

THE

DISTRIBUTOR

Orange County Model A Ford Club

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EDITORS: MARTHA & LES WHITE
PUBLISHERS: BOB & KARYN SITTER

PANCAKE BREAKFAST 1st OF DECADE

By Martha White
Editor

Another year has rolled around and again it is time for our Annual Pancake Breakfast.

I must say that of all our yearly events I enjoy this one the most. Because this event draws the most comradery and spirit.

It's a beautiful sight to see all those Model A's arrive early in the morning, when the sun is still new upon the sky, as our guests arrive. A couple of hours have already passed and our club is already there in large numbers to greet them. The griddles are sizzling, the coffee is brewing, and in the air comes the greatest aromas.

Aw yes, people, everyone

20th ANNIVERSARY

Congratulations to Glenn and Sharon Johnson who at the January 1990 meeting achieved 20 years of membership with our club. To the excitement of everyone. Keep up the good work. Congratulations again to both of you.

is gathering around the grills for a big plateful, anxious to get to their table to devour this luscious meal. Everyone enjoying themselves to the hilt.

As the morning progresses more guests have arrived, tickets are being sold and soon it will be time for our fabulous raffle, so many prizes to win, and who will win them. There are so many chances.

As the excitement builds with anticipation, more and more numbers are called, so many winners. Oh, what a great day its been.

Sadly, we must say fairwell till next year, for we bid ado to all our friends who have driven those fabulous "A"'s to be with us at our Pancake Breakfast and Raffle.

Yes, this is my favorite event. By the way we hope to see you all there.

To our chapter members please let us know in what way you wish to help out and don't forget to sign up. Also please don't forget we are still looking for more of those great raffle prizes, for the men, women, and children. See you all there!!!

GENERAL MEETING

Will be held on:
Thursday, February 8, 1990
At: 7:30 P.M.

Location:
Santiago Elementary School
2212 N. Baker St.
Santa Ana, CA

FEATURE EVENT:
Following the General Meeting business there will be a showing of "The Ford Show". This film runs approximately 45 minutes and includes original film of the delivery of the first '28 Fords, to various movie stars and celebrities, including Will Rogers and Thomas Edison. This is a very entertaining and interesting film.

We will meet at Me and Ed's Pizza Parlor for a party after the meeting.

LOCATION: Garden Grove Blvd., (between Haster and Harbor).

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WELCOME NEW MEMBERS

JERRY & MARYBETH WRIGHT
2654 STONYBROOK DR.
ANAHEIM, CA 92804
(714) 827-8698

TWO VERY IMPORTANT SPECIAL NOTES

At the next general meeting we will be going over the revisions of the Club By-laws, please be there to assist in the adopting of the new By-laws.

We have been forced to extend time on Dues Renewal and can't print the Roster until they are all paid. It also takes up a lot of space in the Distributor to continue reminding those of you who have not yet paid. Lets hurry so we can use this space for more interesting items, please.

Again please check your address label on the outside of the Distributor. Is there a star "*" by your name? If there is a star it means that you have not yet paid your dues, per our records.

Please send them in immediately!!! If there is a question please contact our Treasurer, Wade Roberts.

So PLEASE help us out with this!!!

BOARD OF DIRECTORS

President - Jim Marsh
(714) 531-7237

Secretary - Terry Lucas
(714) 633-0390

Treasurer - Wade Roberts
(714) 675-5457
(714) 673-2261

Activities -
Joe Wavra (714) 549-2881
Paul Steed (714) 441-0641
(714) 998-0394

Technical Advisor - Don Tune
(714) 832-8239

Special Events
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Paul Steed (714) 960-7381

Editor - Martha and Les White
(714) 870-6417
(714) 772-2264

Publishers - Bob and Karyn Sitter
(714) 777-2486

MAFCA National Membership is required for membership to the Orange County Chapter.

MOOSE'S MESSAGE

By Jim Marsh
President

From time to time I hear from members of our club that we, the O.C.MAFCA, are not friendly or that we are "clickish" and "snooty". I've been a member of OC since 1962 and I've seen the club change many times.

It is true that from time to time, there may be a clique or two, but for the most part, we try to keep it one big group.

I know that most all of us have a tendency to talk primarily with our friends, but if the new members come to meetings, seminars, tours, and participate, they too will soon be a "member of the group". So, if you like the club and want to be a real part of it, then you need to participate.

"To participate" doesn't mean just pay your dues and come to an occasional meeting. "Participate" means, go to the meetings, join in on tours, attend the seminars, and maybe get together for pizza after the general meetings. If you DO the above, I guarantee you will enjoy the club a whole lot more!

I am a little late with my article this month, so I get to tell you about our first tour of the decade. It was to the Buddhist Temple in Hacienda Heights. We had seven Model "A's", no moderns, and fourteen people. The drive was very nice and easy - no car trouble. The Buddhist Temple and our tour guide were super. The actual tour was very informative, (no pressure to convert either).

