



THE DISTRIBUTOR

CALIFORNIA EDITION
 MARCH - 1990
 VOLUME XXX / ISSUE 3

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

HARD LUCK TROPHY

Glenn Johnson was the lucky winner for February.

GENERAL MEETING

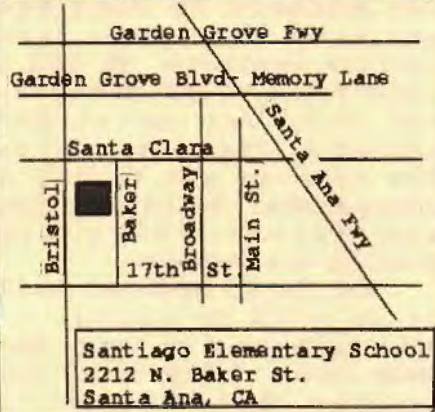
Will be held on:
 Thursday, March 8, 1990.
 At: 7:30 P.M.

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

FEATURE EVENT:

Following the General Meeting business Jim Spaeth, who has just completed restoring his 1930 Sport Coupe, will show and discuss his newly restored Coupe. Which is an original California automobile. This will prove to be an interesting talk!!

We will meet at Me and Ed's Pizza Parlor for a party after the meeting. Location: Garden Grove Blvd., (between Haster and Harbor).



ANNUAL PANCAKE BREAKFAST SCHEDULED

MARCH 11 - Our Annual Pancake Breakfast is scheduled. This is our big event and we look forward to seeing all of you there, as well as having you help out.

We have a marvelous raffle a great breakfast,

as well as a terrific time! So bring your friends, neighbors, relatives, and everyone else you can round up.

This is definately a very FUN, Come One - Come All Event with many surprises. SEE YOU THERE!!

ISN'T THAT SPECIAL

By Joe Wavra
 co-Special Events Chairman

!!!CAR SHOW!!!
 conformation of our participation in the Buena Park Mall has been received.

We will need a minimum of 30, THIRTY, cars for a 3 day show, June 15, 16, 17, 1990.

Please cooperate with your Board and get your cars out to fulfill this contract.

We need these cars. They do not have to be "show cars", - any resemblance to a Ford will be welcome. In fact, if your car is in restoring stages, drive, tow or trailer it to the Mall. We need your help.

Editor's Note: The club trailer is available if you need it. Contact Don Tune for use.

UPDATE FUEL TODAY 1990

With the conclusion, this month, of our feature article on Motor Fuel we felt it important to bring you up to date on today's discussions on fuel.

With as much discussion as we have today on the subject of fuel, we found the contrast of arguements - interesting.

One can't help but ponder, from which era, comes the more perfect solution and which is truly the better for our ecology.

We fuely hope you enjoyed these articles on fuel!

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MOOSE'S MESSAGE

By Jim Marsh
President

I would like to thank Piet Dwinger and his by-laws Revision Committee, Glenn Johnson, Terry Lucas, Wade Roberts, Don Tune, Les White, and Gary Haubold for their fine job in getting the By-laws revised and accepted. This is a task that needs to be done every four or five years and now that it is done, we won't need to worry about this until 1995. If anyone would like a copy of them, please let me know and I will see to it that you get one.

If anyone has any ideas on things we should do, or tours to go on, please let me know, (or any Board Member). This is your club and we would like to make it as much fun for the member as we can.

We also need to call on guys and gals from time to time to help with some of the work. Two items that come to mind now are:

(1) the Pancake Breakfast, March 11. This is a big day and requires a

lot of help.

(2) The Regional Model "A" Group puts on an annual "Fun Day", at Whittier Narrows Park. This year, it's Orange County's turn to host this event. It isn't a lot of work because each club in the region sponsors a Gymkhana Event including trophies for the same. But, I do need someone who is willing to coordinate this one day event. This is a good opportunity for someone to help his or her club and MAFCA, so, just give me a call and I'll give you further details.

Let's get those "A's" out and have fun on tour! And, if you don't have an "A" to drive, modern irons are welcome.

Hope to see you at Me and Ed's after the meeting.



THE END

BOARD MEETING

By Terry Lucas
Secretary

February 1990 - The meeting was called to order at 7:50 p.m. In attendance were: Jim and Bev Marsh, Joe and Marion Wavra, Les and Martha White, Terry Lucas, Don Tune, Wade Roberts, and Paul Steed.

The Secretary's and Treasurer's reports were approved as read.

Paul Steed discussed preparations for the Pancake Breakfast, including food requirements and soliciting for raffle prizes.

Joe reviewed upcoming mall show events.

The O. C. chapter is the sponsor for the Whittier Narrows Fun Day this year so goodie bag items and volunteers are greatly needed.

Wade read the list of members who have not renewed year to date. Terry made a motion to

discontinue sending the Distributor to former members who have not paid their dues effective the March edition. The motion was seconded by Joe and passed unanimously.

Joe mentioned that he was shorted \$20.00 at the El Torito Brunch on the Valentine's Tour. Terry made a motion that Joe be reimbursed, Martha seconded, and it passed unanimously.

Terry reviewed the minutes from the National Board Meeting held in January.

Don Tune reported, that the upcoming Technical Seminar will be on woodgraining and would be held at the Lucas'.

There was discussion that the fee for cars at the Mall Shows be increased, with extra fees for cars parked outside.

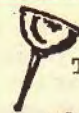
Wade made a motion that the club accept business card ads on a trial basis for six months. Ads will be in a separate section, must be Model A hobby related and will include a disclaimer. Terry seconded, and it passed unanimously.

The next meeting will be at the Tune's home on March 15 at 7:30 p.m.

Meeting adjourned at 10:30 p.m.

Respectfully Submitted

TECHNICALLY SPEAKING



By Don Tune
Technical Advisor

The February Seminar was to be an opportunity for members to complete projects left over from earlier seminars. We had a good turnout of members, but only two unfinished projects. The highlight of the seminar was Marion's cheesecake. Thanks to Joe and Marion Wavra for hosting the seminar.

