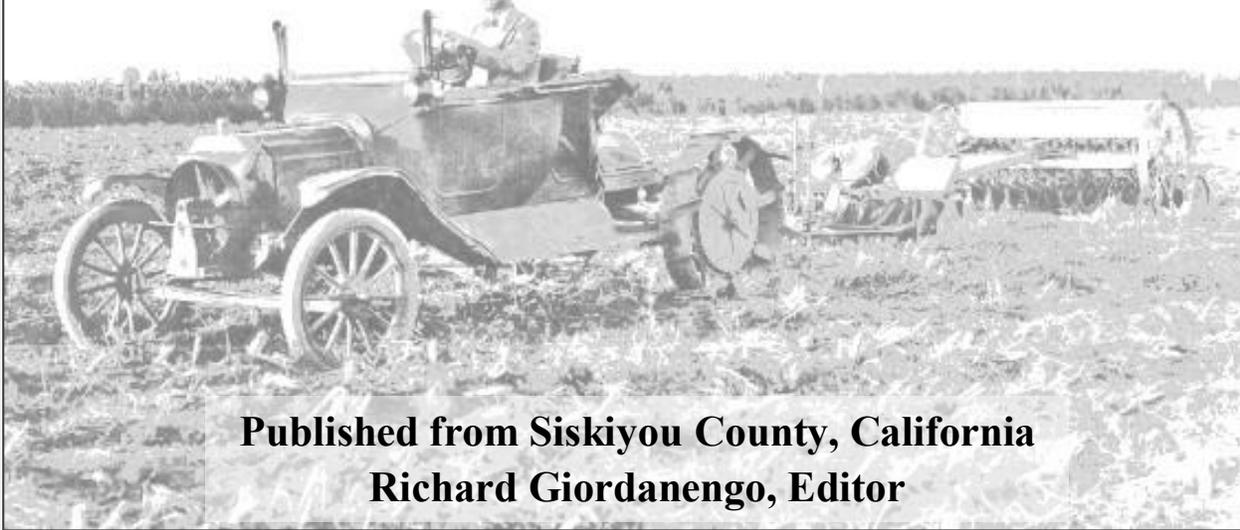
The positive, unvarying action of the Willys-Knight sleeve-valve motor and the steady improvement in its velvety operation account for the *unvarying daily* regularity of Willys-Knight performance.

A firm, rigid chassis gives solidity to the whole car and preserves it against the weakening and damaging influence of road strains.

Willys-Knight Built to Endure

WILLYS-OVERLAND, INC., Toledo, Ohio
WILLYS-OVERLAND, LIMITED, Toronto, Canada

The Jefferson Motorcar Gazette is dedicated to all the antique vehicle enthusiasts, the practitioners of obsolete crafts, and those who enjoy operating, collecting, and tinkering with old machines, old tools, and any other long-forgotten, useful contraptions.



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Richard Giordanengo, Editor**