It's a new Temple, open only 1 1/2 years and cost 28 million to build.

We had a Chinese Vegetarian lunch that was quite different. It was a beautiful day and a new

experience for all of us. I would highly recommend it for all.

At the February General Meeting we will review the By-laws revisions as revised by Piet Dwinger and his committee, so, if you are interested in said subject please be there.



THE END

WORDS FROM THE TREASURY

BY WADE ROBERTS
TREASURER

We are now well past the deadline for dues to have been paid.

If you haven't yet paid your dues please send them in right away. We need your support.

Mail directly to:

Wade Roberts
606 Dahlia Ave.
Corona Del Mar, CA 92625

If you have any questions call me at: (714) 675-5457.

LETTER FROM THE EDITOR

We were very pleased to hear all your responses to our first issue of The Distributor. We hope you will continue to give us your comments and thoughts. In return we will promise to fully consider each and every idea.

Please continue to feel free to send us any interesting or informative "Tid Bits" that you feel may be of interest to our members.

We hope you enjoy the next segment of our continuing article.

As an additional note:

We have the Pancake Breakfast coming up very soon and need donations for the raffle, any assistance in obtaining them will be appreciated by our fellow members. We need prizes for men, women, and children.

LETTER TO THE EDITOR

A RARE FIND

BY GLEN JOHNSON

I've been doing some engine work on one of my cars lately and needed to install two valve seats in the block in the car.

I called several places and found that most automotive machine shops either don't have the old flatheat tools anymore or they won't work on engines that are still in the car.

Finally I was referred to Fullerton Motor Parts where I met Jack Tuttle. He not only had the tools and would work on the block in the car, but suggested that he come to my garage so I wouldn't have to tow the car to his shop.

I was very pleasantly surprised and said that, that would be great.

Jack then showed me around his shop where he has many old time auto machine shop tools that you just don't see any more.

Stuff like piston knurlers, brake shoe riveters, line boring equipment, ect, ect.

Jack came to my house last Saturday as agreeded, and installed the two valve seats for the same price he would have charged at his shop.

Next time you have some machine shop work to be done try Jack at Fullerton Motor Parts. He's a nice guy and is willing to work on our old junk.

Note From The Editor:

Sounds like a great place. Thank you Glen for sharing this great info with us.

Fullerton Motor Parts is located at:

140 W. Commonwealth
Fullerton CA. 92632
(714) 871-2341

Jack Tuttle is the Shop Manager. His business card reads: Import & Domestic / Complete Machine Shop.

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TECHNICALLY SPEAKING



By Don Tune
Technical Advisor

We had a big turnout at the January seminar. Thanks to those of you who came to help and a very special thanks to Dick and June Riha for hosting the seminar. I am pleased to present the very prestigious Thomas Alvin Edison award to Glenn Johnson for bringing the most generators to a seminar. Well done Glenn.

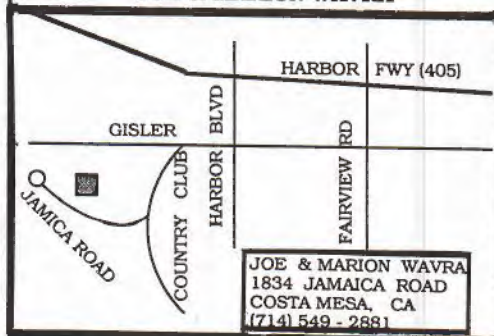
The February seminar will be a makeup session. It will be an opportunity to complete your projects from past seminars (carburetors, distributors, water pumps, generators, ect.). We will also be prepared to nickel braze steering balls to pitman and tie rod arms. Joe and Marion Wavra will be our hosts.

Jon Heiland will present a seminar on transmissions in March. He will demonstrate disassembly, inspection and reassembly.

HANDY HINT:

How many of us have had trouble finding a shallow notch in a timing gear using the timing pin? Some use a Phillips head screwdriver or other sharp object to find the elusive indicator of top dead center. Try grinding or machining a point on the timing pin. The judges will never notice and you won't be embarrassed by being caught with a Phillips head screwdriver in your tool kit.

JOE & MARION WAVRA



BOARD MEETING

By Terry Lucas
Secretary

January 1990- The meeting was called to order at 7:40 p.m. In attendance were Jim and Bev Marsh, Joe and Marion Wavra, Don and Linda Tune, Wade Roberts, and Terry Lucas.

Secretary and Treasurer's reports were approved as read. Joe Wavra reported that the Death Valley tour was cancelled because the minimum number of participants for a hotel discount was not met.

Upcoming activities include the January Buda Temple tour, February Valentine's Day tour and March Pancake Breakfast. Raffle prizes are being sought.

