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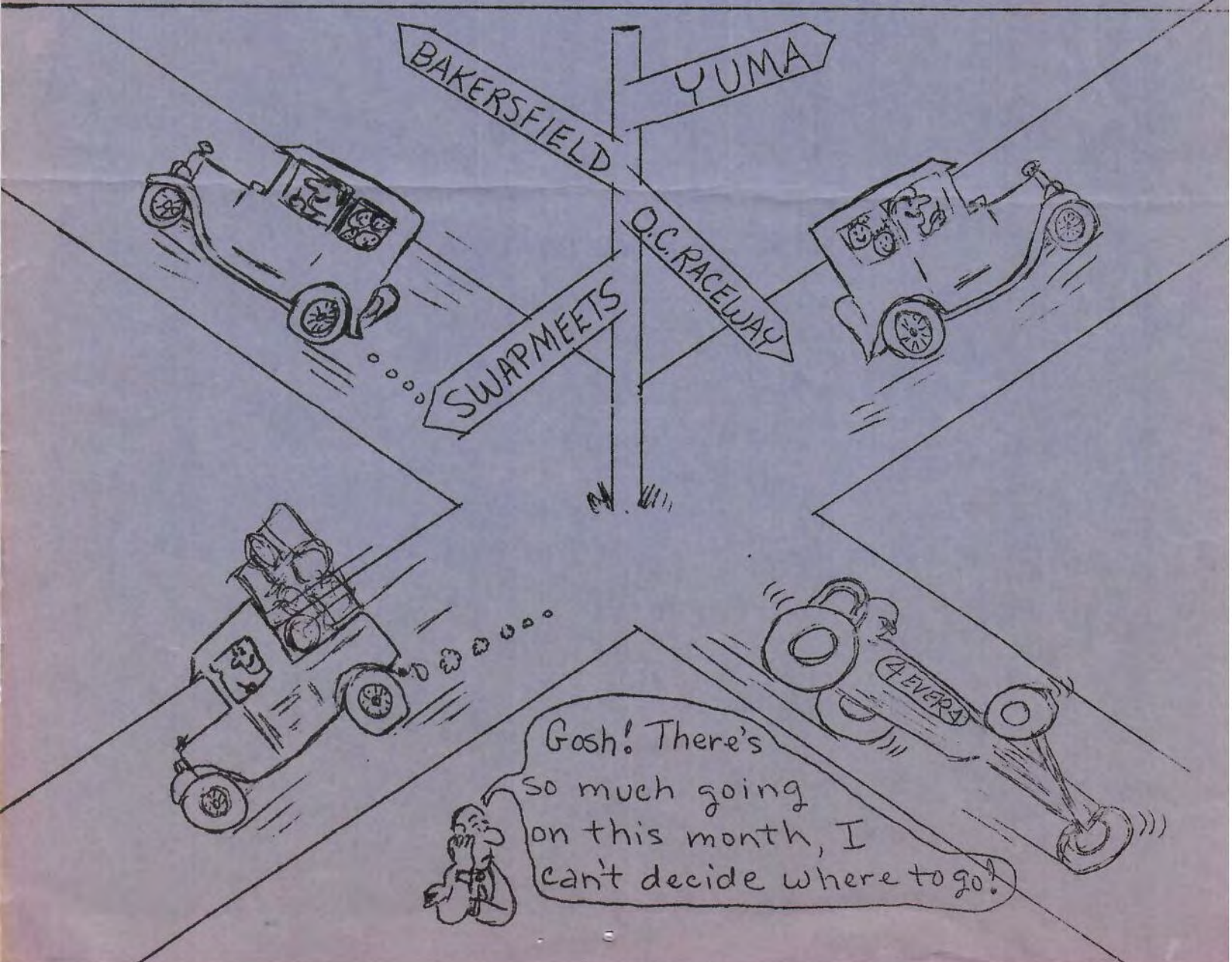
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Chapter Newspaper



Volume 12  
Issue 4

EDITOR: Pam Hoiland  
April, 1971



APRIL MEETING

Date: April 8, 1971  
Time: 7:30 PM  
Place: Izaak Walton Club House  
Program: This month we are going to have a very good film on automobile safety. Be sure to come see it. Who knows? It just might save your life some day!!!!