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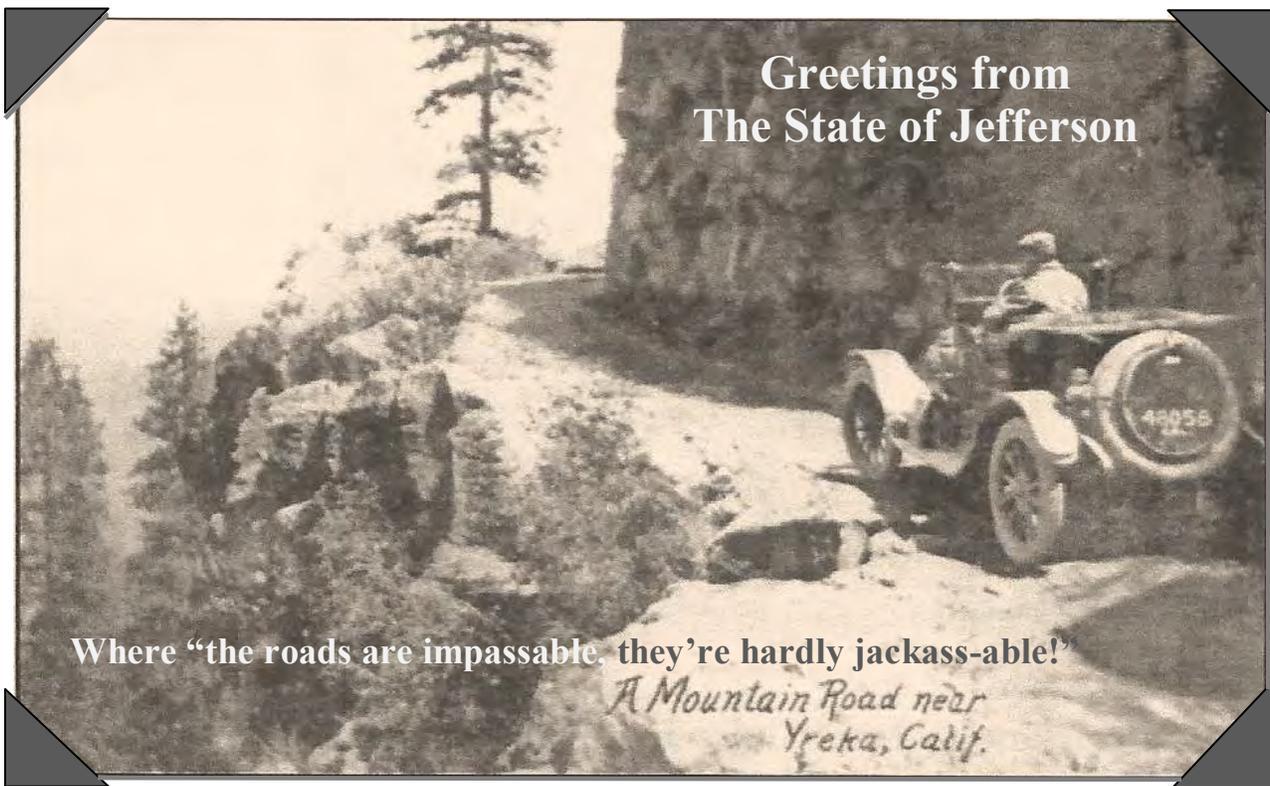
If you would like to submit articles, stories, photographs, advertisements, or other items of interest, please send to:

motorcargazette@outlook.com

**Greetings from
The State of Jefferson**

Where “the roads are impassable, they’re hardly jackass-able!”

*A Mountain Road near
Yreka, Calif.*



Checkin' the dipstick

“Do you have your wood in?” It’s one of those questions that come up around here this time of year. Maybe it’s not so much an inquiry as it is a friendly conversation starter about firewood, woodstoves, chainsaws, axes, and BTU’s. It’s also a stark admission that summer is over. I think the real question is: are you ready for winter? But in the first days of fall a lot of people aren’t ready to talk about winter – even though they might be thinking about it. So we talk instead about firewood, apple crops, and first frosts. And that’s fine.



It’s funny how just when summer is starting to hit its stride, it begins to stumble. But, I guess, every season is like that. Just as we get comfortable with the rhythms and sensations of one season, it starts to shift to the next. But seasons rarely shift gradually; they usually vacillate, a bit to the next one for a few days, then back again. Summer is just humming along, and then one day you notice that something looks, feels, or sounds a little different; like the temperature of the air, the length and direction of shadows, or the faint call of birds which you haven’t heard for several months. You strain your ears. “Were those robins?” You listen harder, but it’s gone. A week or two goes by and nothing happens. Then you notice bits of red and yellow on some trees, and you swear they were green just the day before. A handful of these experiences later, you finally concede that fall is no longer coming; it’s here. And in a lot of places it’s a season that people really look forward to, as the summer heat sometimes has a tendency to overstay its welcome.

The beginning of fall is usually the easy part. Most of the days are pleasant, and there’s no extra work involved, except to maybe put a few fans away. The real work is coming later, and you know what it is, so I won’t remind you (stuff like raking leaves, putting away patio furniture, rolling up garden hoses, maybe stacking the rest of the firewood, then raking more leaves) because it might be too upsetting for some of you to think about right now, when the weather is so nice. So, for now, I hope it’s a long and wonderful fall in your neck of the woods. - RG