Wade Roberts made a motion that \$50. be given to Terry Lucas for the purchase of original parts at Swap Meets. These parts will be rebuilt at upcoming technical seminars and raffled off at the Pancake Breakfast. Joe Wavra seconded the motion and it passed unanimously.

Don Tune reported that the upcoming technical seminar will be for make-up of incompleated parts from previous seminars and rebuilding parts for the Pancake Breakfast raffle.

Wade Roberts reviewed the list of members who have not paid their dues. Wade will be sending late notices to the overdue members in an attempt to get the rest of the dues in.

There was discussion to allow paid commercial advertising in the Distributor. The discussion was tabled until the next board meeting because the Editor was not present.

The meeting was adjourned at 9:30 p.m. The next Board meeting will be held February 16th at 7:30 p.m. at the Lucas's home.

Respectfully Submitted

ONE FOR THE ROAD

By Paul Steed
co-Activities Chairman

January 21st was our tour to the Budist Temple in Hacienda Heights. The Mariola's, Marsh's McDonald's, Wavra's, Bloom's, Steve Sleigh, and myself, along with 7 model A's took a leisurely drive through the foot hills. Upon our arrival at the Temple we were cheerfully greeted by our guide George.

George turned out to be quite a character. He had just graduated from High School and was accepted to Berkley (George is 16 years old).

We were given a grand tour of the Temple, museum, library, and the grounds. George set us straight on our misconceptions of the Buddhist religion and their beliefs.

I must say this was one of the most, if not the most enjoyable tours I've been on with the club. Everyone was impressed. A very enjoyable afternoon.

February 17 and 18 is the San Diego Swap Meet at Jack Murphy Stadium in Mission Valley.

March the 11th is the Pancake Breakfast, we need people to help locate and gather donations for the raffle. If you can help out let me know.

We also will be passing out a sign-up list for helpers at the next General Meeting.

The Laughlin Tour March 23, 24, 25th is expected to be quite a get-together with many clubs in attendance.

The Death Valley Tour has been canceled until further notice.

The Santa Barbara Tour May 18, 19, 20 Friday, Saturday, & Sunday. Contact Bev Marsh or June Riha to make your reservations at the Motel 6, on the beach in Santa Barbara.

VALENTINE'S DAY TOUR

By Joe Wavra
co-Activities Chairman

By special request February 11th - Sunday will be the Valentine's Day Tour, which was originally lead and scheduled by the McKinney's a couple of years ago.

We will meet at South Coast Plaza, May Co. and depart at 10:00a.m. SHARP.

We will tour to Belmont Shores where we will have brunch at the El Torito, cost \$11. per person which includes tax and tip.

Then we will continue our tour to the Old Music Hall in El Segundo, movie cost is \$5. per person.

Showing is a 1941 film intitled "Weekend in Havana" with Alice Faye, Carmen Miranda, and Ceasar Romario.

ISN'T THAT SPECIAL

By Joe Wavra
co-Special Events Chairman

The Buena Park Mall Show, Father's Day weekend is scheduled. June 15, 16, 17th - Friday, Saturday, and Sunday.

We will need your support for the Mall Shows to be successful.

We will keep you informed as things progress.

PARADE OF STARS

Cars are needed to carry celebrities in a mini parade at the World's Greatest Working Truck Show. To be held at the Anaheim Stadium, April 29th. This is the benefit that raises funds to send handicapped youngsters from the Crippled Children's Society to camp each summer. An all day event for the family. Cars are needed for the parade between 11 a.m. and 2 p.m. Please contact Martha White at: 714 870-6417 as soon as possible if you can be of assistance with this event.

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ORANGE COUNTY CLASSIFIED ADS

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CALL: MYKE WINGETT
(714) 542-3089 AFTER 6 P.M.

WANTED

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CALL: TERRY LUCAS
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MODEL B ENGINE, BB CRANK SHAFT, INSERTED RODS, ASKING \$450.

CALL: LARRY MCKINNEY
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Cal-o-cide FOOT REMEDY

McCALL'S MAGAZINE JUNE 1928



(Photo Paul Steed)

Temple Library on left, and Temple Museum on right. The Library contains many artifacts from the Ming Dynasty.



(Photo Paul Steed)

Temple of 10,000 Buda's and Temple Museum of left.



(Photo Paul Steed)

Our Tour Guide, 16 year old George. Editor note: I have trouble grasping that this man is only 16.



(Photo Ed Cote')

Santa, Ed Nemitz, did a great job! That's Vince Mariola sitting on Santa's lap.



(Photo Ed Cote')

Found Christmas 1989 Photo. Vince Mariola 'always was a colorful guy! Sorry Vince! Just couldn't resist printing it.



(Photo Paul Steed)

Large Decorative Pot with Pagoda on top. Editor conjects: It may be an incense burner, as it sits in front of the Temple. Burning incense was, and still is, common practice in China, during prayer.