The March seminar will be on wood graining. It will be hosted by Terry and Joan Lucas. Terry Lucas and Dennis Griffin will

(CONTINUED PAGE 3)

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) 960-7381

Technical Advisor - Don Tune
(714) 832-8239

Special Events

Joe Wavra (714) 549-2881
Paul Steed (714) 960-7381

Editor - Martha and Les White
(714) 870-6417
(714) 772-2284

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

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

TECHNICALLY SPEAKING

(CONTINUED)

demonstrate all the stages involved in wood graining window garnishes and dash panels.

Handy Hints: There was a good article in the November / December 1989 Restorer about using a timing light on your Model A in the conventional manner, at the crankshaft pulley. You can also use a timing light at the distributor. Cut away part of a distributor cap so that the rotor and the #1 plug terminal on the body are visible. A transparent cap can be obtained from Meets. Adjust the cam, with the timing fully retarded, until the distributor is firing when the trailing edge of the rotor electrode is centered on the #1 plug terminal. In subdued light it can be done without a timing light.



ONE FOR THE ROAD

By Paul Steed

COCO-Activities Chairman

February 11th we had quite a turn out for our Annual Valentine Tour. This year 12 Model A's and a hand full of modern iron left South Coast Plaza for a Hogs Heaven Brunch at El Torito in Long Beach.

Following brunch we toured to the Old Music Hall in El Segundo for an afternoon of old time moving pictures.

I hope, all of you that are going to Laughlin have made your reservations with the Ramada Express Hotel and mailed in your Registration Form to the Phoenix Model A Club. If by chance you haven't and wish to go, call the hotel and send \$11.00 per person (for box lunch, ect.) to:

Ralph English

1111 W. Encanto Bl.

Phoenix, Arizona 85007

or call: (602) 258-5186

We have 2 departure

times setup at present, the first one leaves Friday, March 23rd, 6am from the Mall of Orange. Joe and Marion Wavra will be heading up this one.

The second departure will also be from the Mall of Orange, departure time will be 1pm. Jim and Bev Marsh will be leading this group.

You should contact the appropriate leader and let them know you will be going along.

Several members from the club attended last year and had an enjoyable time. Diane and I are planning on leaving at 6am, hope to see you there.

April 1st is the Annual Air Show and Open House at the Tustin Air Base, there will be various types of aircraft on display. A car show is also slated to take place inside one of the hangers.

Last year we attended in our Model A and we were privileged to have a parking space next to the hanger, instead of 1/4 of a mile away in the regular parking area.

April 8th we are touring to White Water. We will tour to the fish hatchery. A \$2.00 fishing fee which includes rod, bait, towel, bucket and cleaning of fish, plus, \$2.56 a lb. you can catch as many rainbow trout as you want. Bring along a picnic basket with what ever else you will need to complete lunch. BBQ's, tables, and shade are provided.

April 22nd there will be 2 tours, we will meet 7a.m. at Coco's at El Toro Road one group will be heading to the antique drags, held at Carlsbad Raceway. The second tour will be off to "go fly a kite" at one of the local kite hot spots. Soooo bring the old rod or the kite and string and meet us at Coco's. Remember breakfast is 7 a.m. we will be departing 8a.m.

April 29th is the Annual Fabulous Fords Forever Car Show at Knott's Berry Farm.

May 6th is So. Cal. Regional Fun Day at Leg Lake. Our club will be hosting this event this year. We need help organizing goodie bags, ect. If you have a new idea for this annual event please give us your input.

Pancake Breakfast help is still needed. Please contact Paul Steed or Joe Wavra to let us know how you can help, cook, setup, clean up, parking, cashier, ect., ect. We also need help picking up all the donations for the raffle. Please let us know how you can participate. Remember this is your club's event participate.

We're looking forward to seeing you at the upcoming events.

CELEBRITY AUCTION

By Martha White

Editor

March 17, Saturday, Fullerton High School, sponsored by their 26 Booster Clubs will host their SELL-A-BRATION Celebrity Auction.

Proceeds will go towards their Anti-Substance Abuse Program, Athletic, and Academic Programs.

They would like us to bring our Model A to the show and parade them in to be on display, and if we like, to dress in era clothing, (optional).

Hours of the event are from 11am to 4pm.

There will be a Pot O' Gold Raffle (50/50) where they hope to sell 2 thousand dollars worth of tickets.

The main raffle will include items donated by celebrities, who knows what treasures we may find. They will also auction off pieces of the gymnasium floor which was built in 1925 and is about to be rebuilt.

CELEBRITY AUCTION

(CONTINUED)

There will be food, celebrities, entertainment, Barbershop Quartets, the Goodyear blimp will hover over the stadium, the news media, and much, much more.

The event sounds like a great deal of fun, we are going, if you would like to join us give me a call: (714) 870-6417 so we can let him know how many cars to expect.

We are making this a mileage tour and will meet at the Mall of Orange at 10am to tour over. We will depart 10:30 sharp.

A LINES

Fashion Seminar

By Martha White
Editor

Linda Tune, her daughter Tina, and myself attended Fern Davis' Fashion Seminar in Hollywood this last weekend. I must say that it was an excellent seminar and at the same time appologize to you for not having it in the last issue. Unfortunately I didn't have the information soon enough. But, I will do my best to fill you in here in my report.

We arrived at Fern's home at 2pm, she had everything one could ask about on display, right down to her nails being polished in the traditional 20's style.

First, I want to mention a few of the tips we picked up for the **National Judging**. They are as follows:

Shoes must be worn during judging, it is advisable to have as comfortable a pair as possible.

Underclothing is now included as part of the judged costume, no you don't have to show undies off! Garters and stockings should also be worn with

lounging syle outfits, as well as everyday wear.

Fragile materials, fabrics, will deteriorate quickly at the shoulders and should NEVER be hung on hangers. Fold them instead. The better condition your era clothing is in the better your points. Good condition means, flaws should not be visible, a few small moth holes would or should be acceptable.

Furs are a living fabric and MUST be allowed to breath! DO NOT store them in plastic. DO store furs in a chest, inside a pillowcase is fine. Place into the chest a small jar of water with holes punched in the lid. This will add a proper amount of moisture to the air inside the chest, which is needed for the furs longevity.

