

# Orange County Model A Ford Club

# THE DISTRIBUTOR

60<sup>th</sup> Anniversary  
Edition

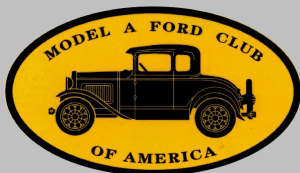


Volume 61 Issue 8

August, 2021

Editor Tissy Smith-Hatcher

60 Years  
720 Months  
21,900 Days  
525,600 Hours  
A Wonderful Club  
Amazing Friends  
Special Memories  
A Blessed Life



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## THE GREAT GET TOGETHER

### It's TIME. LET'S GO...

## WE ARE CELEBRATING OUR 60<sup>th</sup> ANNIVERSARY

AUGUST 14<sup>TH</sup> 11AM-2PM

(LUNCH WILL BE SERVED AT 12PM)

RED GUM STUDIOS

2983 E MIRALOMA, ANAHEIM 92806

RESERVE YOUR SPOT BY SENDING A CHECK FOR \$10 PER  
PERSON TO THE CLUB; THIS CHECK WILL BE RETURNED AT  
THE EVENT. CONTACT KATHIE MCCALL IF YOU HAVE  
DIETARY RESTRICTIONS.

CHECKS PAYABLE TO:

OCMAFC, PO Box 10595, SANTA ANA, CA 92711

QUESTIONS - CONTACT KATHIE MCCALL OR

SHEILA PLOTKIN

AFTER 8/9 YOU MUST CONTACT KATHIE MCCALL  
TO RSVP

### Menu

Brisket Sandwiches  
BBQ Sauce on the side  
Potato/Macaroni Salad  
Fruit  
Chips  
Water

## We are so EXCITED. Did you reserve your spot? YES!!

Use your own discretion as far as masks; not everyone may be vaccinated

## Special 60th Anniversary Edition

Orange County Model A Ford Club

## News From the President

By Louise Hall



August! Summer is in full swing. Hope you are well and surviving the heat!

This month we will not have a general meeting as our "Great Get Together" to celebrate the club's 60<sup>th</sup> anniversary will be the same week that we would normally meet. I hope you've made your reservations for the party, because it looks like a fun event. Don and Mary Dormeyer have opened their doors to their studio, and Bruce and Becky MacIntosh are catering a nice lunch. The party committee, Kathie McCall, Sheila Plotkin, Karen Gaynor and Kaci Terens have some surprises planned.

This event was not an easy one to plan. When the committee was formed and started planning, we were in the middle of restraints from the State telling us that groups could not meet. The committee started to create a "drive by" event with boxed lunches, then things changed, and then changed again, morphing into the event we are all looking forward to. Thank you, committee, for sticking with it!!

Meanwhile our club is continuing to work on serving the members. Don Ratzlaff has gathered together some of the most experienced mechanics in our club. They are working on establishing an official A Team. This team will be available to help members diagnose and repair their own cars. More information on that later.

I have a favor to ask. I'm looking for someone to be in charge of the refreshments. This person would be in charge of making sure there is water and soda(?) and ice at the meetings. They would also remind those who signed up to bring something. We have folks signed up through the end of the year! If you or you and a pal want to accept this service to the club, please call me.

Carolyn Ratzlaff has done the job of being in charge of the refreshments for many years. I want to recognize her hard work and loyalty. Thank you, Carolyn.

Just for fun, I've gathered a few facts about 1961, the year our club started.

In 1961 the popular music included: Can't Help Falling in Love by Elvis Presley; Moon River by Andy Williams and Crazy by Patsy Cline.

Alan Shepherd made the first US space flight.

Here's what things cost in 1961: New car - \$2850; First Class Stamp - \$0.04; Gallon of Gas - \$.31

Some would say those were the "good old days."

See you at the party! **Louise**

Those attending the end of the race were Dean & Pam Berto (and Pam's sister), Peter Hyland, Vince Mariola, Drain & Doris Marshall, Dale & Kathy Mc Call, Don & Sally Miller, John & Gwen Riggs, Dick & June Riha, and Marion Wavra.



## Sunshine & Sorrow

By: Marilyn Hawkins  
714-914-7371



The sunshine news is Bob & I won the membership drawing for \$120...Yea! Mailed "Just to Keep in Touch" card to **Gary & Marilyn Chambers**; they moved to Chino Valley, AZ last year. Sent "It Takes a Special Kind of Person..." card to **Pete Hyland** for his 38 years of membership which included being editor of The Distributor. Due to health problems and he no longer owns a Model A, the decision was not to renew. **Carol Persons** needs our prayers as she has major health problems being on dialysis 3 times/week. Her card quoted a verse about "Thinking of You." Not only is **Greg Earhart**, but **Rick Smyser** are both battling cancer of the esophagus. Cards read "Just Checking In To See How You've Been..." Card read to **Jeanne Parrish** "Warm Thoughts, like Lovely Flowers..." She is now in a wheelchair and the family is managing her Alzheimer's. Phone calls to all would be greatly appreciated.

