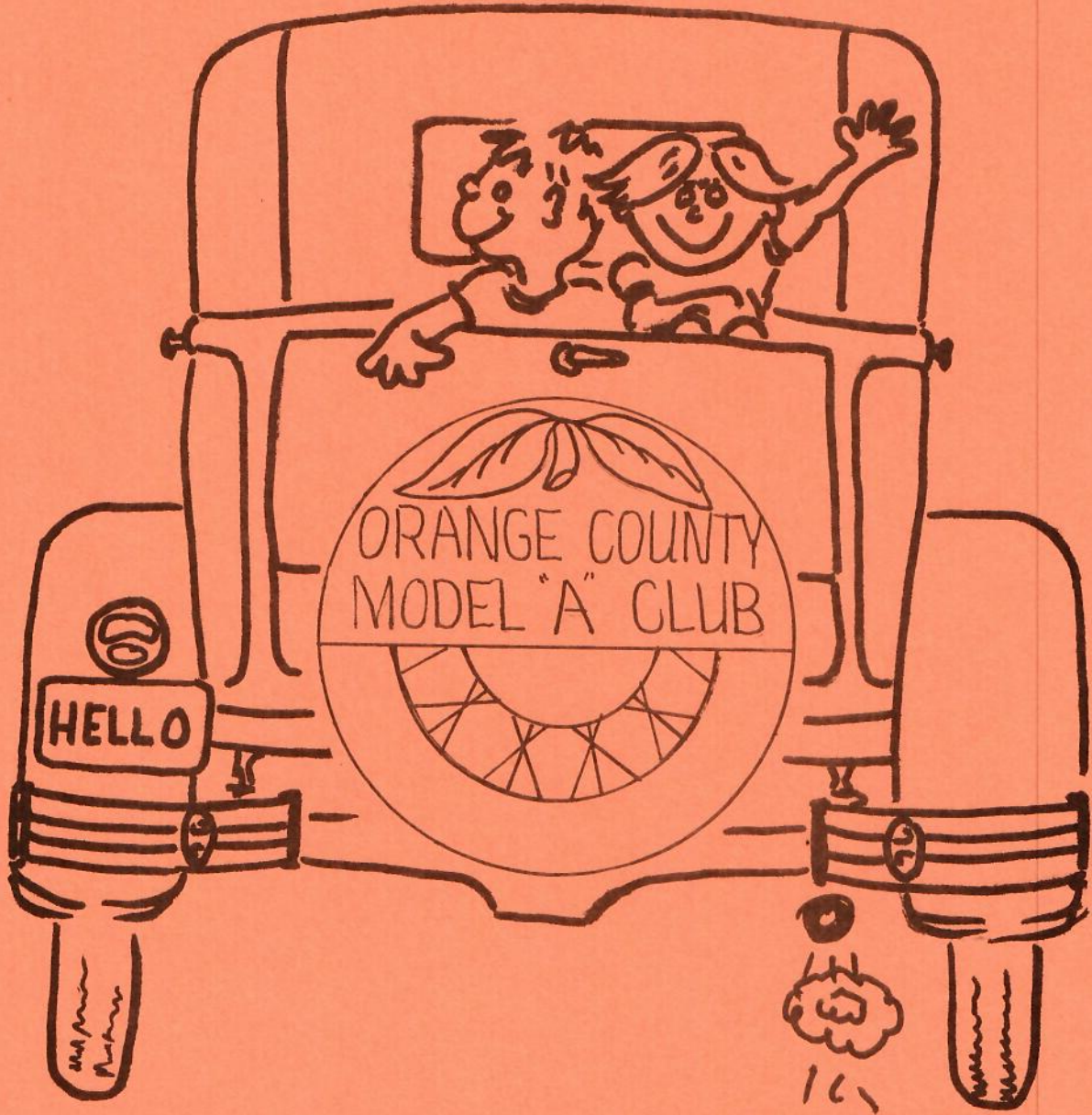


Jan. '79

THE DISTRIBUTOR



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EDITOR: PAT DOUGLASS
JANUARY 1979

JANUARY MEETING

Fres. Message Contd.