Gloves are not mandatory although if worn or carried they should have gauntlets.

Nails should be painted so that the moon and tips are left unpainted, in otherwords only the pink of your nail is painted. I suggest cutting your polish brush on a diagonal creating a point for the tight areas.

Clothing should be either all authentic, to the skin, or all reproduction. Do not mix authentic and reproduction for judging. There is also a Speciality category, which includes Oriental, bridal clothing, ect.

The judges look for at least 5 accessories to be carried in your purse. Some examples may be perfume, mirror, compact, lipstick, coins (same mint date as your costume), gloves, and hankies. Note hankies were more decorative than functional and much smaller than todays hankies.

A few notes on how to recognize our era of clothing are as follows:

Some common fabrics were cotton, rayon, linen, and silk.

For judging clothing is grouped in two groups (1927

IN SYMPATHY

Ken Osborne has passed away. Ken and his wife joined our club as new members this last year. Our condolences to Kay Osborne and her son Keith.

-28-29) and (1930 -31).

1928 dresses have a drop waist to the hip and were either sleeveless or had long tight fitting sleeves.

1928 until the late 1930's tops had no bust and the women bound themselves. In late 1930 one started to see a hint of a bustline and some darts.

By 1929 the two piece dress of the 28's would show some attachment, that is part of the dress was attached. Through all years the detail in the dress was in the front, the back was plain, and , or straight.

From late 1929 on to 1930 dresses began to have short sleeves.

In 1930 the waist line was dropped to the hip, but, belts were also worn at the waist. Low cut backs and lines to show the bust were now in along with the waistline. Large flowers within the print of the fabric was also popular.

In the late 30's the longer length was coming in, also the longer the length, the later the era it was. 28' to 29' length was right below the knee, 1930 well below the knee, 1931 - 10 inches above the floor.

House dresses or day dresses could be found made of silk. By the late 30' and 31' the accent was on the low back. 1931 the one piece dress was made to look like a two piece.

Through all eras the slips were made of rayon, silk or cotton. Hosiery was made of all silk or all cotton. New old era hosiery would have "all silk" printed on the toe. We also understand that "Parklane" hosiery, manufacturers today, a seamed all silk

FASHION SEMINAR

(CONTINUED)

hose, which could be worn with your reproduction outfit.

Model A era shoes were very similar. Shoes had a higher vamp, toes were either slightly squared or had a rounded toe, NO pointed toes. Straps ran horizontal across the vamp. Closed toes and heels for outdoor shoes. Open healed or strapped heel for slippers were for at home wear. Oxfords were also in for sports wear.

Evening hats are hard to locate, so grab it if you see one. 1927 - 1928 the hats would hide the whole face. 1930 hats had side accents.

We did invite Fern to visit our club and hope she will put on a display for us. She did agree, but with her busy schedule won't be able to until after the National Convention. Also if we bring our own outfits she will let us know the correctness of them.

All in all, we enjoyed ourselves immensely.

Where to buy antique clothing and where to obtain 20's and 30's patterns listed below:

Estate sales, swap meets, and antique stores are good places to start.

Kings Place in Whittier was mentioned as a place to find old hoisery and slips.

The Collector's Eye was mentioned for jewelry. It is located on Sherman Way, west of Reseda, this is the best info I have on it's location.

Books of referance:

Passion For Fashion, price \$24.95. Simmons-Boardman Books Inc., 1809 Capitol Ave. Omaha, NE 68102 - 1-800-228-9670.

Vintage Fashions of Yesterday for Today (magazine) \$19.95 for 6, by-monthly, issues. Mail to: Vintage Fashions, A Division of Hobby House Press, Inc., 900 Frederick Street, Dept. M7 Cumberland, MD 21502.

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Patterns:

\$4 catalog - Campbell's Vintage Patterns, RDI, Box 1444, Dept HHJF-0 Herndon, PA 17830.

Amazon Drygoods, 2218 E. 11th St. Davenport, IA 52803-9978. (Pattern Catalog - with specific sizes).

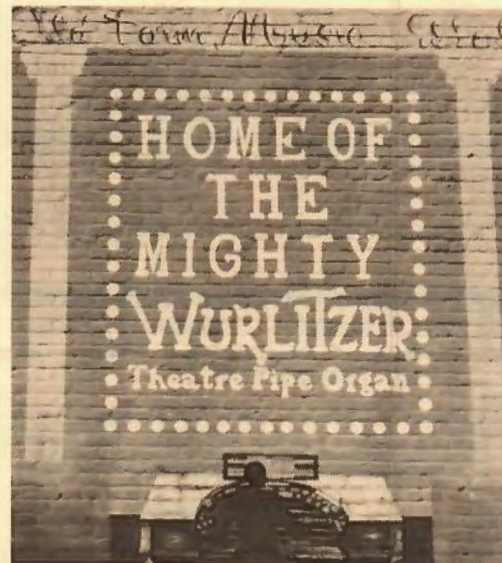
Pattern Replicas, 2017 Eastern SE., Grand Rapids, MI 49507. 616-245-9456. We have another address for Pattern Replicas, P.O.Box 7587 Grand Rapids, MI 49510.

Back Seat Driver's Club, c/o Mrs. Leah Nelson, 811 E. Stella Lane, Phoenix, AZ 85016 \$.50-\$2.

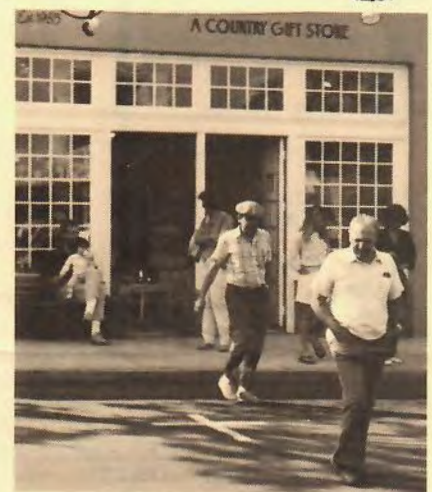
AUDIT REPORT

Feb. 27th - at 7:30 pm the audit committee consisting of Piet Dwinger, Bob Kelley, Wade Roberts, Les White, and Linda Tune proceeded with the preliminary review of the 1989 club financial records. Linda Tune volunteered to put the 1989 books into lotus format. The committed will review the resultant reports within two weeks. After which they will report the findings to the club.

