

THE



DISTRIBUTOR

Chapter Newspaper

Volume 12
Issue 5

EDITOR: Pam Heiland
May, 1971

HAPPY MOMMY'S DAY

Why not
take Mom
out for
lunch
on
Mother's
Day?



P.S. We have
it on good
authority (the
"galumping"
gourmet told
us) the best
lunch in town
is at the hot dog
stand at Orange
County's Swap Meet!

MAY MEETING

Date: May 13, 1971
 Time: 7:30 PM
 Place: Izaak Walton Club House
 Program: This month we will have a speaker on Model A radiators we hope! If we don't, we will have a Bingo night. Either way we'll have fun so come on out and enjoy yourself!!!!

Registration closes at noon. There will be trophies for open cars, closed cars, commercial, modified and ladies choice. Entrance fee is \$4.00 - swapper fee is \$2.00 per stall. Cars in the show will be judged by MARC Standards and must be driven to the meet to be eligible for judging. For more info - see the flyer at our meeting or call 447-0873 or 257-6395.

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MAY CALENDAR

- May 8: Queen Mary Chapter meeting at the Pearman's mobile home park in South gate (same place as last time). 7:30 PM.
- May 9: THE BIG ONE!!!! Our annual swap meet. This year it's at Movieworld Cars of the Stars at 6900 Orangethorpe. We will be in the East parking lot and the meet will start at 6:00 AM so please get there early and give us a hand at setting things up. If everyone gives us just a little help it will take the burden off of a few shouldors so come on out and lend us a hand. PLEASE! If you have any questions call Bill Vaughn at 532-5363 or Larry Boef at 838-8375.
- May 16: Annual Long Beach Model T Club Shell Hill Climb at Signal Hill in Long Beach. This is an up hill drag race for Model T's and it's lots of fun to watch.
- May 23: Plans have been made by one of the car clubs for a tour to Tijuana, B.C. for a car and bike show. This is a fund raising project to rebuild a poor childrens school. It will be televised and there will be police protection during your stay in T.J. For more info see the flyer at our meeting or call Ray Vasquez at 699-5530.

June 30 - July 3: The Annual High Country Tour put on by the Donvor Milo-H1 Chapter, MAFCA. This is a great meet. More information will be in the June Distributor.

Also coming up in June (the 18, 19 and 20 to be exact) is our Orange County Campout. This year it will be held at The Elfin Forest just outside of Escondido. Complete details will be in the June Distributor, but keep these dates open so you won't miss the fun!!!

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COMING IN AUGUST!!!!

On August 22 we are going to have a 10 year reunion of the Orange County Chapter. Yes, believe it or not this is our 10th year in exsistance so we're going to have an anniversary celebration. It will be a picnic at Cabrillo Park in Santa Ana. All of the details aren't worked out yet, but be sure, if you know the where abouts of any former members, to tell them to save that date, or let the board know where they are and we will contact them. This one sounds like fun so let's all get hot and find those former members!!!!

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BOEF FEET FORWARD

by Larry Boef, President

Last week-end we went to the first swap meet hold at Movieworld Cars of the Stars. The Early Times Club put on a good pancake breakfast and it seems that we have selected a good place for our Swap Meet. We still need helpers so even is you didn't sign up at the last meeting come on out and give us a hand on lay 9 - Mother's Day. Remember we will be selling chances for a "car stereo system" at the Swap Meet. You might be the Lucky One.

Our membership drive is now in full swing and so far we have signed up many new members. Remember this contest last until the end of June so if you have a friend or acquaintance who might be interested bring him or her along to a meeting and lets get acquainted. It's not

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REMINDERS FOR JUNE

- June 6: San Gabriel Valley M.A.R.C. Model A Trophy and Swap Meet. 6:00 AM to 2:00 PM at Cal Stores/ West Covina.