DATE: Jan.11, 1979
PLACE: Trident Jr. High School
TIME: 7:30

the '78 party! The Band, location food, prizes & decorations etc. were just great.

JANUARY CLAUDAN

The dues for 1979 are now due and payable. Larry Boef will collect yours at the Jan. meeting if you have not yet joined.

Jan.11 .General Meeting
Jan.25 Board Meeting-Johnsons
Jan.28 Poker Run

Finally my thanks to Matt Plotkin who was an outstanding club president and leader. Yours will be a hard act to follow Matt, and any advice is genuinely appreciated.

THE PRESIDENTS MESSAGE
by Tom Schenk-President
637-9599

ACTIVITIES
by Sharon Johnson
528-0891

The clubs first activity this year was a great New Year's Eve Party at Glenn & Sharon Joahsons. Our thanks to you both for making this an almost annual event at your home, Johnsons! Is your player piano still in one piece???

The starting of a new year is always very hecticso I thought I would give everyone a breather for a few weeks before we start this years activities. First, I would like to say that I will do my best to plan interesting activities for all ages and to follow in the footsteps of all the past activities chairmen and do the best job I can for the club. If anyone has any suggestions for activities please don't be shy, let me know about them and I will do my best to include them in our calendar.

I wish to welcome our Chapters new Board for 1979, the members are:
Tom Schenk - President
Sharon Johnson - Activities Chairman & Vice President
Joe Wavra - Secretary
Larry Boef - Treasurer
Kevin Vidal - Technical Advisor
Chuck Williams - Round-up Chairman
Pat Douglass - Distributor Editor
Matt Plotkin - Past President

With the resignation of Mary Livingston at the Dec. Board meeting, Joe Wavra accepted the office of secretary for the 1979 year. Welcome aboard Joe!

Our first activity this year will be a poker run on Jan. 28th. The run will start at the parking lot of the Orange Mall in front of the Parasol Restaurant at 10:00 with the last time leaving at noon. Two cash prizes will be given. \$25 for the best hand and \$25 for the closest to average time. Everyone is asked to bring a new Model A part costing at least \$3. Bring one part for each poker hand you want. Food and beverage will be available at the end of the run so plan on a late lunch or early dinner depending on what time

Other club members helping out this year will be:
Joan & Rak Krist - Raffles
Arlene Schenk - Hospitality
Larry Conkol - Delegate to Assoc. of Calif. Car Clubs (ACCC)
Dionne McNabb - Jacket & Patch Sales
Bill & Penny Vaughn - Welcoming
Used Car & Parts Cooidinator -Dick McNabb
Xmas Party - Bev Marsh (1979) She can't possibly be thanked enough for

Activities Contd.

you get to our last destination.

ROUND-UP REPORT
by Chuck Williams
836-7057

Many thanks to everyone for electing me to the Board again and for voting me as member of the year. It's one of the nicest things that's ever happened to me. I consider it a real honor and will work very hard at maintaining your confidence - thanks again!

I know it seems premature to be talking about Round-Up 1979 but now is the time to start planning and thinking about all the various tasks which will be needed to make our annual event a success.

Linda has volunteered to sew the quilt together again this year - (honestly, I didn't even have to twist her arm either) so gals and guys let's start thinking about making a quilt square. This project can be fun if you don't have to rush doing it. I amed one last year and enjoyed it very much. Dionne McNabb made four - I'm still impressed & grateful!

Also, and most importantly, Saturday October 20, 1979 has already been reserved for us at Knott's Berry Farm. They enjoyed having us and I think you'll agree, we enjoyed being there!

Other Round-Up assignments which will have to be filled are: Registration, Trophies, Publicity, Raffle, Judging, Dash Plaques and Parking.