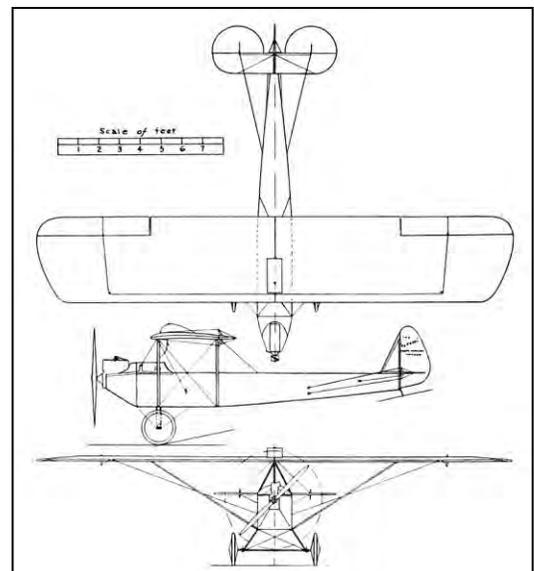
Heath Super Parasol

The First “Heathkit”?



In 1906, early aviation enthusiast Ed Heath designed and built the first of his several home-built “aeroplanes”. By 1927 he was manufacturing the Heath Super Parasol (above) which sold for \$595. For the more ambitious customer, the Parasol was also sold as a parts kit. A set of blueprints cost five dollars. The recommended power plant was a modified Henderson motorcycle engine.

Heath was killed during a test flight in 1931. The bankrupt Heath Company was sold in 1935 and the new owners focused on the sales of small aircraft accessories, switching to the sale of electronics in the late-1940s. Their first do-it-yourself electronics kit, a five-inch oscilloscope, was sold in 1947 under the name **Heathkit**. Other Heathkit offerings included voltmeters, various radios, clocks, stereos tuners and amplifiers, power supplies, and more, inspiring generations of hobbyists.





1927 Packard
Engineering Test Room

1916

No Need
to snap the Whip
with the
FEDERAL

It is on the job all the time—giving dependable and economical service. Snow and ice, rain and mud, the worst kinds of road or weather conditions do not tie up your traffic department—if it's *Federalized*.

How about **your** haulage? Are you paying the extra cost in time and money of horse-drawn delivery in these days of the more efficient motor transportation?

You owe it to yourself and to your firm to let us at least show you what other concerns in your line of business have saved with Federalized Transportation. Write today.

Federal Motor Truck Company
Detroit, Michigan

1931

*Just open the throttle
and Glide Away*
with
the
**Self-Operating
CLUTCH**

SELF-OPERATING CLUTCHES for Fords are complete units, quickly installed, which do not deprive you of your car's present advantages, merely adding the self-operating principle to your conventional clutching system. Simply press a dash-control to place either system in use. Engineers have pronounced Self-Operating Clutches the greatest contribution to motor car performance since self-starters, yet these units

achieve their velvety smoothness by the simplest mechanical means, which will not vary or get out of adjustment. All parts are built to satisfy the most rigorous standards, and will last the life of your car.

They permit you to forget your clutch pedal, if you wish, even when starting your car. There is scarcely ever a need to shift gears, excepting occasional reverse needs. Self-Operating Clutches will do all your work for you.

With a Self-Operating Clutch, your car will have an even flow of power under any conditions—on hills, on pavements, in mud or snow—1931's greatest contribution to motor car performance.

If you are interested in obtaining a Self-Operating Clutch for your car, order through your dealer, or write directly to the factory. Full descriptive information will be sent upon request.

WOULDN'T you like to have your Model A's present getaway, but with all the ease and smoothness of the finest car on the road?

Riding with the Self-Operating Clutch—the sensation of the 1931 New York Automobile Show—you will know all the thrills of "multi-cylinder" performance... so easy... so gentle... you'll be surprised to find yourself in motion.

This amazing engineering advance, distinctly different from anything now in use, simplifies driving, relieving you of countless tiresome driving operations. It eliminates 8 out of 9 starting actions. Its velvety self-operation completely banishes jerks and jumpy motion, bringing in its place an effortless power application already famous as the *gliding getaway*.

Single Operation Stops—Single Operation Starts
You stop your car by one motion—pressing the brake. Why not start it with equal simplicity? With the Self-Operating Clutch, just open the throttle, and you're off! Imagine crawling through thickest traffic or cruising all day on the open road, without touching the clutch or shifting gears!

If you haven't yet experienced driving's *really modern* thrill, then by all means try a floating tour with the Self-Operating Clutch, *secret of the gliding getaway*...

