MAY, 2024

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Vice President: Alma Phillips
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Treasurer: Marilyn Budde
Membership: Gayle Schildt
Newsletter: Norma McCabe
Events: Position needs volunteer
Sunshine: Yvonne Westberg

President's Message

Hello Cruisers:

President Mike Here. I think April was a great month to be a Cruiser. We had our breakfast on the 1st Sunday, a lot of Cruisers were at Coffee-n-Cars on the 2nd Sunday. Then many cruisers went to Kool April Nites in Redding. That is an awesome event. They had a great turn out of cars, and Redding really likes Hot Rods. You can go to many different shows the week prior. A lot of the Cruiser's went to the Enterprise High School Car Show on Friday. I met a few students who asked if I would take them for a ride. So, they hopped in Chris' car and I took them for a ride. I asked them questions, and they asked me questions about the car, and what work was done on it. I then asked them what the Mountains were on the west side of Redding. They said they didn't know. I told them it was the Trinity Alps, and they should stay in school, as they have more to learn.

May should be another good month for the Cruisers. On Sunday May 5th we will have our Cruise to Sturgeon Mills. You can cruise in your hot rod if you want, but I think it might be a very dusty place, so I will be driving our regular car. Please meet at the South Napa Target Parking lot at 8:30. The first demonstration of the Mill is at 10:00. Please remember to wear comfortable shoes, that you can walk easily in as the mill has uneven surfaces. You can purchase a lot there at the mill, or bring your own. (We do not know what they are making for lunch or have the prices). Hopefully we can find a place to all sit down and eat together. You can leave whenever you want. The demonstrations end at 3:00 PM. They recommend dressing in layers, as they sometimes have cool ocean breezes.

Then on the 4th Wednesday of the month, we will have the Cars-n-Cones at Foster Freeze. Hop to see you this Sunday for Sturgeon Mills, or at our General Membership Meeting on May 9, 2024. We will have some stories to tell and some award winners from Kool April Nites.

Keep the shiny side up.

President Mike

Birthday Wishes for May 2024

Jean McCollum	May 3rd
Rod Dahlgren	May 4th
John Kelly	May 14th
Al Lawson,	May 14th
Marcie Phillips	May 14th
Daniel Mc Cabe	May 16th
Barbara Stoer	May 23rd
Yvonne Westberg	May 24th
Mike Robinette	May 25th
Brad Parsons,	May 27th

MAY 2024 ANNIVERSARIES

Rich & Vickie Dudley	May 3rd
Keith & Jeanne Feigel	May 3rd
Harvey & Edwina Price	May 6th
Jeff & Krystal Broyles	May 9th
Rod & Cindy Dahlgren	May 15th
Frank & Johanna Smith	May 22nd
Mike & Chris Butler	May 24th

Sunshine Corner

Cards were sent to the following members:

- ★ Sue Grimm had Cataract surgery.
- ★ Gene Gregory for the loss of his wife, Mary.
- ★ Harvey Price who took a bad fall and went to the hospital.
- ★ Dave & Sandy Silveira for the Loss of their kitty, Skoshee.
- ★ Sandy Silveira, for a short stay in the hospital.
- ★ Bert Grimm, had a knee replacement
- ★ Norma McCabe who went to the ER and ran into Harvey.
- ★ Dan McCabe who had oral surgery and seven teeth pulled.

In supporting our club members please send cards to the above members.
Remember if you know someone that needs some SUNSHINE please contact:
Yvonne Westberg @ (707) 337-5532
Please call or text this number.

Editor's note: As recipients of those wonderful cards, it really means a lot to know how much your car family cares. Thank you to everyone who called, texted, sent cards, flowers, and all those pictures of food from Kool April Nites that Dan could not eat! ♥ We love you all! ♥