**May you always have love to share, health to spare, and friends that care**



**2021 BOARD MEMBERS**

**President** – Louise Hall  
714-282-0499/rickandlouise@socal.rr.com  
**VP/Activities** – Joe Goff/949-636-3879/  
josecool35@cox.net assisted by Kaci Terens  
**Secretary** – Don Dormeyer  
714-342-3259/don@dondormeyer.com  
**Treasurer** – Darwin Kibby  
310-938-6872/dkibby714@att.net  
**Technical** – Richard Parrish  
714-393-8582/parrich1937@gmail.com  
**Editor/Zoom Coordinator** – Tissy Smith-  
Hatcher / 714-546-8554/  
tissysmith1@gmail.com  
**Immediate Past President** – Jim Runyon  
714-527-1829/jamesfrunyon@aol.com

**COMMITTEES**

**ACCC Representative** – David Knapp  
**Breakfast Committee** – Terry Collings  
**Club Greeter** – Doris Marshall  
**Election Chairperson** – Joe Goff  
**Historian & Librarian** – Steve Pavich  
**Merchandise Director** – Diane Gaughen  
**Pancake Breakfast Setup & Coordination** –  
Frank Reese, Don Ratzlaff and Richard Bolls  
**Raffle** – Ed Cote  
**Refreshments** – Carolyn Ratzlaff and  
Dianne Runyon  
**Regional Representative, SCRG** –  
Carolyn Ratzlaff  
**Sunshine & Sorrow** – Marilyn Hawkins  
**Webmaster** – Bruce MacIntosh

**We have removed all  
Committee members'  
emails and phone  
numbers in order to  
ensure their privacy.  
Members can find this info  
in your roster.**

**Please Note: Some  
information contained in  
our newsletter has been  
reprinted from other  
newsletters; we thank and  
acknowledge them.**

# General Meeting Minutes

## Orange County Model A Ford Club General Meeting

**July 8, 2021****7:30 PM at Steve Ambriz Park, Orange, CA**

All Board members were in attendance. 52 members attended.

Adoption of Minutes-A motion that the minutes of the June General Meeting be accepted was made by Pam Heiland. It was second by Sheila Plotkin and the motion was adopted.

New Members-President Louise Hall welcomed the new members and fairly new members.

Financial Report-The complete financial report was given by Darwin Kibby. A motion was made by Steve Pavich to accept it, and was second. The motion was adopted. Membership is at 145 people  
43 people have made reservations for the 60<sup>th</sup> Celebration.

Activities-Joe Goff mentioned that John Carter may do a winery tour to Temecula with an overnight stay at a casino. Joe said he will try to get info for a tour to Gardena where the LA Natural History Museum may be storing a car collection. A proposed tour through Carbon Canyon to Chino to see a man who races Model A's and is working on electric Model A's is in the works to possibly happen in September.

Bruce and Becky MacIntosh are working on a Coffee and Doughnut Get Together which could happen in July.

Lyon Air Museum has not yet posted any information on "A Ford In Your Future". Another possibility is to visit The El Segundo Automobile Driving Museum.

Tissy Smith discussed some ideas from Mark Lackey on how to get young people involved with Model A cars. She mentioned to do activities that can start later in the day. Some examples were-bowling, miniature golf, a Frisby contest, attending an Elk's Lodge Breakfast.

Technical Report-Richard Parrish said that the July Technical Seminar will be at Bruce MacIntosh's home. The topic will be headlights – LED, 6 volt and 12 volt. At this seminar headlight alignment will be done. The following seminar, in August, will be on seat belts by Eric Engle.

At the last seminar, Richard said that they worked on his Model A truck's harness, water hose and carburetor. They also installed a water pump in Christine Foster's car.

Newsletter and Roster-Rosters will be distributed at seminars, meetings and the 60<sup>th</sup> Celebration. On request rosters can still be mailed.

Re-establishment of The A Team-A committee is working on getting county wide advisors, and apprentices. Some of the people who volunteered are Don Ratzlaff, Richard Parrish, Darwin Kibby, Rick Hall and Greg Witz.

Quick Communications Project-100 people are on it now. It has been used by members to put out information. Don Dormeyer asked for volunteers to help oversee it as administrators.