THE AUTOMATIC DRIVE & TRANSMISSION CO., INC.

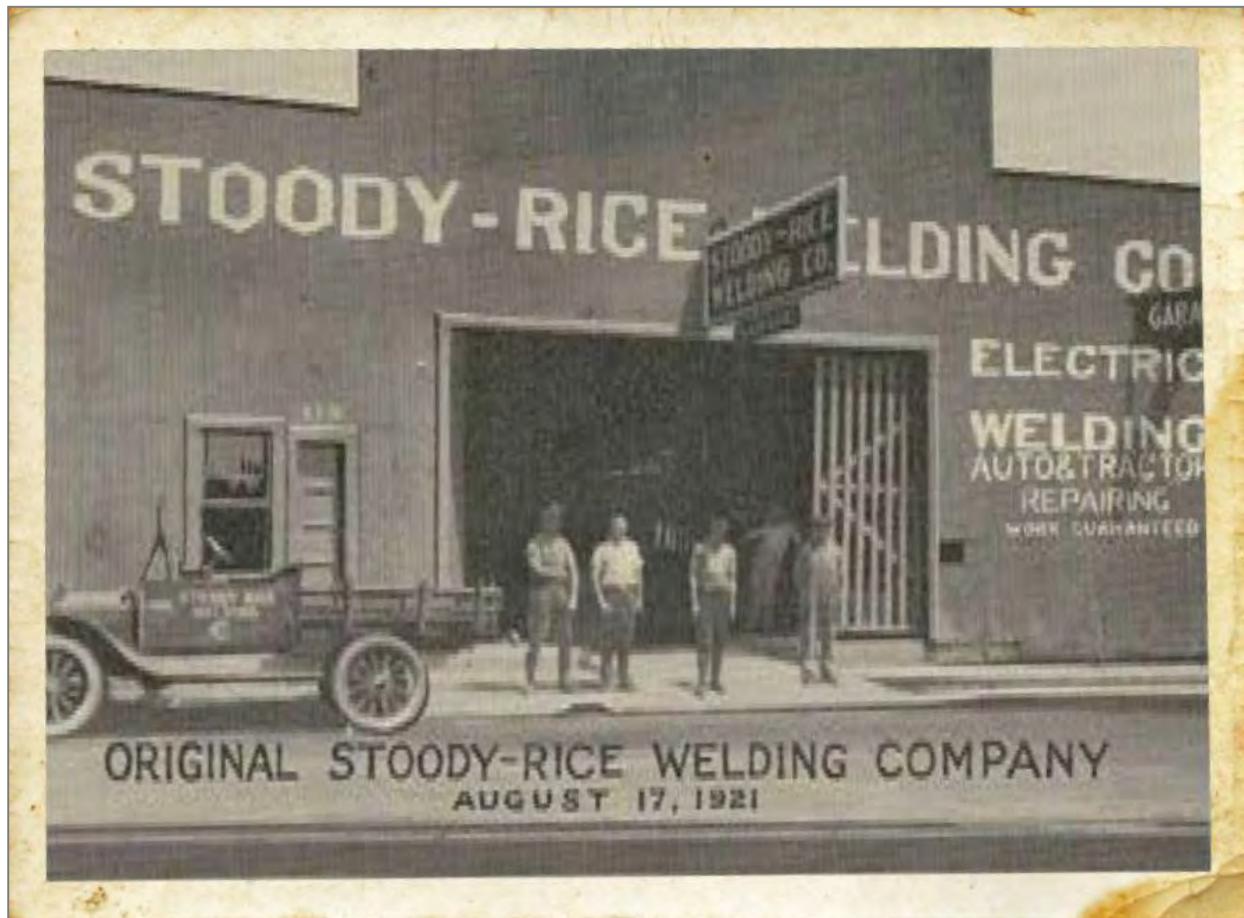
1932 Ford Mobile Observatory



The Stoody-Rice Company, founded in 1921, began as a tractor and automobile repair business, specializing in welding. Eventually the business extended to the repair of oil rig drill bits. To increase durability and help the bits stay sharper longer, the company developed the technique called hardfacing.

Company co-owner, Shelley Stoody, was also an amateur astronomer. In 1933, he had a Zeiss 9½-inch refracting telescope mounted to the roof of a 1932 Ford owned by friend Ed Turner (left) to promote mobile astronomy.