Upcoming Events

NVC Breakfast
Sunday, May 5th 8:30-ish
***Jefferson Café**

★

General Meeting
Thursday May 9th, 6:30
Napa Elks

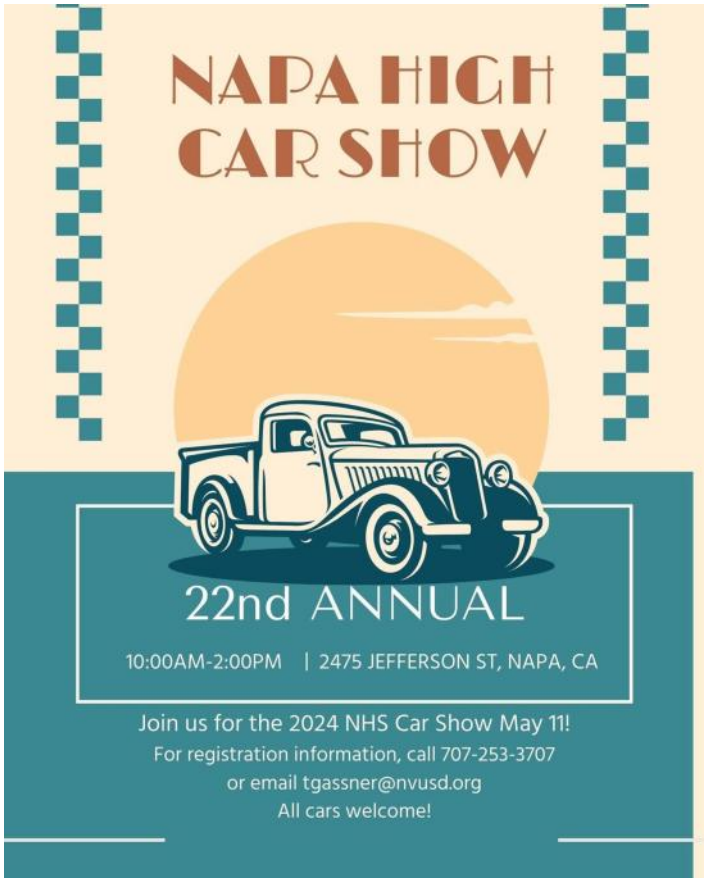
★

Coffee and Cars Sunday
May 12th
Brewed Coffee 8am-10am

** possible change in venue next month*

Watch for more events next month!

We really need an Event Director



The Date has been set for our Olema Campout

Oct 7 through Oct 14, 2024
Wagon Masters
Gayle Schildt & Alma Phillips

Save the Date:

Christmas Luncheon

at the Elk's Lodge

December 7, 2024

May 3-5 – Sacramento: The 73nd Sacramento Autorama is Friday to Sunday at the Cal Expo Fairgrounds, 1600 Exposition Blvd.

May 3rd - Calistoga Wildcat Car Show 6-pm to 8pm in front of Calistoga High. Support Calistoga Joint Unified School! All the money goes to next year's Junior High ASB class to support the Junior High with what they need! See email for info.

May 4th - St. Helena: **Rianda House is holding a FREE Car Show** . For information about displaying your classic car, contact John Muhlner at jbmuhlner@earthlink.net or 707-637-3336.

May 5, 2024-- Sebastapol: Demonstration Day at Sturgeon Mills It is a working mill and they expect to have about 500 people to attend. Admission and parking are free. The Mill opens at 10:00 am, closes from noon to 1:00 for lunch. There is a place to purchase lunch or you can bring a picnic. It is recommended you dress in layers (they are 7 miles from the ocean) and wear walking shoes as the ground is uneven. No dogs, alcohol, drugs or smoking on the premises. Plans are to meet at South Target parking lot by 8:30 am to caravan together.

May 11. 2024—Napa High Car Show 2475 Jefferson St, Napa—10:00am –2:00pm To register call 707-253-3707 or email tgassner@nvusd.org

Same Date—3 great shows!

May 18—Suisun City: Biggest Little (All Ford) Car Show Waterfront Plaza, Suisun City. Online registration only. Dan McCabe has flyers and help for non computer people. Must be pre-registered to park on the grass.

May 18—Woodland: Woodland Street Cruisers Back to the Street All Years, Makes & models

May 16-18 – Petaluma: Petaluma's 17th Salute to American Graffiti is Thursday to Saturday in Historic Downtown Petaluma along Petaluma Boulevard.

May 22, 2024– Napa: Cars and Cones starts at Foster Freeze on Imola. It will be the 4th Wednesday of each month from 4:30 pm until dusk.

June 16, 2024- Napa: Father's Day Car Show at the Meritage Resort. Registration is $45.00 with all proceeds going to Serenity Homes. Contact Tammy Robinette for more information. The show is limited to 200 cars.

REDDING CA.
KOOL APRIL nites
Classic Car Show
Est. 1990

April 24 - 28, 2024

Remembering . . .

The Good Ol' Days! I bet it was lots more fun than Ducky's Car Wash

The Auto Wash Bowl in Chicago circa 1920's. Lots of dirt roads back then.

"The nearly 80-foot-wide, ridged concrete bowl was about 16 inches at its deepest point in the center. Customers paid 25 cents to an attendant who strapped a protective rubber cover over the radiator. Patrons would then enter the bowl via a ramp and drive their cars around and around the bowl at a speed of about 10 miles per hour. The ridges in the concrete would vibrate the car and the water, creating a sloshing action that helped wash away all the mud from the chassis and wheels.