(Beef Feet, continued)

necessary to own a Model A. All we require are interest and a big smile. It's really a pleasure to see so many members coming forward to help this year. My special thanks to Darrell and Joan Vandover for taking over Publicity and especially for donating the stereo to be raffled at the Swap Meet. We also have a new "Goodie Bag" Chairman for the Roundup, Jack and Bobbie Roggenbuck will be collecting from now on. We need any items suitable in quantities of 200 or more.

"Comander" Sale has some very interesting programs coming up. He may even let Beth tell us all about how he sunk a ship single handed off the coast of South America and had to flee the country after paying bounty to the natives!

See you at the Swap Meet May 9th!

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And "A"-Way We Go. . .
by Bill Vaughn,
Activities Chairman

Here it is that time again for a very newsworthy monthly club paper. I would like to say thanks and give a big pat on the back to Pam for a job being well done as editor of the paper. (Thank you kind sir!!! - Pam)

This month has been pretty busy with Yuma, Bakersfield and 3 swap meets. How did everyone fare?

May is going to be fairly busy also. The Big T swap meet and our own swap meet in the past and then the Model T Hill Climb on Sunday the 16th of May. For those who have never been to this event, its fun to watch, especially when some of them have to roll backward down the hill. Of course, this doesn't happen too often.

June has a couple of pretty good meets to attend. First off, Sun., June 6th is the San Gabriel M.A.R.C. Trophy and Car meet. Then down in Fallbrook they're having another good meet.

Everyone be sure to circle August 22nd on your calendar. The Board of Directors decided to have something different for all present and past members of Orange County Model "A" Ford Club. This being our 10th anniversary, we will have a good old fashioned, bring your own picnic. We hope to have as many of the old members as we possibly can reach to come join in the fun, so if any of you present members know of any of the old members, pass the word. There will be more information later.

Don't forget to sell your Raffle tickets for the Roundup and get all the goodies for the goodie bags that you can.

Antique Auto Drags

by Tom Fortney On-the-spot Reporter

The Drags started around nine in the morning on Sunday, April 18th at the Orange County International Raceway. The trophies were given out about four in the afternoon. Our club had a terrifically good turn out considering the whole club went to Bakersfield. The members present at the races consisted of our president Larry Boef, his wife Pat, their son Trent and lovely daughter Leslie, the editor Pam and her husband Jon, Tiny Clark, Lee Ashbourne and myself. We really did a good job of bringing back the trophies --- a grand total of zero. I hope they did better at Bakersfield. Everybody had a good time watching all the good, old cars especially the "A"s go flying down the strip turning times that are better than what a lot of modern cars do. The best time among our club cars was 20.30 sec. at 62.93 M.P.H. We hope to see you all there in October.

After Tom left we found out that Tiny Clark had won 1st place in his class (after we practically had to beg him to race. What modesty)! Congratulations Tiny and thanks much Tom for a very good article. --- Pam

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BAKERSFIELD

by Bobbie Roggenbuck

Where were you?!! Neither rain sleet nor snow could keep the Orange County Club from being at Bakersfield.

Rick and Joan Krist and family, Rod and Linda Hofstatter and son left Friday P.M. in tour. Hal and Joan Martin left Friday also but without their "A". They all had a great time at Al and Ginger Pomberton's beer bust Friday nite - we all should have been there according to the reports Saturday.

Saturday A.M. Jack and Bobbie Roggenbuck pounded their way (poor rear main) followed by Pote Peterson and Sue Roggenbuck. Next to

arrive was Vivian Payton, shortly there after the Pearmans, Clyde and Virginia. Last to arrive were Bill Cote and Sue Graves and no problems reported by anyone. Didn't need the tour kit after all. Those good O.C. cars just kept rolling along.

Saturday's plans for music and dancing went asunder with the weather but anyhow a great fashion show and wonderful dinner filled the bill. While the judges were making their decisions on the lovelys in the fashion show the Orange County group serenaded Rick Krist with a Polish version (off key) of Happy Birthday.