April 25: Paradise Valley Chapter Swap Meet in San Bernardino. More info at April meeting.

April 29: Board Meeting at the home of Lu Saez. Please let Lu know if you plan to attend.

MAY 2: Orange County Model "T" Club Swap Meet at Santa Ana Community Center parking lot on Civic Center Drive (formerly 8th St.) just west of Flower.

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APRIL CALENDAR

April 1 - 4 Annual YUMA TOUR! This is always a good meet so try not to miss it. This year they've planned something a little different and it looks like it will be really big!

April 11: HAPPY EASTER EVERYONE!

April 17-18: Bakersfield Chapter's annual Heritage Days. This is a fairly new meet but it gets bigger and better every year. Just ask anyone who has been there in the past!! Don't miss this one. You'll have a ball. See Bill Vaughn's article for details. Also, more info at the meeting.

April 18: 4 EVER 4 Club Antique Auto Drags and car show. If you've never been to this one you've really missed something!!!! This is drag races for cars of 1948 or earlier vintage! This year they are also having a car show along with the races and of course the traditional parade lap down the track. Any of you not going to Bakersfield will have a ball at this meet and you'll be supporting a real nice bunch of people!!! For more info call Les Miller at (714) 545-2860.

May 8: Queen Mary Chapter meeting. Plans are being made for a tour of the Queen Mary and dinner at the Reef in Long Beach for this date with the meeting to be held after dinner either at the restaurant or at the clubhouse at Pearman's. More info on this later.

May 9: Orange County Model "A" Club Swap Meet at Cars of the Stars. Keep this one in mind 'cause we'll need your help!!! More on this at the meeting.

How's that for a list of activities???? I hope I haven't missed anything. If I have I'm very sorry. I also hope that you don't all wear yourselves out in April. There sure is a lot going on. At least you won't have any chance to get bored!!!!!!!!!!!!!!!!!!!!

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BOEF FEET FORWARD  
by Larry Boef, Pres.

Many, many thanks go to all the hard workers that turned out to make the Spring Pancake Breakfast a big success.

It was suggested at our monthly board meeting that all our members aren't wearing their name badges. We have many new members this year and so that we can all get acquainted faster, if you have a badge, wear it, if you don't, our club Treasurer will sell you one at the next meeting.

The next big event is the Bakersfield Tour in April. We have a large group going so if you haven't been on a Model A week-end tour how about it? Join the fun and go with us.

We have many big plans being worked up

April 25:  
There will be a pancake breakfast before this meet.

Also on this date the Early Times car club is having their swap meet at the Cars of Stars and Planes of Fame. 6920 Orangethorpe Ave. Buena Park.

(Boof Feet, Con't.)

for the balance of 1971 so come on out to the meetings and events - we need you.

Our swap meet will be upon us before we know it and once again our jolly Bill will be asking for helpers so remember to hold your hand up high. See you there!

P.S. Stow Sale has donated a pair of stop plates to be raffled at the next meeting. You might be the lucky one!!!

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CLUB JACKETS

Our jacket chairman, Linda Hofstatter has asked me to print the prices of our club jackets and to remind you that she is still taking orders. The jackets must be paid for when you order them. The prices are as follows: Boys sizes - \$4.99 + tax  
Mens sizes - \$5.99 + tax  
Plaques - \$1.25

If you wish to order jackets, see Linda at our club meeting.

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And "A"-Way We Go....  
by Bill Vaughn

I would like to thank all you people who showed up early and worked so hard to put on our Spring Pancake Breakfast. A special thank you to Jim Douglass for all the help he gave me.

April 1,2,3,4 is the big Yuma meet. It is a good meet to attend, and those of you who are planning to go may want to tour. On Sunday, April 25th, Paradise Valley Club is having their Swap Meet.