FEBRUARY

**CALENDAR
FEBRUARY 1990**

11th SUNDAY - Valentine's Tour. Departs South Coast Plaza, May Co. at 10:00 a.m. sharp. Brunch \$11ea. tax & tip incl. Movie \$5. ea

16, 17, 18, 19 FRIDAY-MONDAY - Death Valley Tour. Call Joe Wavra for reservation: (714) 549-2881

17, 18 SATURDAY-SUNDAY - San Diego Swap Meet at Jack Murphy Stadium in Mission Valley.

18th SUNDAY - Pomona Swap Meet at Fairplex. For info: (714) 547-5257 or (714) 836-7892.

NATIONAL EVENTS

3, 4th SATURDAY-SUNDAY - Swap Meet sponsored by the Penn-Ohio "A" Ford Club at the Richland County Fairgrounds. Indoor spaces available. Admission \$1.50, children under 12 free. Info: Dale Smith, 1275 Highview Dr., Wadsworth, OH 44281 (216) 336-5291 evs.

17, 18th SATURDAY-SUNDAY - AACA Vintage Auto Club Palm Beach Region's 24th Annual Pioneer Days Antique Auto Show and Swap Meet, show car judging Sunday, in West Palm Beach, Florida. For info: Pat Gentry, 6507 Patricia Dr., West Palm Beach, Fl 33463 (407) 689-6699.

MARCH

11th SUNDAY - Pancake Breakfast at William Hart Park.

23, 24, 25, FRIDAY-SATURDAY - Laughlin Tour.

NATIONAL EVENTS

18th SUNDAY - 25th Annual Swap Meet sponsored by Motor Cities Region, MARC, inside Allen Park Civic Arena, 15800 White Street. 8 foot tables \$10 each before March 1, after March 1 \$12 each. Auto related items only. Vendors 6:30a.m., Public 8:00a.m. to 3:00p.m. Admission \$2. Info: Richard Donahey, 47765 Denton Rd., Belleville, MI 48111 (313) 697-0398.

SUNDAY MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY SATURDAY

					1	2	3
	4	5	6	7	8	9	10
11	12	13	14	15	16	17	17
Valentine's Tour	Lincoln's Birthday		Valentine's Day	Board Meeting Lucas'			San Diego Swap Meet
18	19	20	21	22	23	24	24
San Diego Swap Meet	Pomona Swap Meet	President's Day					
25	26	27	28				
				Ash Wednesday			

General Meeting

Board Meeting Lucas'

Ash Wednesday

29th THURSDAY - Model A Ford Foundation Trustees executive meeting, 9:00a.m. - 12:00p.m. and Model A Ford Foundation General Meeting, 1:00p.m. - 5:00p.m. In Colonial Williamsburg, Virginia.

APRIL

8th SUNDAY - White Water Fishing Tour, near Palm Springs. Fishing, Picnic, and BBQ. Departs Mall of Orange 8:00a.m. SHARP.

22nd SUNDAY - Kite Flying, departs Coco's Restaurant in El Toro 9:00a.m. SHARP. Meet there at 8:00a.m. for breakfast.

29th SUNDAY - Fabulous Fords Forever, in Buena Park, at Knott's Berry Farm.

29th SUNDAY - World's Greatest Working Truck Show. Anaheim Stadium 11 a.m. - 2 p.m. Charity.

May

12th SATURDAY - Fullerton Parade and Street Fair.

18, 19, 20th - FRIDAY, SATURDAY, SUNDAY - Santa Barbara Tour. Contact: Bev Marsh or June Riha.

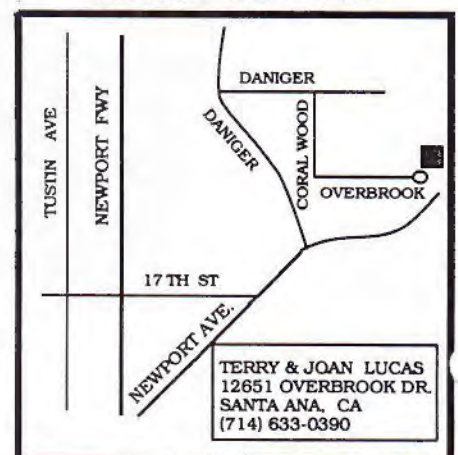
June

15, 16, 17th - FRIDAY, SATURDAY, SUNDAY - Mall Show at the Buena Park Mall (near Knott's Berry Farm) in Buena Park. (Father's Day Weekend).

GENERAL MEETING



BOARD MEETING



PANCAKE BREAKFAST MARCH 11

A LINES

(Artwork from the Tuna Collection)



No. 5287. This figured silk frock cleverly employs bias lines to give novelty to pleats and introduces vest and cuffs that attract attention. Size 36, 2 3/4 yards 40-inch; contrasting, 3/4 yard 36-inch.