Sunday A.M. found everyone up bright and

(Bakersfield, con't.)

early to clean away the results of driving through rain sleet and snow. What a mess!! Bobbie says the tour kit needs a can of cleaning compound to help with those water spotted hoods and fenders on tours like this! On to Pioneer Village for the judging of those wonderful machines which for the first timers seemed to take ages. Of the eight different classes we had four cars in four classes. Bill Coto had the stiffest competition and we are sorry to report was unable to bring a trophy home. Rick Krist took 3rd place in modified, Jack Roggenbuck 3rd place in 30-31 closed and Red Hofstatter a 1st place in 28-29 closed. Congrats' to Red! Again Orange County lost the club participation trophy by a hair to Paradise Valley. We had 4 cars and 17 people and needed only 8 more people to have taken this trophy which was a beauty. Needless to say a good time was had by all and we were so sorry more of you couldn't make this outing. Maybe next year.

Thanks Bobbie - Great article - and Congratulations to all you winners! Let's see those trophies at our next meeting!!! - Pam

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NEWS OF MEMBERS

We have so many birthdays and anniversaries in May I won't try to name them all so a BIG Happy Birthday and Happy Anniversary to one and all!!!

Glad to report that Joan Krist and Bus Pearman are both feeling better. We missed you both at the last club meeting.

HOORAY FOR THE POPULATION EXPLOSION!!! Sandy and Gary Becker (Rak's sister and brother-in-law and recent new members to our club) are proud to announce the arrival of their son. His name is Eric and he put in his appearance on May 2, weighing in at 6 lbs. 14 ozs. Our newest member and his mother are doing just fine and we hope to get to meet him before too long.

Which reminds me, have you noticed how prolific our club is getting lately? Boy! some clubs will do anything to get new members!!!

But, alas, it seems for all the new ones we're losing too many old ones. Next month we are going to lose one of our favorite families. Dom and Sandy Antonacci and kids will be moving to Auburn, Calif. where another of our former members, Jim Buford and family live. We are very sorry to see the Antonaccis go and we sure

will miss them but we wish them much success and every happiness in their new home.

Speaking of families that have moved, we have a new address on Robin and Doris Dunlap who just recently moved to Alaska and I know they would enjoy hearing from all of us so here it is.

Mr. and Mrs. Robin Dunlap
3220 W. 71st Ave.
Anchorage, Alaska 99502

Stew and Beth Sale got back home from their trip to the Bahamas (I think) by the skin on their teeth so to speak. While there Stew managed not only to get stung by a sting ray but also to singlehandedly SINK A BOAT! Some vacation. Anyway, Stew is now known as Commander Sale and we think maybe next time Beth better leave him at home. We hope there's some guy with a few wet spark plugs down there still looking for him!!!

Well, I guess that about does it for this issue. Please remember to keep me informed so I can keep everyone else informed. If you have some news and don't see me just give me a call (836-4244). Anything I hear or receive by the end of each month will go in the next month's paper so keep those cards and phone calls coming in folks. And thank you all for being so good about writing articles for the paper. I haven't had anyone turn me down yet when it comes to writing an article so whatever you do, DON'T RUIN MY RECORD!!! Thanks gang!!

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Round-up Rap
by Lu Saaz

Meet your Courtesy Bag Chairman - the effervescent Roggenbucks - Jack and Bobbie. The Courtesy (or Goodie) Bag has become a standard feature at the Round-up and the participants all enjoy receiving an "extra something." Each year we try to obtain as many useful items, usually in quantities of 200, as we can from businesses willing to donate them for advertising purposes.

We've noticed that the personal request has excellent results, so obviously we need help from all of you. Our president has already obtained items so it isn't too early for you to start, too.

A prime source for a good donation is any firm having a grand opening or an anniversary celebration. Be sure to get the name and address of the firm so we can send a letter of appreciation. Should any business ask for a letter of request for their file we will be very happy to comply.

So...o...o... get the goodies and sell those raffle tickets - Summer's here and October is not far behind.

UP YOUR EXHAUST PIPE
by Doc Salo

This is the final article on cooling systems and repair and maintenance. This article deals with the cooling system cleaners.