This year I would like to have the winning cars drive up to the presentation area as the trophies are awarded. That way everyone can see and enjoy the winning cars and drivers. It's also a nice ego trip for the winners and I think it will add another dimension of enjoyment to our Round-Up. I'll need someone to help me in coordinating this. It'll take a little more planning and work but will be worth it!

We've got plenty of time-so start thinking about getting involved in Round-Up 1979. Believe me, its much more fun being involv-

Round-Up Contd.

ed than being a spectator.

I'd like to see everyone in our club involved in some way. It amkes the event much more meaningful and enjoyable.

See you at the general meeting.

A MESSAGE FROM THE EX PRESIDENT
Matt Flotkin

Every party has a reason for being successful and the reason for the Xmas party being a success is Bev Marsh.

What a great job she did-every detail was beautifully taken care of - from a terrific room selection down to rhe last detail of making the table center pieces- and eveything in between.

Bev, you did ti again - Thanks so much for all your time & trouble. We had a fabulous evening. Thanks again from all of us

And thanks to Mary Deisenroth & Sharon Joahson for that super Kids Xmas party. The kids had a swell time, enjoyed the magic show, devoured the refreshments, and will enjoy their presents for a long time. Thanks Mary and Sharon from all the kids (and their parents).

TECHNICAL
by Kevin Vidal
847-1164

The entertainment for the January meeting will be a couple of old time movies with lots of "T"s and "A"s involved in them with the drivers being such people as W.C. Fields and Laurel and Hardy.

Now that I am in the process of restoring a 1930 Deluxe Roadster, I plan to have a few seminars over at my place, I figure that we can get that car ready to go in only a few short seminars. With a couple of more hours of work on the chassis of my roadster, we should be able to put on a seminar on starting and driving a brand new "A" chassis for the January seminar.

Technical Contd.

I would really appreciate any suggestions on what the club would like to have for seminars and after meeting entertainment for the year so let me know.

Not long from now it will be tour season again. Now is as good time as any to start checking over those "a"s by way of tune-ups and changing oil and just generally tightening up every nut and bolt on the car so you'll have that secure feeling when driving your "A" down the road. My first Technical Tip for the year is: One should be sure to put back the oil pan plug before one adds the new oil.

The following is a story Denny Johnson thought the other members would enjoy reading.

BANKER IN MONTANA HAS 160 ANTIQUE FORD CARS

W. Edward Towe, while touring South America in 1968, spotted a 1934 Ford Model C Phaeton at a gas station in Paysandu, Uruguay.

That car today is in Deer Lodge, Mont., one of 160 antique Fords that Towe owns.

The collection includes at least one representative of every year and model from the founding of the auto company in 1903 until 1942, when production stopped for World War II. Towe has 102 of them on permanent display at the old Montana Territorial Prison in Deer Lodge, about 60 miles west of Helena.

Towe, a Circle, Mont., banker now 64 and semi-retired, has been collecting antique Fords since he bought a 1923 Model T Roadster in Winterset, Iowa, for \$75 in 1952. Towe said he made that first purchase in what was to become a car-collecting fever because "I guess I got a longing to drive a three-pedal car again." (The third pedal kicked the car into reverse. The throttle was on the steering wheel)

"There are many collections bigger than mine," Towe said, "but as far as we know, this is the largest (antique) Ford collection on display anywhere."

Antique Cars Contd.

All the cars on display are in good original condition or have been restored - all, that is, except the 1934 Model C Phaeton. Towe drove it 9,000 miles from Uruguay back to Circle, and for sentimental reasons left it in the same condition.

Towe said the Uruguayan purchase was one of the most interesting he has made. He knew practically no Spanish, and the car owner didn't speak English, so they negotiated through an interpreter.