No. 5301. The cape on this printed georgette gown balances the pointed godets that serve to lengthen the skirt. And even the girdle has flying ends. Size 36 requires 4 3/4 yards of 40-inch material.



5301



No. 5280. Even sports clothes relax from severity as in this heavy silk frock with contrasting vest and skirt band. Size 36, 3 3/4 yards 36-inch; contrasting, 7/8 yard 36-inch. Satin-stitch Embroidery No. 1590 would add distinction.

5280 Emb. No. 1590



No. 5279. In this frock of georgette, collar and skirt take cognizance of each other. One becomes a cape. The other becomes a series of flounces. Size 36 requires 5 3/4 yards of 40-inch material.

E P A R I S

Decorative Necklines Join Up With Flowing Skirts

ENTHUSIASTS in fashions are dividing their praise between novelty movements in skirts and the insistent ornamentation of the neckline which, for so long, has refused to give way to any effect of softening. Now the collars, capes and cravats triumph. No doubt but that it's an improvement! Men say that women's clothes are again "cluttered up." But the fashion for outswinging material is a present part of the frock's equipment.

ANNE RITTENHOUSE

Skirts and Blouses give the effect of being dresses.

Notice all of the skirts tend to be straight in the back, with pleating or flairs to the front.

Georgette fabric is no longer available to my knowledge, but you may find that today's chiffon or voils may do the trick. You may also check into the Picard prints or Contessa to find a fairly inexpensive substitute of heavy silk. All in all, these frocks could be easily fashioned using a combination to today's patterns, if 1920's patterns are not available to you.

Editor's Note:

Part two of our continuing article is from The Country Gentleman, Sept. 1933 issue.

As space allows our feature article should conclude next month. In the meantime, please enjoy Part Two on Motor Fuel.

Shall We Grow Motor Fuel?

By Ben Hibbs

Decorations

By Edwin F. Bayha

A FIGHT PROBABLE AT WINTER SESSION

Legislatures of the Middle Country have memorialized Congress demanding action; governors of the oil states have shouted their opposition. But Secretary Wallace is known to favor the proposal, and it is probable that a determined fight for some sort of alcohol measure will be made at the winter session. If it fails as a national proposition, there are indications that the battle will be renewed in the state capitals.

And so one day not so long ago I set out to have a dispassionate look at the subject of motor fuels. Are we drifting toward the day when, with petroleum reserves exhausted, we shall have to turn to alcohol? Or is there some cheaper, better reservoir of energy which we can tap? Are alcohol blends good fuels? And, if so, should we force their use now, as a farm relief measure, at the point of a legislative gun?

I found the diverse and conflicting answers to these questions scattered over the landscape from New York and Washington, to Chicago and Peoria and Ames. I talked with perhaps fifty men who are deep into the alcohol fight; read scores of statements, many of them irresponsible and transparently inaccurate; listened to recriminations, charges and counter-charges of skull-duggery. If I should exhibit here all of the scalps which were ripped from distinguished heads and waved in the breeze for my private edification, I should have to leave the country on the next boat.

On the technical side of the question there are a few eminences of established fact from which it is possible to view the terrain. But when you get over into the never-never land of economics and social justice, you begin to grapple with the

inponderables. There's little solid stuff to set your teeth in.

The common commercial alcohols are methyl, butyl, and ethyl. Methyl is the ordinary wood alcohol of commerce, a deadly poison. It is distilled directly from wood and manufactured synthetically from chemicals. Butyl alcohol is extracted from grains, usually from corn, by a rather difficult and expensive process of bacteria fermentation and distillation. It is used chiefly in lacquers. "When you buy a small car," a chemist laughingly told me, "you

alcohol, can be used in present-day automobile motors, frequently without even an adjustment of the carburetor.

But ethyl alcohol has a nice bag of tricks ready to spring on the unwary. If adulterated with water, it will not mix with gasoline except at relatively high temperatures. The water and alcohol form a mixture of their own and snobbishly drop to the bottom of the container, leaving the gasoline to its own devices. Ordinary commercial alcohol, as it comes from the distillery, contains about 5 per cent water hence cannot be used in mixed

fuels unless a stabilizing or blending agent such as ether, butyl alcohol or benzol is added. But blending agents are relatively costly, and it takes rather large quantities to counteract the effect of water in 95 per cent alcohol - sometimes more blending agent than alcohol.