A well-maintained cooling system should seldom, if ever, require corrective cleaning. However, if periodic rustproofing or other mechanical preventative maintenance is neglected, deposits will build up and cleaners are necessary to restore cooling capacity.

Flushing with water may remove loose rust but is not effective for removal of hard, adherent rust, scale or grease. The use of a cleaner, to loosen and dissolve the grease and rust, is necessary before flushing can be effective.

Iron rust and water scale usually build up together in the cooling system. Studies of these deposits from clogged radiators have shown that the material is usually more than 90% iron rust with some grease and small amounts of water scale. There are several products available in auto parts stores that act as effective double-action cleaners. These remove both hard scale rust and grease by a dissolving action. The acid base cleaner acts on rust deposits after dissolving the grease. It is harmless to cooling system metals and hose connections.

For moderately dirty systems there are one-step cleaners available which will remove grease, loosen the rust scale and foreign particles. These are available as a one-step cleaner that requires only flushing and no neutralizing.

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Board Meeting Minutes
April 29, 1971

The meeting was called to order by President Larry Boef.

The minutes of last meeting were read. There was no Treasury report due to Vivian Payton being in Hawaii on vacation.

Technical Advisor, Stew Salo said that the program for the next membership meeting was undecided as yet.

Activities Chairman, Bill Vaughn, along with the board, decided on 30 cases of canned pop, 65 lbs. of hot dogs and 50 doz. buns, and 30 doz. donuts for our swap meet.

Round-up Chairman, Lu Saco volunteered to make the price signs for the swap meet. The prices are Hot dogs 25¢ each or 5 for \$1, canned pop 25¢ each, Coffee 10¢ each, Donuts 15¢ each or 2 for 25¢, and Ice cream 15¢ each or 2 for 25¢.

Our new Publicity man Darroll Vandevor was on hand to get into the clubs publicity tasks, including the Round-up. Darroll is also the donor of the car stereo to be raffled off at our swap meet.

President Boef reminded us that it was 10 years ago Aug. 21 the Orange County Chapter first received its charter into the National. It was decided to have a club picnic on Aug. 22 and attempt to get original members to help us celebrate the occasion.

There being no further business the meeting was adjourned.

Respectfully submitted,
Karl Elliott, Secretary

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The Editor's Corner

Since I am, after all the Editor of this humble paper, I've decided to assert my Editor's rights and editorialize a little this issue, so y'all settle back and get comfy while I go get my soap box!

I just want to remind you all that June is the last month of our National President's membership drive so get out there and get those members signed up, but please remember one thing. New members aren't too hard to get it seems but keeping them can be something else again so don't hesitate. When we have new members or visitors at our meetings or on outings, go up and introduce yourselves and let them know we're happy to have them with us. Don't wait for them to come to you, A lot of people are shy and need a little push sometimes.

So remember, keep a smile on your face, a good thought in your heart, and BE FRIENDLY!!! And don't forget. . . Please wear your name badges (this means you new members, too) for the benefit of us uns who can't remember names!

Okay, I've said my peice so I'll climb down off the old soap box now (which ain't easy in my condition) and go home.

Happy Mother's Day to all of our Mothers. I hope I join the ranks SOON. And remember, even if you don't wear anything else. . . WEAR A BIG SMILE AND YOUR NAME BADGES!!!!

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CLASSIFIED ADS

WANTED: 30-31 rear Coupe fenders, headlight reflectors. Call 962-6574

WANTED: Mint radiator shell for '29 and right welled '29 front fender. Call Larry Boef 838-8375 Have parts to trade.

(Classifieds continued on next page.)

(Classifieds, continued)

FOR SALE: Four 21 inch wheels and tires; 30-31 hood; 1 engine trans and clutch. Call 962-6574.