The process took about three or four minutes. The car would then exit the bowl where patrons who wanted a complete car wash could enter one of the bays where the rest of the car would be cleaned. On a busy Saturday, about 75 cars per hour would go for a spin in the wash bowl."

- Copied from the Vintage Everyday website.

Flashback From the Past!

Look Who Came to the Last Cars 'n Coffee!
Former Education Director, Ron Stahlecker!
Here is one of his old articles titled <u>The Vital Spark</u>
Reprinted with permission from the BSA Bulletin:

The gene pool has favored those smart enough to run the opposite way from lightning, and that aversion to sparky bits endures. But you can't ignore ignition. Andrew Wilson grabs the subject with both hands, if only metaphorically...

Early engines did without the rigmarole of electric ignition. Leaving aside the exact means, an internal-combustion engine needs a way to ignite the fuel/air mix inside its cylinders, effectively and at the optimum time. The problem was solved for the first engines in the most pragmatic way possible - using a hot tube or direct flame. The hot tube is very basic, and works as the name suggests by conducting heat from an external flame (so not much good, then, sifting somewhere under your petrol tank) into an area inside the cylinder. For low, fixed-speed engines then you can fiddle with the layout and valve timing so that the petrol (or coal gas) mixed with air reaches the hot bit at the right time . More or less. Many of you will have experienced your more modern engine running on after the ignition is cut, basically by that same mechanism if there are any lumpy bits of carbon in there to heat up (or an overheated plug, maybe after a thrash). You'll also then know that an engine designed to run at high and variable RPM doesn't work very well this way - notwithstanding pre-urban myths (someone will write in to say they've seen it) of some old bikes running well enough with the plug lead dangling. The big problem with hot surface ignition is that it can't work for anything other than slow, fixed-speed engines because the factors that determine the exact point in the cycle when the fuel/air mixture has burned only line up at one speed and are rather vague anyway.

What's needed is a mechanism to synchronize ignition better to the engine's operating cycle. And in the best tradition of the era, many early engines used an entirely mechanical approach. That was simply an extra cylinder valve that opened at the right time to link to a chamber that contained a continuous flame or hot region. That's pretty simple in principle but of course adds a lot of complexity. It's also a fair old challenge to materials technology; given that this ignition valve is exposed pretty much to peak temperatures whilst still open. And none of these mechanisms can cope easily with one of the other considerations for high-speed operation, the need to advance ignition relative to piston position as engine speed rises in order to allow the burning process to achieve peak temperature (hence pressure) at the best piston position.

So electric ignition has a lot going for it. Not at first, though, since the earliest electric systems were still heavily mechanical in operation. These low voltage systems - powered straight from batteries - relied on a timed mechanical separation by a cam and pushrod (similar to a valve train) of contacts carrying the battery current inside the cylinder. As you'll know from flashing a wire onto a battery, you can get a hefty spark this way even at 10 or 20 volts. But the mechanical drawbacks of such an arrangement are of course pretty clear.

Hence, practical electric ignition belongs really to the world of high-voltage (or high tension-HT) systems. The real benefit here is that the part in the cylinder - the spark plug - has no moving parts and therefore can work at high temperatures and high RPM. The problem is how to generate a high voltage at the right time. Time to look at electricity in some more detail.

Electricity is really all about the effects of a property in nature called charge. Some subatomic particles carry this property in little fixed lumps, always the same size. There are two types of charge, positive and negative. Rather than asking what charge is beyond that, let's concentrate on its effects. And for nearly all purposes, the only effect of charge that matters is that charges push or pull each other, even when quite far apart. The forces between charges are enormous, and it's only because positive and negative charges are roughly balanced in materials that we're not more aware of it. Many people down the years have contributed to our understanding of electricity and it's hard to know whom to recognize. But let's choose Charles Coulomb (1736-1806). Coulomb's most famous achievement was to formulate the laws of forces between charges, and for his trouble he at least achieved eternity in having the measure of charge named after him. To vindicate his theory, Coulomb had to construct an incredibly accurate balance to measure the very small changes in force between objects as he changed their charge.

I'll concentrate on just one particle that exhibits charge - the electron - which has a charge of -1 unit. Many materials - especially metals - contain loosely anchored electrons that are free to move. But not that fast, since the sort of currents that flow in typical wires carrying a few Amps or so on your bike mean that the electrons are crawling along so slowly it takes a given electron hours to get from the battery, through your headlight and back again. Once you have the idea of charge straight, then the concepts of voltage and current become quite simple - voltage is just the amount of work you need to do on each unit of charge (how much energy you give it) to move it along, and current is just the amount of charge passing a point in a fixed time.