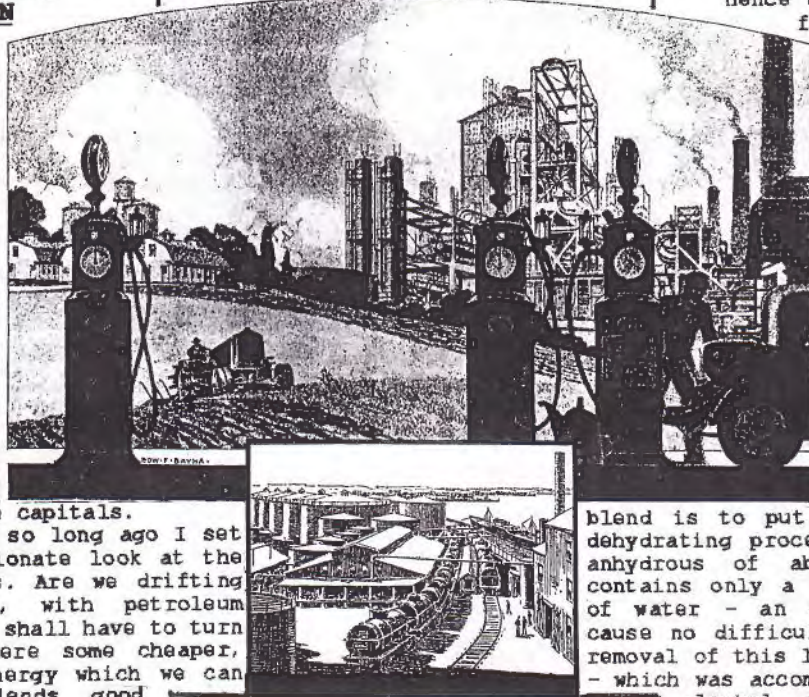
A BITTER DISPUTE ON MANY POINTS

The other method of building a satisfactory blend is to put the alcohol through a dehydrating process, converting it into anhydrous or absolute alcohol, which contains only a fraction of 1 per cent of water - an amount so small as to cause no difficulty. Until recently the removal of this last 5 per cent of water - which was accomplished by treating the

alcohol with quicklime - was enormously expensive, the price differential between ordinary alcohol and anhydrous amounting to about twenty cents a gallon. But within recent years several new processes have been developed, and I was told by two large distillers that absolute alcohol can now be made in large quantities at an advance in price of from one to two cents a gallon.

But alcohol, the petroleum chemists point out, is hygroscopic - that is, it has a marked affinity for water. And there is always danger of stray moisture in motor fuel storage tanks and distributing systems. Somewhere in the long route from the distillery to the automobile tank, alcohol would pick up water and separate from the gasoline. To keep blended fuel in a stable mix would be an unending and not altogether successful battle, requiring costly new storage equipment.

Research engineers at Iowa State College and distributors of blended fuels in the Midwest state bluntly that there is more thunder than lightning in this



buy three-quarters of a bushel of Illinois corn."

Ethyl alcohol is the sort found in liquor, medicines, perfumes and a hundred other commonplace products - the sort also which you use in your automobile radiator to keep it from freezing. It is ethyl alcohol which is under discussion as a motor fuel. Produced by a process of yeast fermentation and distillation, it can be made from molasses, grains, sugar beets, fruits, potatoes, sawdust - in fact, from almost anything that grows. It is also manufactured synthetically from certain natural gases which have a high content of ethylene. And it can be made - but this is a process which requires somewhat more costly equipment - by recovering ethylene from crude oil and converting it into alcohol.

Although straight alcohol is a motor fuel of known merit, it does not behave well in an engine designed to burn gasoline. Blended fuels, on the other hand, ranging up to 15 or 20 per cent

SHALL WE GROW MOTOR FUEL? (CONTINUED)

argument. They insist that there has been virtually no difficulty from water separation in marketing the 10 per cent blend in the Corn Belt. "An alcohol-gasoline mix is supposed to be less stable in cold weather," an official of the Illinois Farm Supply Company said to me, "but we handled a lot of the stuff with the thermometer hanging around zero early this spring and experienced no trouble."

The fact that ethyl alcohol is potable or drinkable has been widely mentioned by the opponents of blended fuel. "You can dump water into your blended gasoline," an oil company official said, "shake it up, precipitate the alcohol and get all the 'white mule' you want, tax free. Every filling station would become a speak-easy."

"Yeah," an alcohol chemist jeered, "and I defy even a hairy-chested oil driller to drink the stuff. The alcohol precipitates, true enough, but it takes the gasoline flavor along with it."

The Federal Government, however, has always been a bit touchy on the matter of potability, and if blended fuels came into general use, some denaturant probably would be required - possibly a dash of wood alcohol or iso-butyl alcohol. The latter is a nauseous fluid which would effectively discourage the worst old soak in the country. At Ames I was allowed to sniff a container of iso-butyl, and I am compelled to say that I haven't smelled anything so villainous since the unhappy day I was lured into ordering a dish of shrimp fried 'a la Shanghai.