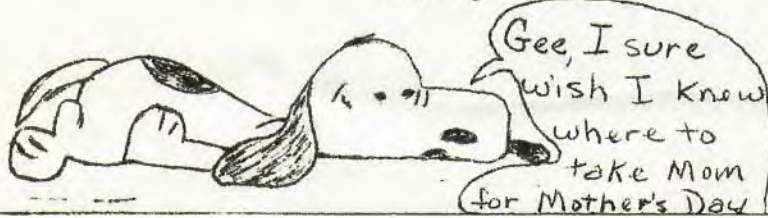
FOR SALE: 1930 Model-A pickup, partially restored. Pickup in Florence, Montana. \$200.00. Call 1-414-353-5671 for more information or write, Clinton S. Cummings 6310 N. 101 St. Milwaukee, Wis. 53225

CUSTOM CLOTHS: Speciality, wedding cloths and kookie cloths. Chor Flores 542-8973.

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At the bottom of this page you will find a list of new members and members who didn't get put on the 1971 Roster. Please add these names to your Roster. Also, I have a correction for the Roster. Gary Grebbien's phone is listed as 962-6575 and it should be 962-6574 instead. If anyone finds any other mistakes, please let me know so we can correct them.

Thank you



We know for certain
and we think you'll
agree,
There's no place on earth
That Mom would rather be
... Orange County's Swap
Meet - Sunday, May 9!



As an extra added attraction this month, I would like for you all to meet Sally Lindman, who is one of our old time members who really gets around. Besides being at just about every swap meet in the country, Sally is also an accomplished writer. She recently sent me several nice articles and I would like to share them with you from time to time.

Speeding up the Ford - 1929 Style
By: Sally Lindman

The thrill of driving a car that could pass up almost anything on the road excited John Q. Public in early 1928 when the Model A was introduced to the world. Henry's new creation was considered quite a speedster, then little by little. . . the thrill wore off!

By August of 1929 the "A" lost her title of Speed-king of the road. Other car makers began adding more cylinders, extra shock absorbers and even adding an over-drive fourth speed, as in Essex roadsters.

With more than a million Model A Fords already placed on the market something would have to be done in terms of adapting a part or parts to the simplified engine where present Model A owners could boost their compression, too.

The Model A had only moderate compression as it was designed for average use by drivers of coal trucks who never removed carbon, by women drivers and common people who needed simple everyday transportation. Various other stock cars used higher compression. Ford found if they installed a cylinder head designed for higher compression more speed and power could be developed.

So begins some tricks of the trade. Cutting down the combustion chamber space on a Model A Ford (until there were but small, heart-shaped depressions for the combustion space) one manufacturer found that the compression pressure in the cylinders had been raised from the usual 65 pounds of the Model A up to nearly 100 pounds per square inch. And that the actual brake horse power had been increased from the usual 40 b.h.p. up to more than 64 brake horse power.

An experienced manufacturer of Ford racing equipment explained (remember, this is in 1929) that the speed of the Model A could be greatly increased and terrific acceleration obtained by fitting two $1\frac{1}{2}$ inch Zenith carburetors to separate manifolds, one special manifold leading to each pair of cylinders. Then special valves of $1\frac{11}{16}$ inch size are installed, thus enlarging the size of the valves as well as the carburetor.

Finally, the compression of the engine is increased by milling or planing $1/16$ inch from the bottom surface of the cylinder head, greatly increasing the compression which, together with the larger fuel charges admitted to the cylinders, considerably increases speed and power of the engine.

A special $1\frac{1}{4}$ inch dual intake manifold, together with dual carburetor, the manifold being of the ramshorn, down draft type and arranged for easy installation on the Model A, was at this time designed by a maker of speedster equipment. The manifold flange was standard, so that DIFFERENT MAKES OF DUAL CARBURATORS COULD BE USED.

(Here is a point that should be considered by all restorers. Ford did not make everything for the Model A at their plant. Jobs for cast iron parts such as fender braces and cowl lights and manifolds were sanctioned out to individual enterprise. Hundreds of other parts were also made by other companies. I think we all paint this gigantic picture in our heads of the complete birth of the Model A Ford being fully designed, fashioned and entirely made up at one and only one place.)