Bakersfield Meet is just a short time away--April 17 and 18. This is a meet enjoyed by all. Be sure to get your reservations in at the Holiday Inn, 2700 White Lane on Freeway 99, South Bakersfield. On this same weekend the Antique Auto Races will be held at the Orange County Raceway. It is a lot of fun watching the old cars run the 1/4 mile for time.

Swap Meets coming up are the Orange County Model T Swap Meet on May 2 on Civic Center Drive (just west of Flower at the Santa Ana Bowl), and the Orange County Model A Swap Meet on Sunday, May 9. Our new location will be the East Parking Lot of the Movie World Cars of Stars and Planes of Fame, 6920 Orangethorpe Ave., Buena Park, just off the westbound Riverside Freeway, west of Knott Avonue.

We are in dire need of a Publicity Chairman. Robin Dunlap did a fine job, but he has moved to Alaska. If you would like to take over the job, or know of anyone who would consider the task, contact me at the next meeting-- or give me a call (532-5363)

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UP YOUR EXHAUST PIPE  
by Doc Sale

The article this month deals with the psysiology of the cooling system of the Model A Ford. The ordinary four cylinder engine throws off enough heat to warm a four- bedroom house on a day which is close to zero. The combustion chamber temperatures rise as high as 4,500 degrees and usually only one-third of this heat is converted to useful power, one-third is dissipated in exhaust gases and the remaining one-third is absorbed by the engine parts and must be removed by the cooling system. In order to remove this heat the coolant in the car must be circulated to the cooling system at rates as high as 3,000 to 5,000 gallons per hour. To circulate the water at this rate, the water pump in the Model A must turn as fast as 4,000 revolutions per minute. There is a reduction between the diameter of the large main shaft pulley and the water pump which gives approximately a one-third faster RPM on the water pump and pan to that of the crank shaft. Hard driving in today's traffic can put out enough heat energy in the cooling system to melt an average 200 lb. engine block within 20 minutes. When metal temperatures are not controlled by adequate cooling the following consequences occur: Preignition-detonation-knock burned and scored the pistons, warped and burned valves and lubrication failure.

In the cooling system heat is transferred by the coolant like an endless conveyor belt. The flow of coolant must continually carry a load of heat from the engine water jacket into the radiator for transfer to the outside air. The coolant then returns to the engine to absorb more heat. The fan belt is usually the only link between the engine crank shaft and the cooling system and it performs two important jobs:

It drives the fan which draws the cool air through the radiator core and it draws the water pump which circulates the coolant to provide adequate cooling in passenger cars. The pump, as previously mentioned, must circulate up to 5,000 gallons per hour.

As the coolant leaves the block it flows

(Up your Exhaust Pipe, con't.)

through transfer holes in the gasket into the cylinder head and the gasket performs two very important functions. It seals both combustion chamber and water jacket joints in the cylinder head and block. The gasket must withstand as much as 700 lbs. per square inch combustion pressure and also seal the water jacket under coolant pressure as high as 35 lbs. per square inch in those coolant systems which are pressurized. Continuous rapid flow of coolant through the narrow water passages of the cylinder head, particularly around spark plugs and exhaust valve seats, is very important since the area available for cooling is limited in the Model A blocks. In more modern engines the coolant temperature is controlled in its minimum range by a thermostat ordinarily and therefore the outside air temperature controls or determines the temperature of the water returning through the lower radiator hose to the block.

In most modern cars, as in the Model A, the hot coolant enters the radiator by way of the top tank and passes down through a series of small tubes surrounded by fins and air passages. Air flowing around these fins and tubes transfers the heat to the air and the cooled liquid reaching the bottom of the tank is picked up by the water pump and repeats the cycle. In Model A Fords the tubes were round and although the diameter remained the same the quantity of coolant passing through the tubes at any given period of time was larger. A more efficient cooling system was produced by squashing or making oblong the round tube which decreased the inside volumes and decreased the amount of coolant going through it but maintained the outside diameter and total cooling surface of the tubes so as to more efficiently decrease the temperature of the coolant.

There are multiple reasons for cooling system failures and these will be discussed next month in the final article on radiators and cooling systems which will appear in next month's newspaper.