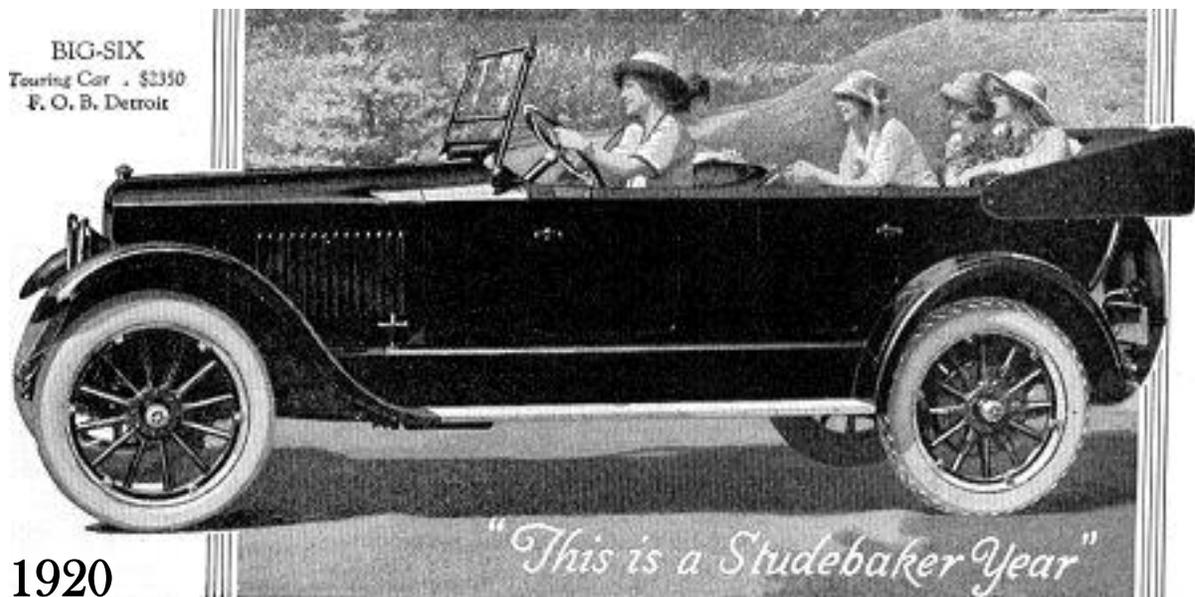
The telescope was eventually sold to the Griffith Observatory in 1954, where it was piggybacked onto the existing 12" Zeiss telescope, and is still in use.



FOR SALE

1923 Ford Model T Touring Car

Call: Sharon
(530) 842-3864
Yreka, California



1920



In early September, the Rogue Valley A's, in southwest Oregon, hosted this year's annual Model A Gymkhana outside of Gold Hill, Oregon.

Model A'ers from Southern Oregon and Northern California enjoyed the warm weather and friendship as they competed in several, fun car games and Hubley races. A potluck lunch was served, featuring barbequed hamburgers, and at the end of the afternoon everyone drove away with good cheer and happy memories.

Safari Past & Present Owners Reunited

I have a story that may peak your interest. It started in 1987 and was completed recently at the Concours d Lemons in Seaside, California .

My name is Richard Gabrielson. My wife Pam and I live in Hornbrook, California, 8 miles from the Oregon Border on I-5. Exit 789 to be precise.

In 1987 I bought a 1955 Pontiac Safari which needed a lot of repair. One thing about it is that there are some decals in the rear sliding windows that caught my eye.

Among the decals was NHRA (National Hot Rod Association), others depicting oil companies that said "participant".

The most intriguing to me was a decal for the 1970 Fuel and Gas Meet in Bakersfield that also said "participant". These caught my eye since they indicated the car had a racing history. But what kind, as it certainly did not look like a race car. It had been mildly customized at some point by removing some chrome trim and it was repainted blue with a silver top.



The car also had some Fort Ord decals on the front bumper which gave me an idea it was a Central California car at some time.