The dual carburetor produces the advantages of a separate carburetor for each pair of cylinders. But with the advantages of a single throttle control. Carburetor and manifold are of $1\frac{1}{4}$ inch size, as compared with the one inch single carburetor which is standard equipment on the Model A Ford.

The aluminum alloy pistons, a special advantage of the Model A equipment were not only light in weight, but aluminum has the special advantage of being an excellent conductor of heat. This means that the heat is distributed so evenly that "hot spots" were prevented enabling higher compression to be used to advantage and preventing pre-ignition and knocking.

An aluminum alloy cylinder head for the Model A weighs less than 16 pounds, as compared with the 30 pounds weight of the regular cast iron cylinder head. Adding the head to a 1929 roadster proved increased acceleration and yet the engine ran considerably smoother. With

With the compression higher, you get the effect of an advanced spark, yet the car will throttle down to less than five miles an hour. The engine also seems to have less tendency to knock, even with the increase of power. Installation of such a cylinder head is simple. The water pump must be changed from one cylinder head to the other, and the cylinder head gasket is cleaned and greased.

Information for this article comes from the August, 1929 FORD DEALER AND SERVICE FIELD magazine. You didn't really think a dingy blond knew all those things . . . did you?

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Model A Spring Covers?

Why are spring covers necessary? Well, if your Model A is squeaking down the trail . . . it is due to "high spots" on the spring leaves.

Spring leaves in the Model A were not uniform to one-thousandth of an inch due to the way leaves were formed and the heat treatment which they received.

When an auto spring was assembled at the factory, it was lubricated by a man who daubed on the lubricant with a brush. Often he missed one or two spots with the result that the spring developed "squeaks" in service.

Lubricants got washed out by water or absorbed by dust. Consequently the answer is spring covers which keep the lubricant from disappearing.

If you find you still have a squeak or two after installing the covers it is because the lubricant did not reach all parts of the spring before the covers were installed.

When this happens the covers should be removed and the car body jacked up or raised with a hoist to separate the leaves. The springs should then be oiled with penetrating oil, applied with a spray gun. Then replace the covers.

The Ford spring covers contain a large felt pad into which lubricant is put under a tremendous pressure at a high temperature.

The lubricant will not flow under 320 degrees and will not stiffen at a temperature above 10 degrees below zero. Sufficient lubricant is in the pad to last for years. No addition of lubricant is necessary at any time and the lubricant is also a rust preventative.

I noticed Larry Boof carrying a newly purchased set of spring covers at the Palos Verdes Swap Meet.

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Well, how about it folks? She may be a "dingy blond" but she sure can write good articles, can't she? I still have several shorter ones left that will be in the Distributor from time to time, as I said earlier.

Thank you so much, Sally, for all of the fine articles. I know all of our members are going to enjoy them tremendously.

* * * * *

"A FORD FOR SALE"

One Ford car, with piston rings,
Two rear wheels, one front spring.
Has no fenders, seat or plank;
Burns lots of gas, hard to crank.
Carburator busted, half way through;
Engine missing, hits on two.
Three years old, four in the spring
Has shock absorbers and everything.
Radiator busted, sure does leak,
Differential's dry, you can hear it squeak.

Ten spokes missing, front all bent,
Tires blowed out, ain't worth a cent.
Got lots of speed, will run like the deuce;

Burns either gas or tobacco juice.
Tires all off, been run on the rim,
A darn good Ford for the shape it's in.

I borrowed this one from John Smallfield and the Heart of America Chapter News Letter, both of whom I wish to thank for the use of this poem. I thought it was awfully cute and that you might enjoy it.

Well, that's all folks. See you all next month.



Fashions and Fancies For the small fry



Ladies Home
Journal, 1928



Women's Home
Companion, 1929



Woman's Home
Companion, 1930



The Delineator
1931



Since we seem to have so many little ones in our chapter, I thought you might all like to see what the well dressed children were wearing from 1928-1931. There wasn't too much information on boys cloths, but from what I could find they all wore about the same basic things. Girls clothes ran from very plain to very, very fancy.