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ROUND-UP RAP  
by Lu Saez

Although October seems far away some of the ground work is started. Of major importance is our raffle, this year the item is again a portable color T.V. The tickets are printed

and will be ready for distribution at the April meeting. 500 tickets will be sold and 50 tickets distributed as door prizes at events in this area throughout the coming months.

Our Club has grown and expanded tremendously this last year. It is the responsibility of all members to sell their proportionate share of tickets, so step forward at the next meeting and accept your responsibility!

Each member signing out tickets will be responsible for returning the money they represent (or the tickets--preferably the money) to the chairman. The Ticket Chairman this year will be Betty Eatherton.

This project is one of our major fund raising events to support our Club and its many activities.

Please remember, folks, that the job of Round-Up Chairman is an awfully hard one as well as very often a thankless one so when Lu asks for volunteers, PLEASE do what you can to help her. You may think you have very little or no talent, but there is always a job you can do if you try and believe me, whatever you do will be GREATLY appreciated!!

So remember . . . VOLUNTEER!!! - The Editor.

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#### NEWS OF MEMBERS

My gossip mongers let me down this month, I guess. I don't have much of anything to report as far as gossip goes except that it seems we have quite a few gadabouts in the Club. As most of you know by now, Lorna and Maynard Grunklee just got back from Hawaii. Well, it seems they started something. Vivian Payton and Virginia Pearman are busy packing their suitcases. They're leaving April 24 for the islands. I don't know if we should trust those two going that far by themselves or not!!! At any rate girls, we want you both to know that we will expect a demonstration of the HULA when you get back so be prepared!!!

Other recent travelers in the Club were Jack and Bobbie Roggenbuck who just got back from North Carolina. I don't think they're really sure yet just what they've got, but it must be pretty good because they're headed back there again before long. I'm anxious to see what they bring home!!

Well, I guess that's it for this month. Remember, keep your ears open and let me know what's happening!!!!!!

LEARN TO SWIM  
WEAR  
LIFELINES

BOARD MEETING MINUTES March 25, 1971

The meeting was called to order by President Larry Boef.

The minutes were read and Treasurer Vivian Payton reported a balance of \$803.09.

Activities Chairman Bill Vaughn told us after all bills were paid we made a \$117.78 profit on our Spring Breakfast. Bill reported the portable bathrooms we will need for our swap meet rent for an average of \$22.00 each. No decision as to how many we will need was made.

The following received Board approval for our swap meet: 1. print 500 flyers for advertisement; 2. the selling of canned soft drinks; 3. the charge for stalls will be \$2.

A motion was made and seconded to raffle off a \$170.00 car stereo at our swapmeet. Tickets selling for 3 for \$1 or 50¢ each. The stereo has been donated to the club by one of our members. The motion passed.

Lu Saez, Round-up Chairman, said plans for the Round-up were progressing right on schedule.

The motion was made and seconded to raffle off a portable color T.V. at our Round-up again this year. The motion passed. The motion was made and seconded to donate some color T.V. raffle tickets to some local chapters to be used as door prizes; a total of no more than 50 tickets. After some discussion the motion passed.

Stow Sale, our Technical Advisor, said we will have a film on Automobile Safety that can be rented from the National Safety Council in Washington, D.C. for \$15.00 for our meeting providing we pass his motion to do so. The motion was seconded and passed.

The next Board meeting will be at the Saez's.

There being no further business, the meeting was adjourned.

Respectfully submitted,  
Karl Elliott, Secretary

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WEAR YOUR  
NAME TAGS

Just got a last minute report from our Treasurer, Vivian Payton on the Spring Breakfast and it seems a mistake was made in figuring the profit. We actually made \$141.38 instead of \$117.78 as we first thought.

HOCRAY FOR US!!!

\* \* \* \* \*

Give some people a few facts, and they'll draw their own confusions!