VALENTINE TOUR



Building Billboard (Photo Les White)



Shopping across street. (Photo Les White)



El Torito Parking

(Photo Paul Stead)



Main Entrance

(Photo Les White)



Famous Wurlitzer

(Photo Les White)

CALENDAR 1990

MARCH

11th SUNDAY - Pancake Breakfast at William Hart Park. 8am - 11am.

17th SATURDAY - Celebrity Auction Tour and Show at the Fullerton District Stadium 11am to 4 pm. Meet at the Mall of Orange 10am. Depart 10:30am SHARP.

23, 24, 25, FRIDAY-SATURDAY - Laughlin Tour. Two departures leaving Friday the 23rd, both from the Mall of Orange, at 6am leader Wavra's, at 1pm leader Marsh's. Call the leader your leaving with to let them know your going.

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.

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

1st SUNDAY - Annual Air, Auto, Show and Open House at Marine Corps Helicopter Station in Tustin. 6:30 am - 4:30pm. For more info call Linda Tune (714) 832-8239.

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 8:00a.m. SHARP. Meet there at 7:00a.m. for breakfast with the Carlsbad Raceway Tour. Don't forget your kite!

22nd SUNDAY - Carlsbad Raceway, antique drags. Departs Coco's Restaurant in El Toro 8:00am SHARP. Meet there at 7:00 am for breakfast with the Kite Flying Tour.

**CALENDAR
MARCH 1990**

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8 General Meeting 7:30pm	9 Seminar Lucas' 7:30pm	10
Pancake 11 Breakfast Hart Park 8 am	12	13	14	15 Board Meeting Tune's 7:30pm	16	Celebrity 17 Auction /10am St Patrick's Day
18	19	20	21	22	23 Laughlin Tour	24 Laughlin Tour
25 Laughlin Tour	26	27	28	29	30	31

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.

NATIONAL EVENTS

None scheduled.

May

6th SUNDAY - So. Calif. Regional Fun Day at Leg Lake. We bring the Goodie Bags, so don't forget to help us round up the needed items.

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

NATIONAL

25, 26, 27, 28th FRIDAY-SATURDAY- SUNDAY- MONDAY - Northern California Regional Group 28th Annual Roundup. For more info call: Bob Carpenter (916) 443-7901 work / (916) 456-9047 Home.

JUNE

10th SUNDAY - Escondido - 6th Annual Deer Park Concours d' Elegance.

15, 16, 17th - FRIDAY, SATURDAY, SUNDAY Buena Park Mall Show. (Thirty Cars are Needed). Call Joe Wavra (714) 549-2881.

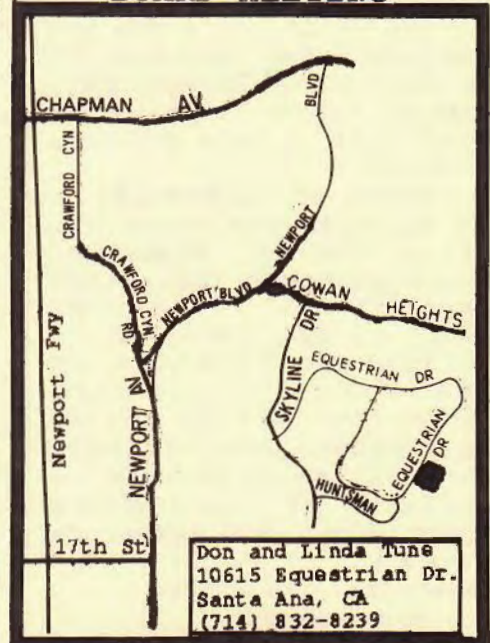
NATIONAL

3rd SUNDAY - Hangtown A's Annual Old Car Swap Meet. Eldorado County Fair grounds, Placerville, 6am-1pm \$5 per space. More info call Dave Fagan (916) 677-3979.

SEPTEMBER

23rd SUNDAY - Paradise Valley Swap Meet 6am-3pm space \$5 at Riverside City College, Riverside (back parking lot) Info: Bob (714) 778-5789 or Pat (714) 885-4455.

BOARD MEETING



ORANGE COUNTY CLASSIFIED ADS

The advertisements placed in this Publication are for the information and convenience of our membership. The Orange County Model A Ford Club of America takes no responsibility for the quality of the goods and services offered herein.

Valve Seat Inserts & Grinding Sleeve

Jack Tuttle

Complete Machine Shop Work

(714) 360-8625

Ask about house calls.

GOODIE BAGS NEEDED

We need donations for the goodie bags for the Annual Fun Day in Whittier. We will need at least 100 items of each donation, to fill 100 goodie bags.

WANTED:

USED FIBERGLASS RIGHT REAR FENDER (to be narrowed for my Huckster).

CALL: CHARLES WARNER
(714) 633-6165

WANTED:

IF ANYONE HAS AN ATTORNEY STYLE, OVERSIZED TOP LOADING BRIEF CASE THAT THEY WANT TO GET RID OF THE CLUB COULD USE ONE.

CALL: WADE ROBERTS
(714) 676-6467

FOR SALE:

5 - 21" BW TIRES \$18. EACH
4 - 19" "A" RIMS \$25. EACH

CALL: WADE ROBERTS
(714) 675-5457

FOR SALE:

72 MBZ 250C - 86,000 MI. TOBACCO OVER CHAMPAGNE EXCELLENT COND. \$7995.

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

FOR SALE:

1 LINE BORE & 10 CAPS FOR MODEL A ENGINE. \$150 VALUE, FROM C&W INSERTED ENGINES OF SANTEE, CA. MAKE OFFER.

CALL: RON SMITH
(213) 425-5231

VACATION RENTAL:

BIG BEAR LAKE, CABIN 3 BDR, SLEEPS 6. SPECIAL RATES FOR CLUB MEMBERS.