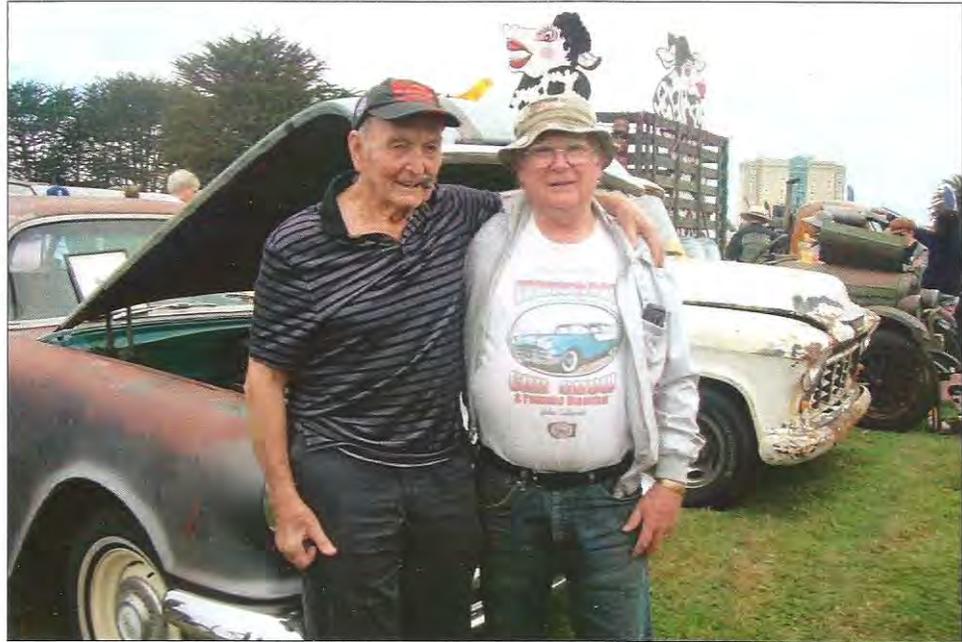
In 1994 my wife and I restored it mechanically for a car show for Pontiacs in Roseville, Ca. where a potential buyer would be. He took a look at it and walked off saying it was too rusty.

So for the next 20 or so years I would enter it into

car shows in the Central Valley hoping to complete it's history. I knew the first and third owners but not who put the decals in the windows.

Two years ago at a show in Clovis, California put on by the Pontiacs of Central California, I was showing the decals to a fellow when another guy behind him says, "don't you know...."? "Don't I know what"?, I replied. He said this Pontiac Safari was the push car for Steve and Mario San Poalo's Spaghetti Bender dragster out of Salinas Monterrey. This car pulled a large trailer with the race car in it all up and down the west coast to drag race meets. Then it would push the race car down the drag strip up to 60 mph before it would run.

When I got home, I googled the dragster a found a few articles about it. One was a fellow who was selling the trailer the Safari used to pull. Another was a fellow who restored the race car and has it in a museum. I then was able to get the San Poalo's number and called it. A sweet lady answered the phone and yes they did own that car. They paid \$90 for it in the sixties and sold it in the 70's for more than what they paid for it.



Above: Past owner, Steve San Poalo and current owner, Rich Gabrielson at the Concours d Lemon in Seaside, CA. , August, 2019.



I told her if there was a way I would get that car down to their area for a reunion. The Concours d Lemons was a perfect opportunity. Just another 950 mile trip for this dependable old car!

We drove down to Seaside, CA for the show where the Safari fit in perfectly with it's faded paint and rusty roof. A while later a fellow came up and said Steve San Poalo was in the car and would be over soon to see it. He is in his late 80's now and still lives in the area as a Seaside native. When he came up to the car his eyes lit up and the memories and stories about the car came out. We put him behind the wheel and suddenly he wasn't old any more, he was back in the 60's getting ready to race the next guy. We took some photos and I had him sign the dash board.

He told me he put a built 389 in it first and replaced that with a built 421 so the race car would start quicker. I asked him if he had photos of the Safari back then and he said "No, it was just a push car, why photo it"? We took photos of the dragster, not the push car." He does have film of it pushing the dragster that he plans to share with me.

My car's history is now complete. It pushed one of the fastest race cars on the West Coast, over and over to victory. Owned by one of the nicest gentlemen I have ever met. God Bless You Steve! Thank you for letting this car go so I could relive its history with you. Maybe it will end up in that museum next to the dragster someday.

Richard Gabrielson, Hornbrook, California



Above: Steve San Poalo in the driver's seat.