ANNUAL SPRING BREAKFAST  
by Hal Martin

Dawn broke cloudy and crisp on Sunday March 21, 1971. The day had finally arrived for the annual spring breakfast and the gathering of the hale and hardy (they had to be to be up at 5:00 am). The ladies got everyone started with hot coffee and kept everyone supplied throughout the crisp morning. The fires were kindled with loving care, not only for the breakfast but for good old reflected heat. A throng of people began arriving about 9:00am and continued right up to closing of the serving lines. Maynard was priming the pan with strings of sausage while Dom, Trent and Jim were making the necessary stacks of pancakes with batter supplied by Andy to handle the bumper crop of people. Larry and yours truly were arming the platters with a bunch of mixed up eggs, while having the faithful services of Rak cracking and cuping the eggs. Rak was wounded in action and replaced by Dick who did a single handed serving of the eggs. Near the midpoint of the breakfast a certain fellow was making aerial photographs of the cooking area and picnic tables to be seen at a later date, we hope.

The breakfast was a wonderful event enjoyed by all. We served 218 adults and 53 children with quite a few requests for seconds. The meal was very complete with a choice of orange juice, coffee and milk to accompany the very good sausage, eggs and pancakes.

The park served a dual purpose for some remained after the breakfast and had a restful picnic lunch on the grass. Dom and Sandy opened their home to all who wished a bit of grog and swim before lunch.

We wish to take this opportunity to thank our activities director, Bill Vaughn for a job well done. Thanks to all the people responsible for the success of the breakfast and to say again good things don't just happen, it takes lots of people helping.

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CLASSIFIED ADS

WANTED: A Model 'A' Ford engine in running condition, or good block - Bradley Worch 968-8551.

STILL NEED: a driver's side door and a drum type tail light for that '28 pickup. Tim Parker - 531-8038.

LOOKING FOR: a '31 Sport Coupe or '29 Sedan for about \$350.00 or less. Contact Bob McCann 8421 Polder Cir., Huntington Beach- 847-3970.

ERA MENS SUITS FREE!! - Small sizes- Call Dom Antonacci - 897-0595.

# FASHIONS AND FANCIES



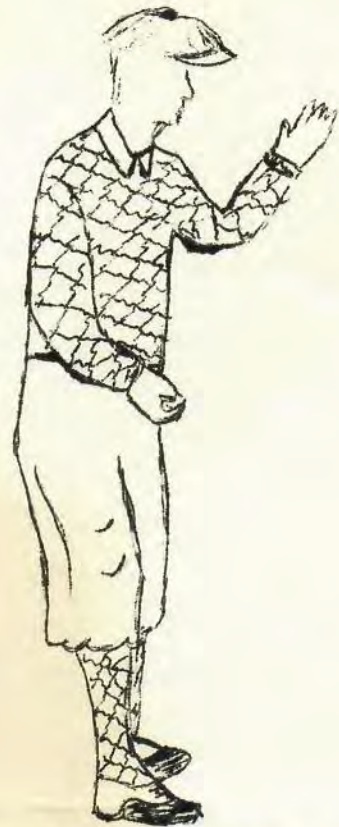
Cool and fashionable for afternoon and tea time is this frock made of Everfast English-Cottage Print. The dress above has the smart bortha and two-tiered skirt.

(Ladies Home Journal, 1928)



For sportswear, a smart thing is this two-piece costume of Everfast Linen. The tailored blouse is of printed linen. The skirt is plain color piped with the print.

(Ladies Home Journal, 1928)



For the men: Knickerbockers or "plus fours" came in various colors and styles and materials. Some "knickers" had buckles, others 2 or 3 buttons and were considered "convertable"; either at knee or baggy legged. Fastened just below the knee, they were worn with golf hose and matching sweaters in wild patterns.



In 1928 and '29 hair was still marcelled in fairly close waves and was usually bobbed or half bobbed. In 1930 the hair was frequently longer and the waves became larger. Long hair was twisted into a soft knot and laid along the hairline, following the curve of the head. Long hair was also parted in the middle and twisted into large knots to cover the ears. A simple method with short hair was to just brush it straight back, slick and shiny. (Man's outfit and hair styles from Flap to Flop Frocks).