The relative efficiency of straight gasoline and blended fuels is another point on which there has been much acrimonious dispute. Both factions will tell you that alcohol has valuable anti-knock properties, but beyond this there is no agreement. The petroleum people insist that alcohol blends make the motor harder to start and result in decreased mileage and sluggish acceleration. Alcohol advocates reply hotly that a 10 per cent mix gives a slightly increased mileage, a cooler, cleaner motor, easier starting, better acceleration, more speed and consistently smoother performance.

Like tetra-ethyl lead fluid which is used in most of our premium price gasolines, alcohol has the effect of slowing down or

prolonging the explosion, thus eliminating the sharp detonation or knock which is present in so many motors - particularly in high-compression motors - on a hard pull. The anti-knock properties of motor fuel are recorded in "octane numbers." The addition of tetra-ethyl lead fluid to regular gasoline usually gives an increase in octane rating of from 10 to 16 points, while the blending of alcohol with straight gasoline commonly adds about one octane point for each 1 per cent of alcohol used - sometimes not that much.

Thus, theoretically at least, a 10 per cent blend hasn't quite the anti-knock value of ethyl gasoline. Iowa College engineers claim that in actual road tests it is easily the equal of our present premium fuels, and I have talked with motorists who declared - calling upon the deity to witness the truth of their remarks - that it is better.

Measured in B.T.U.'s (heat units), alcohol has only about 58 per cent as much calorific value per pound as gasoline, and from this fact many engineers have estimated that in the average automobile a 10 per cent blend should give one or two miles less per gallon than ordinary gasoline. This the alcohol proponents deny.

"Exhaustive experiments of Ross and Ormandy in England and Hubendick in Sweden," said Dr. L. M. Christensen of Iowa State, "show conclusively that due to better combustion and several other factors, alcohol blends gain greatly as the latent heat units are transformed into energy, with the result that in a mix ranging from 10 to 20 per cent there is actually an increase in mileage. We have verified these conclusions in our own laboratories and in road tests. The increase is slight and wouldn't amount to much in most cars, although in some - the gain is greater at low speeds - it might be as much as two miles a gallon."

The Iowa tests, I might add, have been made with three different bench motors in a scientifically complete engineering laboratory and with six different makes of automobiles in open road tests. The cars were equipped with electric tachometers, laboratory-tested fuel-measuring devices, wind gauges and other accurate engineering equipment. Chemists at the University of Detroit likewise state that an alcohol blend is "a more efficient fuel than gasoline because of better combustion." But the American

Automobile Association, collaborating with the U. S. Bureau of Standards, found that the use of a 10 per cent blend resulted in a loss in motor efficiency of about 5 per cent, which in the average car would amount to approximately one mile per gallon. The experimental work of several oil companies points in the same direction. So on the debated matter of mileage you can take your choice and be sure of notable company. Or if there is anyone who prefers to settle the issue with his fists, that too, I fancy, can be arranged almost anywhere in the Corn Belt.

TAKING THE KNOCK OUT OF A MOTOR

As I talked with motorists in Iowa and Illinois, listened to their glowing stories of smoother, speedier car performance on alcohol blends, I mentally charged off some of their enthusiasm. After all, were they not talking about a product of their own fields?

But one day at Ames I got behind the wheel of an automobile all trigged out with two glass containers on the dash. One container was filled with a good grade of straight gasoline bought at a local filling station, the other with a 10 per cent alcohol blend of the same gasoline. By means of a gadget on a tube leading to the carburetor, I was able to switch readily from one fuel to the other.

Driving out into the country, I put the automobile through its paces on a couple of pet hills which the college engineers have been using in their tests. Throttling the car down to 10 miles per hour, I passed a given mark at the bottom of the hill, shoved down the accelerator and went on up. I tried it several times with each fuel. Using straight gasoline, there was a pronounced knock and occasionally the motor loped. With the blend, there was no knock, there was a smooth flow of power, and the acceleration was two or three miles an hour better than on gasoline. Even on the level, the motor seemed definitely "sweeter," more flexible, when using the mixed fuel. Although I realize that a test such as I made is in no way conclusive, I liked my brief experience with Hi-Ball Gas, as the blend is called in the corn lands.

In seven European countries - Germany, France, Italy, Hungary, Czecho-Slovakia, Jugo-Slavia and Latvia - the compulsory use of alcohol is more or less actively enforced, partly as a measure of national self-sufficiency and partly as a sop to the powerful