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

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ORANGE, CA 92666
TUES. - SAT. 11-5



JUDY & LISA TACKETT 639-8351

Be sure to mention to our advertisers that you saw their advertisement in the Model A Ford Club Distributor.



BUTCH LYNCH


C.W. MOSS AUTO PARTS, Inc.

1909 -1948 Cars and up to 1956 Pickups
Ford Parts and Accessories

(714) 639-3083

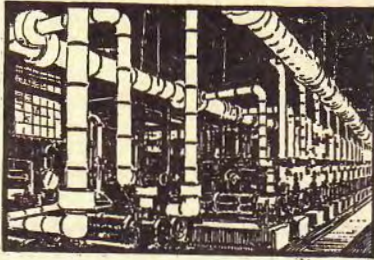
402 W. Chapman Ave.
Orange, CA 92666

TOM'S

IN  ORANGE
- 22 - YEARS

RADIATOR & AIR CONDITIONING
828 W. Chapman (at Batavia)
Orange, CA 92668

"TOM" 532-6771 "RANDY"



Editor's Note -

Our featured article from The Country Gentleman, September 1933 issue will conclude this issue, we hope that you have enjoyed this continuing article.

Shall We Grow Motor Fuel?

By Ben Hibbs

Decorations

By Edwin F. Bayha

Taking the Knock Out of a Motor (continued)

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 agricultural blocs. Gasoline is a costly imported product. Alcohol is home grown, and the disparity in price is much less than in the United States. Yet most of these countries, I am told by our consular service, motor fuel dealers have "kicked like bay steers," and motorists have not been altogether happy, over the forced use of alcohol.

A first-hand slant on the foreign situation was given me by Harry L. Horning, president of Waukesha Motors, a concern which manufactures many truck, tractor, and bus motors for export to countries where alcohol is used as fuel. Mr. Horning recently visited Europe to study the technical aspects of alcohol utilization.

"Alcohol is a good motor fuel," he said, "when it is used in an engine built for the purpose. We have turned out motors designed to burn straight alcohol, for our South American trade, and they are sweet-running jobs. But alcohol as a motor fuel is definitely different from gasoline. To use it with any efficiency, you have to make two fundamental changes in an internal combustion engine. You must build up the compression, and you must get a lot more heat on the carburetor. Alcohol is much more difficult to volatilize than gasoline.

Troubles With Alcohol in Europe

"I have read many statements about the 'successful use' of alcohol abroad. But I happen to know that many very real difficulties arise when the stuff is used in a motor designed to burn gasoline. I have ridden in and driven many cars in Germany and France which were being operated on those high European blends - as much as 25 per cent in some countries - and I have talked with most of the important technologists in the alcohol-consuming countries. I'm not guessing when I say that alcohol blends - particularly the high blends - don't perform well in gasoline motors. The difficulties are enhanced when the weather is chilly, and we must remember that the winter climate in most of the middle-European countries is much more temperate than it is in our large motor fuel consuming areas in the United States.

"Alcohol also causes the corrosion of certain metals. This is so pronounced that in the alcohol motors which we build we have been forced to use noncorrosive materials. Alcohol corrosion is causing a great deal of trouble in Europe, and anyone who thinks it isn't is simply deceiving himself.

"In Germany, these various difficulties have resulted in some of the manufacturers bringing out engines designed for the blends, and they are great machines. If you treat alcohol right, it is a good fuel, although always costly.

"Most of the troubles which I have mentioned admittedly would be less with a 10 per cent blend, but even here I am sure they would be present to an uncomfortable degree. If we are to be forced to use alcohol in this country, we ought to build motors suitable for the new fuel."

The voluntary use of alcohol blends has been fairly large in Sweden and the Philippine Islands, and lesser amounts are sold in South America. In parts of Australia the Shell Company markets a blended fuel with moderate success.

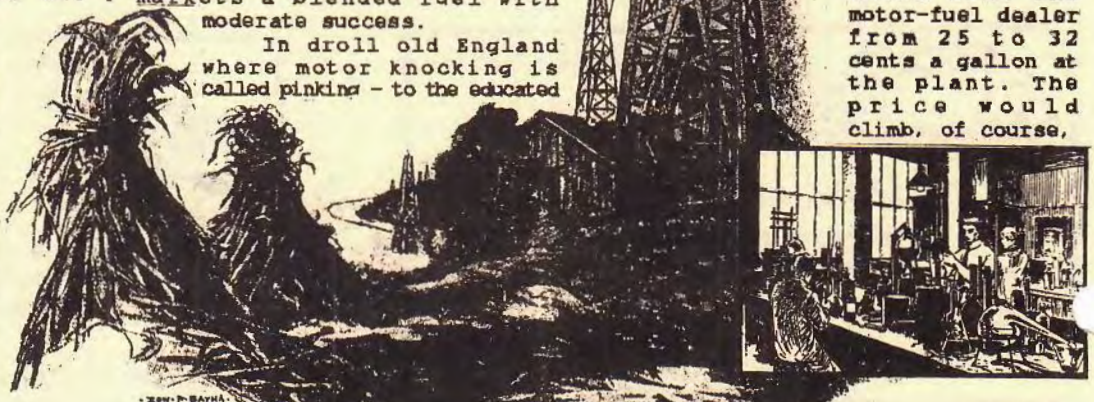
In droll old England where motor knocking is called pinking - to the educated

British ear a laboring engine evidently says "pink-pink-pink"-there is an increasing demand for anti-knock fuels, due to the rapidly growing popularity of high-compression motors. To supply this market, the Cities Service Oil Company, Ltd., a subsidiary of the Doherty group in America, has recently brought out a 15 per cent alcohol fuel - using benzol as a blending agent - which it sells at a premium of two pence above the price of regular gasoline. In its advertising of the blend, Cities Service claims entire absence of pinking, greater flexibility and power output, more speed, an increase in miles per gallon and a cleaner, cooler motor.

Some automotive engineers in this country have said that the technical obstacles in the way of a 10 per cent blend are in no way insuperable, although most of them feel that the mandatory use of alcohol as a permanent proposition ultimately would result in changes in motor design.

In conversation, a few active opponents of the plan - not all of them - now seem inclined to place less emphasis on the technical difficulties involved and are concentrating their heavy artillery on the economics of the proposal.