Towe won't say what he paid for the Phaeton, an open touring car with side curtains, which nicely augmented his collection of what was then some 40 antique Fords. But he indicates he got a good deal from the Paysandu man, whose country's tax laws discourage the purchase of new cars and force residents to use the antiques for daily transportation.

After outfitting it with tools and extra tires, gasoline, oil and water, Towe, his wife and a friend drove it to the river ferry between Uruguay and Argentina, but were denied permission to cross. It took two weeks of constant and sometimes confused discussion and pestering in Uruguay's capital of Montevideo to finally produce the proper export papers.

But no sooner did they cross into Argentina than the car was impounded because Towe didn't have Argentine permission to drive a foreign car across the country.

That permission was secured in a day, but Towe said he continued to run into difficulties at almost every border in South America, including Peru, where passage was not allowed until the local car club posted a \$1,300 deposit to ensure that the car would not be left in the country.

"The reason they stop you at the borders in those countries is all the countries have such a high tariff on cars," Towe said.

Antique Cars Contd.

adding that the tariffs can boost the price of a new U.S. car to \$15,000 or \$20,000. The governments discourage citizens from buying foreign cars-and even imported car parts-for fear of depleting their nations money supplies.

The same economic conditions also make officials discourage anyone from taking cars out of the country. In Uruguay, Towe said, "one official told us that the reason it is difficult to take the car out of the country-the old car that we had-was, by taking the car out of the country, we are depriving someone of transportation that could not afford a new car."

By happy circumstances, and perhaps because of the warm climate, Towe said about half of the cars sold in Uruguay and other South American countries in the 1930s were open cars.

"There probably were 100 sedans sold here (in the United States) for every open car in 1934..Now the open cars are the most highly desired specimens for collectors' items here, and the most difficult to obtain."

Towe said he encountered few major mechanical difficulties on the route across the fertile Argentine and Chilean Andes, through Peru and on to Ecuador.

However, the engine had to be overhauled in Argentina. Towe overcame the language barrier by getting his elbows dirty alongside a Spanish-speaking mechanic.

Towe's experience as an Old Ford mechanic may be the key to his interest in collecting antiques. His father set him up with a bicycle shop in Paullina, Iowa, in the late 1920s when he was barely into his teens. At age 15, he graduated to Model T's, opening a junk salvage yard. He soon branched out into building power plants for grain elevators from Model T engines, and made farm wagons by stripping the bodies off of Model T's and building wooden boxes onto the frame.

He did well in all these ventures so much so that he was able in 1937 to buy a Ford agency in Paullina, and eventually he branched out, buy-

ing interest in a number of banks in small Montana towns.

After his return with his Uruguayan Phaeton, the valuable antique being driven in South America stayed on Towe's mind. He returned last winter to buy 39 more open cars, completing his Phaeton collection. About half of the new shipment of cars probably will be sold.

The prices of the antique Ford increased markedly between Towe's two trips as some of the old cars finally "gave up", he said.

Most of Towe's collecting today is through established channels such as antique automobile auctions, magazine advertising and head-to-head negotiating, including one bargaining session in which he was able to buy a 1904 Model B-one of only four known to exist. The Model B is still being restored.

Towe declines to discuss the monetary value of his collection, saying it's not for sale.

Other cars in his collection include:

-A 1906 Model K. "That was the car(henry) Ford made under protest because his financial backers insisted that he make a car for the wealthy people rather than the common people," Towe said. "It didn't prove successful, and the history now is that the Ford Motor Co. lost money on every one they made."

-A 1911 Model T, called the "Torpedo." All other Model T's had the gas tank under the driver seat. The Torpedo had the tank behind the driver, which, along with a shorter running board, made the car look more streamlined.

-A 1915 Town Car, another vehicle aimed at the wealthy. The car was chauffeur-driven, with special upholstery, flower vases and a glass partition between the driver and the passengers. It was the first model to have electric headlights.

This year he drove a 1935 open Phaeton back to Circle after buying it in Reading, Penn.