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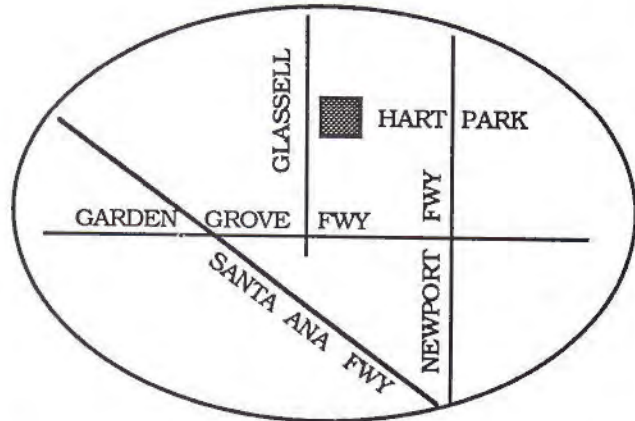
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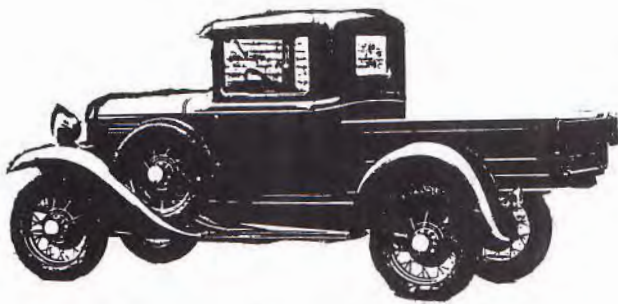
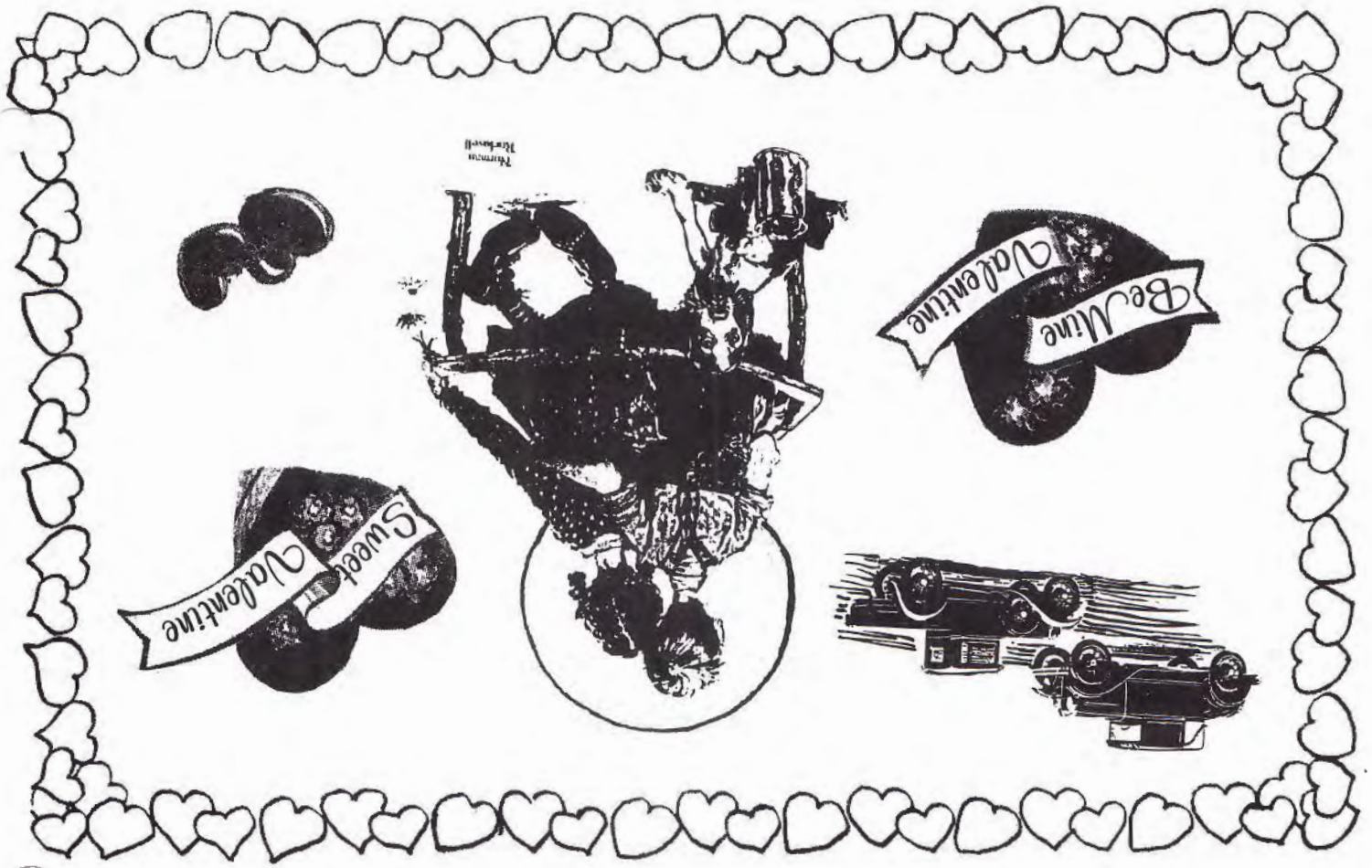
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