Gasoline these days costs about 4 or 5 cents a gallon at the refinery. Distillers tell me that with corn bringing from 20 to 35 cents a bushel - a bushel of corn yields about 2 1/2 gallons of alcohol - anhydrous ethyl alcohol, denatured and ready for the mix, probably would cost the motor-fuel dealer from 25 to 32 cents a gallon at the plant. The price would climb, of course,



as corn went up but not in direct proportion, because the cost of processing remains constant whether corn is 15 cents or \$1. With corn at 60 cents, alcohol probably would sell for about 42 cents at the distillery.

An Expensive Experiment

A simple calculation shows that a 10 per cent alcohol blend would have to be sold to the consumer at a premium of from 3 to 5 cents, depending on the price of corn. Under the mandatory 10 per cent plan, America's annual motor-fuel bill therefore would be increased by not less than \$450,000,000; and since the rural population consumes about one-fourth of the gasoline, farmers themselves would pay \$112,500,000 of this sum.

The proponents of the plan insist, of course, that consumers would get their money's worth in a better fuel. But even if we assume that blended fuel is better, there arises at once the formidable question: Is it properly within the province of government to force, by law, the use of a better product - of any better product? And here the whole controversy grows nebulous.

The petroleum industry says glumly, and probably truthfully, that it is already losing a million dollars a day, and that to deprive it arbitrarily of 10 per cent of its sales would bring it to the verge of bankruptcy. The alcohol advocates argue, on the other hand, that to provide automatically a new outlet for 600,000,000 bushels of corn or its equivalent in other domestic agricultural products would lift the price level, not only of corn but of all grains; that a buoyant agricultural price structure would give impetus to industry, and that in the end everyone would profit - even the petroleum people.

I have seen a dozen or more carefully worked-out statements on how much corn would have to be consumed by the distillers to effect a 10 or 20 or 25 cent rise in the farm price of corn. The estimates vary so widely that they are hardly worth mentioning. Some economists believe that a mandatory 10 per cent blend might add a billion dollars annually to rural buying power; other estimates run as low as \$25,000,000. The plain fact is that it's largely guesswork. There are too many uncertain factors. Production - the size of the crop - enters into price, as well as consumption. Too, it must be remembered that a distillery utilization of 600,000,000 bushels wouldn't actually remove that much corn from the regular channels of consumption. From 25 to 40 per cent of the corn which goes to the alcohol plant is

returned to the dairy farms and the hog lots in the form of protein feed.

How Much Oil is Left?

Aside from the question of farm relief, much has been said about our dwindling petroleum reserves. The time is not far distant, the alcohol crusaders say - perhaps only twelve or fifteen years away - when we shall be approaching the end of our natural crude oil resources. Should we not prepare for this eventuality by encouraging the establishment of a large alcohol industry?

On this point also I found opinion vigorously divided. The Federal Oil Conservation Board in a report published last October called attention to the fact that "the equivalent of our present known oil reserves will have been withdrawn from their underground reservoirs in ten to twelve years." I have seen other estimates, based on world supply, which indicate that there is sufficient petroleum in sight to supply our every need, at the present rate of consumption, for thirty years.

"But, of course," laughed an official of the American Petroleum Institute, "it was predicted a half a century ago that we would run out of oil in exactly seven years. Yet since that day we have been constantly revising our estimates upward. Nobody knows how much oil there is left in the earth."

Everyone realizes, to be sure, that the petroleum supply will be exhausted some day, and if alcohol were the only known substitute there would be a firmer basis of argument for subsidizing an extensive distillation industry. But a great many practical engineers, I found, doubt that alcohol will be our major motor fuel even when liquid petroleum is gone.

"Distillation costs are pretty well fixed and cannot be materially lowered," a well-known engineer told me. "But we believe that on a large-scale production the extraction of gasoline from oil shale and from coal can be greatly cheapened."

As long ago as 1850, oil shale quarries in France and Scotland were being exploited in a small way. And enormous quantities of rich shale have since been discovered in various parts of the world, including vast deposits in Utah and Western Colorado. The recovery of oil from shale is accomplished by a process of hydrogenation. Broken and packed into a large retort, the shale is heated under pressure and treated with hydrogen. The crude oil which is driven off must then be refined to produce gasoline. By somewhat the same process coal can be made

to yield motor fuel.

Although gasoline is being produced in this manner, in limited quantities, in several foreign countries, the industry never has flourished because of the relative cheapness of petroleum. I am told that gasoline extracted from shale or coal in the United States, at the present stage of development, probably would have to retail at about 40 cents a gallon. How far down this figure might be pushed under largescale operation is problematical. The fact remains that many engineers believe that our coal mines and shale deposits will be our ultimate source of motor fuel.

It is likewise interesting to speculate on how much longer our petroleum reserves might last if we should grow smart enough to use even one-half or one-third of the latent power in gasoline. A famous automotive engineer has often said that potentially a gallon of gasoline contains sufficient energy to move a car 300 miles.

Leaving this avenue of rather grandiose conjecture, we arrive at a formidable practical obstacle which confronts the alcohol enthusiasts. If all the existing distilleries in the United States should be converted for the use of some domestic raw material - four-fifths of our ethyl alcohol is now made from cheap Cuban blackstrap - their combined top capacity probably would not exceed 200,000,000 gallons a year, not enough for even a 2 per cent mandatory blend. And I am told that enough new distilleries to bring production up to 1,500,000,000 gallons would cost upward of \$300,000,000. "Does anyone in the alcohol business," I asked, "have that much money to invest in making motor fuel?"

Smilingly, collectively, the commercial alcohol people shook their heads. Under the mandatory plan there is little doubt that the Federal Government would have to put up the cash for the new plants. And for that reason, most of the distillers frankly prefer a law, if any law is to be passed, calling for a smaller consumption of alcohol - say 2 or 3 per cent. In this case, they point out, instead of doctoring all gasoline with alcohol, we might convert one-fifth of it into a 10 per cent blend. To make disposal less difficult, the gap in price between straight gasoline and mixed fuel could be narrowed by a tax differential.