Now then, back to HT ignition. The simplest - but not necessarily the best or most reliable system, cue endless debate - is a coil system with a contact breaker (CB). Many people have contributed to the evolution of coil ignition, but in the spirit of recognizing flamboyant genius then you can't ignore Nikola Tesla (1856-1943) and his work on high voltage generation using coils. You all know the general arrangement, probably from having dropped all the fiddly little bits of it on the road late one night when it all went wonky. But what really happens when it does decide to work? Remember charge. When the CB points are closed, a battery - whether it gets its energy in turn from some generator that we'll cover next time, or just running itself down - pushes electrons (charge) through the primary circuit and windings in the coil. Remember that a wire is just a huge collection of atoms each with those few loose electrons each to drift along. Each electron possesses energy that it got from the battery. You can call that energy of moving charges a magnetic field - but that's just a name for the particular effects of moving charges. Nothing exciting happens until the CB points open. The action of the fixed atoms in the primary coil wire soon stops the electrons on the way into the coil, but the electrons pushing on each other (especially because the windings are so close) and the fact that nothing happens instantaneously mean that the ones on the way out keep going that little bit longer. So they continue on, but now into the capacitor (condenser), that mysterious little gizmo also connected to the coil primary. Having somewhere to go like that stops the electrons trying to jump the initially small gap at the points, but that's a minor (albeit useful) aspect of having a capacitor. It's real function is to store charge on its foil plates that are very close together, but insulated from each other and rolled up into a tight cylinder. It continues to store charge until all the electrons that can manage it have piled up on one of the plates. At this point, the voltage across it is a good bit higher than the battery voltage, and so the capacitor now starts to drive the electrons back the other way, even backwards through the battery. The capacitor then charges up the other way and the cycles continue. In this way the arrangement is like a weight on a spring where the weight is like the primary coil and the spring is like the capacitor - it oscillates in the same way the electrons oscillate in the coil/capacitor circuit. But the oscillations die out after a few cycles, because the electrons lose energy all the time. Partly to heat - the resistance of the coil and its wiring steals some of their energy, and partly to radio waves. Of course, ignition systems are designed to minimize the amount of radio energy that goes into your neighbour's telly, but there's always some. Fortunately, most of the primary circuit electron energy goes where it ought to - into the secondary of the coil. How? Well, the initial outflow of electrons (while no more flow in) thins out the electrons in the primary. And as the electrons jiggle back and forth between capacitor and coil, they sometimes bunch up and sometimes thin out against the uniform background of positive charge in the atoms of the wire in the primary. This results in lumps of unbalanced charge which push against their neighbours in the secondary by the very force that Charles Coulomb characterized. And because there are so many turns in the secondary, there are lots of electrons to act on and so the voltage developed in the secondary is much higher than in the primary.

This voltage then drives the secondary's electrons along the HT wire to the plug where they knock more electrons out of gas molecules in the gap and create that vital spark. Or give you a cheap thrill if you're holding the HT lead by mistake. The relative lightness and small size of the contact breaker allows for high RPM, and it's easy enough to have a centrifugal auto advance or manual advance to vary timing while the engine is running.

So what about magnetos? Their action after the CB points open is just the same as in a simple coil system and the only real difference is that the initial current in the primary while the points are closed comes from the generating action of the primary spinning within a magnet. We'll look in much more detail at the marvel of generation and charging systems in the concluding article in this series. But let's recognize also one other great character from history here, Robert Bosch (1861-1942). Bosch was the first to make and patent (in 1902) a reliable HT magneto, overcoming all of the obstacles of mechanical construction and the problems of preventing the HT (and even the primary voltage) from breaking down the insulation in the various components.

Modern electronic systems aren't that different either, essentially they just improve on the CB's mechanical shortcomings. The most common types sense engine position from a small magnet passing a coil and generating a current in it - charge in action again. That small current controls an electronic switch to interrupt the coil primary current, kicking off the oscillation in the coil/capacitor circuit. Some go further by turning the current on and off rapidly after the trigger point and so do away with the capacitor altogether - and sidestep the issue of the decay of energy in the simple circuit once the points open. The information is all there for the electronics to calculate engine speed from the frequency of trigger pulses and provide auto advance in the ignition unit.

And so your engine runs. It's a funny old world in that ignition is probably one of the least dependable aspects in its original form on your classic bike, and therefore one of the best ones to modernize. You can choose anything between going fully electronic or just by having a mag rewound with modern insulation, capacitor and so on. But the basic mechanism behind all ignitions - of how electrons push each other around (Quantum Electrodynamics, if you want its posh name) - has been proved to be the most profound, wide ranging and supremely reliable theory of nature. Machiavellian mechanisms and exact science - seems like opposites do indeed attract.

Bonus points for reading to the end! Thank your optician!

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