But, of course, no one knows whether a 2 or 3 per cent consumption of alcohol would have any appreciable effect on the agricultural price structure.

In France, consular officials tell me, the compulsory use of alcohol as motor fuel was expected to provide an outlet for

surplus wines, but in actual operation the law chiefly benefited the sugar-beet industry. In this country, however, if we should set out to manufacture a billion and a half gallons of alcohol annually, the very immensity of the project doubtless would place corn in a strategic position.

Cuban molasses and synthetic alcohols, of course, are excluded under the proposed legislation. Certain domestic products, such as wheat screenings, barley, potatoes, cull fruits and raisins, sugar beets and Louisiana blackstrap could and probably would be used. But the surplus supply of most of these materials is relatively small, and many of them are seasonal and somewhat perishable in character, making the problem of storage difficult. The chief raw material, in all probability, would have to be corn. And the cost of shipping alcohol from Corn Belt distilleries to other areas of consumption is an item which has too often been ignored.

Whether or not the voluntary use of alcohol motor fuels in the corn country will continue and grow remains to be seen. Several able engineers with whom I talked believe the blends are here to stay.

In any event, it is obvious that the only chance of any immediate farm relief from alcohol lies in the legislative proposal. Yet a great many honest folks - folks who understand fully that sound national prosperity must start with the farmer - have grave doubts as to the wisdom of the mandatory plan.

As a measure of economic rehabilitation, it might turn out to be a pretty expensive pig in a poke.

THE END

UPDATE FUEL TODAY 1990

Editors Note:

The following is reprinted from the ACCC's **defender** newsletter.

Restoration News Bulletin

3153 E. Lincoln St.
Tucson, AZ 85714-2014
(602) 741-2121

SUBSCRIBE - The latest issue depicts the fuel vs engine situation of higher compression vehicles. "With the reduction of lead in gasoline and in the near future a 50% cut in the aromatics: benzene, toluene, and zylene - and a reduction in Reid vapor pressure, the life span of

the older engines will be shortened."

"Lead in gasoline provides octane. Octane is the retardation of fuel burning." Without lead and higher octane the entire engine can be destroyed from flash burns, knocks, pings, hammers, and pollution causing poor performance attributes.

Letters need to be written to:

President George Bush
The White House
Washington, D.C. 20501

Mr. Richard D. Wilson
US EPA
401 M Street SW
Washington, D.C. 20460

Representative _____
House Office Bldg.
Washington, D.C. 20515

Senator _____
Senate Office Bldg.
Washington, D.C. 20510

P.S. If you use an additive be sure it contains tetraethyl-lead. Concentrates are sold under the name of EVA-A, Power Shield, EMV-T/Value Master, E-10 Lead & E-80 Lead. The information order number is 1-800-334-6624 (RPI).

Editors Note:

The following article reprinted from the Ford Car Club Newsletter was originally reprinted from The EarlyBird, Classic Thunderbird Int'l, Santa Fe Springs, CA.

ARCO OFFERS NEW "OLD CARS" GASOLINE

Atlantic Richfield, the Los Angeles based gasoline refiner, has announced that it will replace its leaded ARCO gasoline, at pumps in California, with a "reformulated" fuel that reduces pollution from pre-1975 autos up to 15 per cent.

The new fuel is compatible with off-road vehicles, construction equipment and other machines that currently require leaded blends.

The company hinted that changes involved in formulating its EC-1 (Emission Control 1) fuel

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WELCOME NEW MEMBERS

Matteo and Annette Pagano
8362 Snowbird Dr.
Huntington Beach, CA 92646
(714) 960-5580

Richard and Velma Riggs
1825 Mariposa Lane
Fullerton, CA 92633
(714) 870-8332

Barry and Christie Sporn
1570 Amarita Lane
Anaheim, CA 92803
(714) 537-5624

Terry and Amy Vance
8681 St. Andrews
Westminster, CA 92683
(714) 893-5881

for old cars were simple and could have come long ago.

James S. Morrison, ARCO executive vice president, said that reasons for developing EC-1 now were new regulations being proposed in California and Washington, D.C. The fuel will cost about two cents a gallon extra to produce, with ARCO offering to absorb that cost.

Research on pre-1975 cars has shown that the fuel reduces evaporative emissions by 21 per cent and cuts carbon monoxide by nine per cent, nitrogen oxide by five per cent and hydrocarbons by four per cent.

EC-1 will boast 88 octane, like leaded, but it includes less butane, making it less prone to evaporation.

ARCO will sell the fuel at more than 700 stations in Southern California, from wide-nozzle pumps that currently dispense leaded gas. This will eliminate the possibility of misfueling newer cars with it.

The American Petroleum Institute says that 13 per cent of America's gasoline is leaded and used in about 18 per cent of the cars on the road. Old cars consume the most, even when driven relatively few miles each year, and produce most of the country's pollution.

ARCO is encouraging other refiners to follow its lead. The company has offered to provide the EC-1 formula to competitors.

LOOK WHAT WE'VE COOKED UP!



FIRST OF THE DECADE ORANGE COUNTY'S ANNUAL PANCAKE BREAKFAST & RAFFLE MARCH 11, 1990

BRING YOUR FRIENDS!!!



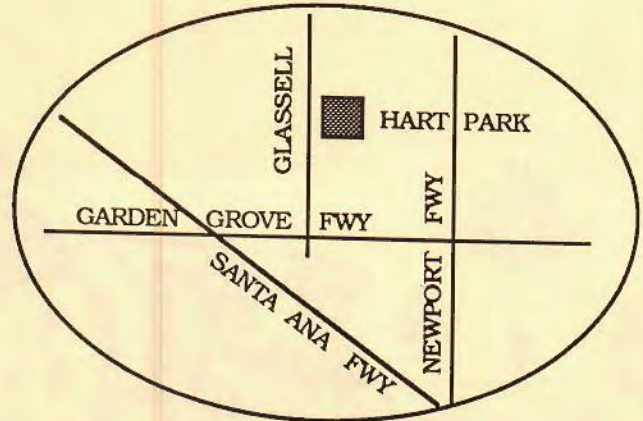
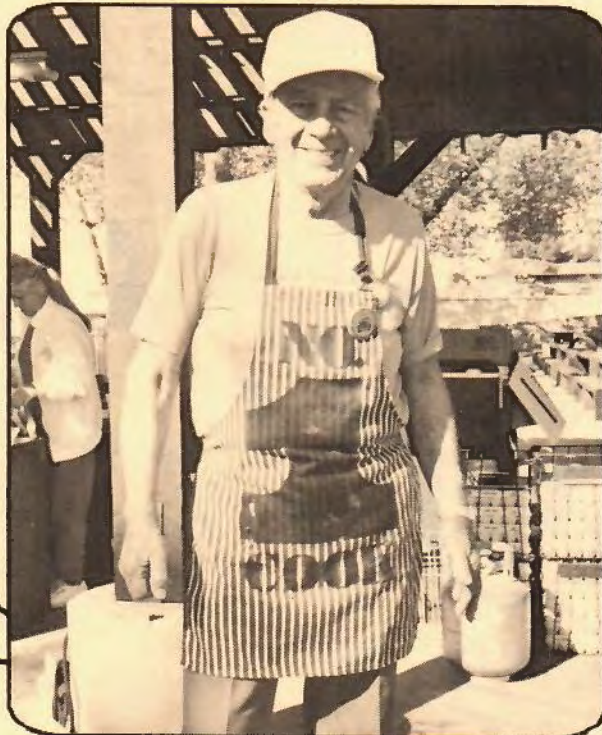
COME ONE - COME ALL!!!

WHAT: PANCAKES, EGGS, SAUSAGE,
JUICE AND COFFEE

WHEN: MARCH 11, 1990 8-11AM

WHERE: HART PARK IN ORANGE

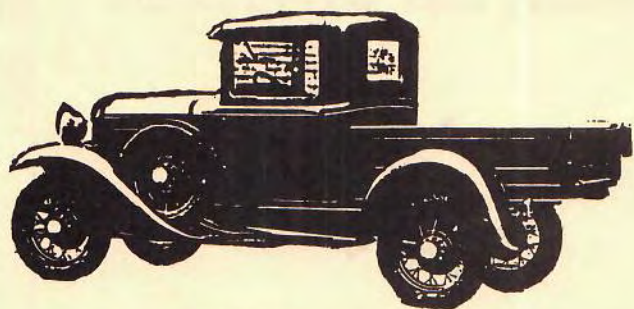
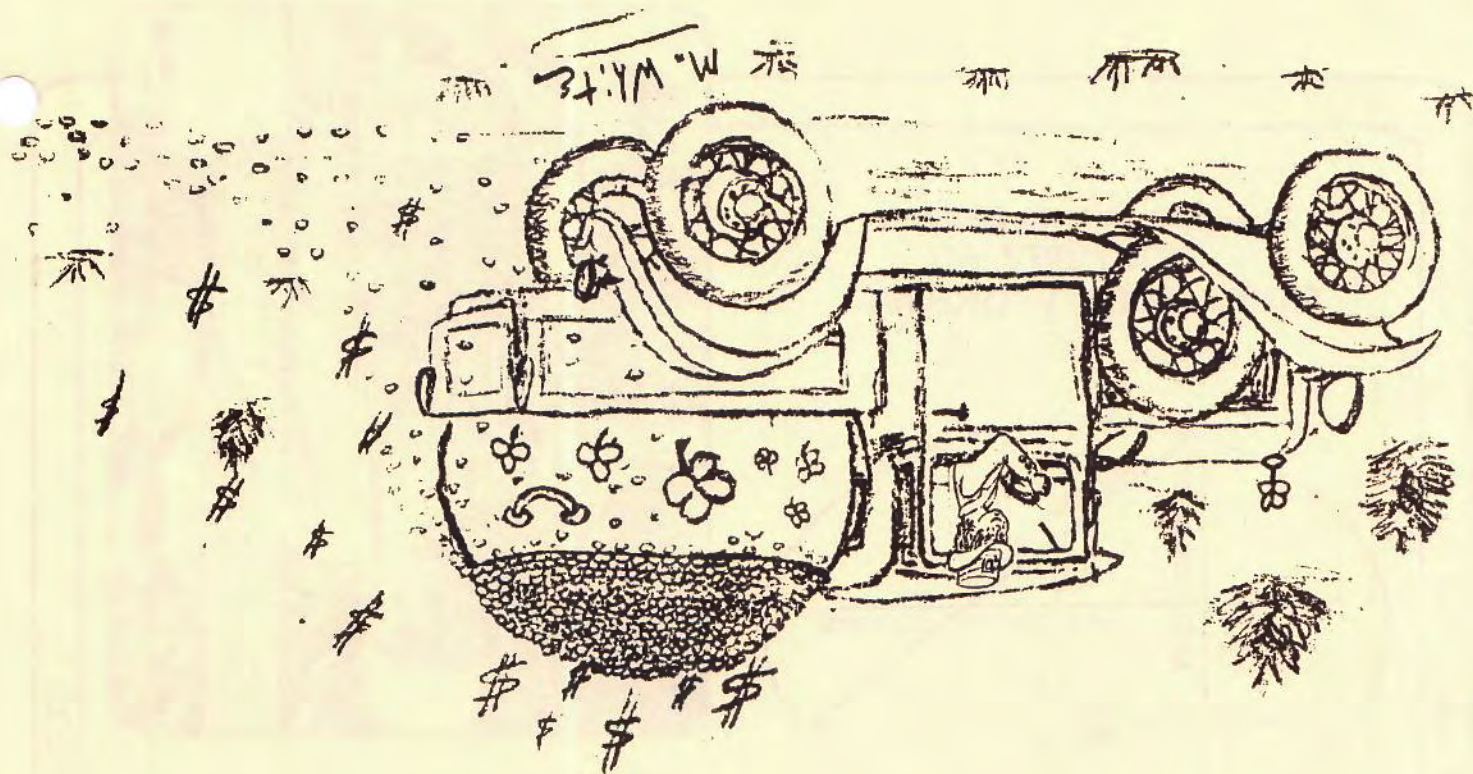
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