60<sup>th</sup> Anniversary Celebration-Members of the committee are Kathie McCall, Sheila Plotkin, Karen Gainer and Kaci Terens. Kathie said (cont'd on Page 9)



## Upcoming Tours and Activities Calendar



**Aug 7 (Sat)** First Saturday Breakfast BS Session ~ The Katella Grill, 1325 W Katella Ave, Orange, 8am



**NO AUGUST GENERAL MEETING**



**Aug 14 (Sat)** OCMAFC's 60th Anniversary at Red Gum Studios, 2983 E Miraloma, Anaheim, 92806, 714-458-7003 from 11am-2pm. Lunch served at 12pm. Contact Kathie McCall with any dietary requirements. Please send checks for \$10/ea for deposit. Checks will be returned at event.



**Aug 26 (Thu)** Fourth Thursday Breakfast at Mimi's Café, 17231 17th St, Tustin, 714-544-

5522, 8:30am. For more info, contact Terry Collings at 714-970-7194



**Aug 28 (Sat)** Technical seminar, topic: Seat Belts, at Richard Parrish's home, 909 S Hacienda Pl, Anaheim, 9am,

donuts & coffee provided



**Sep 4 (Sat)** First Saturday Breakfast BS Session ~ The Katella Grill, 1325 W Katella Ave, Orange, 8am



**Sep 9 (Thu)** General Meeting will be at 7:30PM. No admission prior to 7PM. CHOC

Hospital Complex, 455 South Main Street, Orange. Guests are always welcome. Board meeting at 6PM

**Sep 11** International Model A Ford Day

**Sep 17-18** Model A Day, Gilmore Car Museum, 6865 W Hickory Rd, Hickory Corners, MI. For more info go to [maffi.org](http://maffi.org)



**Sep 23 (Thu)** Fourth Thursday Breakfast location to be determined at 8:30am. For

more info, contact Terry Collings at 714-970-7194

**Nov 24** Thanksgiving Jaunt to Cambria and returning after Thanksgiving, contact Diane Gaughen for more info at [diane@lifeinthedash.com](mailto:diane@lifeinthedash.com)

## OUR MEETINGS ARE BACK AT CHOC

### Swap Meets/Car Shows

**Aug 1 (Sun)** Long Beach Hi Performance Show and Swap Meet, Long Beach Veteran's Stadium, 5000 Lew Davis, Long Beach 90808, 6am-1pm

**Aug 8 (Sun)** Pickin' Under the Antlers, Antique & Vintage Auto Swap Meet, Buena Park Elks Lodge, 7212 Melrose St, Buena Park 6am-10am

**Aug 14 (Sat)** Redondo Beach Elks Lodge Car Show & Chili Cookoff, 315 Esplanade, Redondo Beach 90277 11am-4pm

**Aug 15 (Sun)** 14th Annual Wounded Warrior Car Show, Redondo Beach Performing Arts Center, 1935 Manhattan Beach Blvd, Redondo Beach 90278 9am-3pm

**Aug 21 (Sat)** El Segundo Main Street Car Show, Public Library, 111 W Mariposa Ave, El Segundo, 8am-2pm

**Aug 22 (Sun)** Thunder on the Mountain Car Show-meet at Taco Bell on Weed Patch Hwy, 8am

**Aug 28 (Sat)** 10th Annual So Cal Early Ford V-8 Swap Meet, Elks Club Lodge, 7212 Melrose Ave, Buena Park, opens 8am

**Sep 5 (Sun)** Pickin' Under the Antlers, Antique & Vintage Auto Swap Meet, Buena Park Elks Lodge, 7212 Melrose St, Buena Park 6am-10am

**Sep 11 (Sat)** 19th Annual All Ford Car Show & Swap Meet, 201 S Broadway, Orcutt, 9am-3pm

**Sep 11 (Sat)** Santa Maria All Ford Car Show, meet at McDonald's at 11150 Stockdale Hwy, 8am

**Sep 12 (Sun)** Long Beach Hi Performance Show and Swap Meet, Long Beach Veteran's Stadium, 5000 Lew Da-



## Celebrate in Style—Which “Era” Will You Represent?

By: Becky MacIntosh

We celebrate our love of the Ford Model A of the 1920's and 30's. We also celebrate the founding of our club 60 years ago in 1961.



### 1920's/1930's

If you were to enter the park to join a picnic you would see ladies in mid-calf dresses with a flair or pleats at the hem. Sleeveless or short sleeves were common as well as bright colors and small prints. Waist lines were at the waist or below with belts matching the dress fabric. Skirt and blouse sets fit the bill as well.

Accessories sported wide-brim fabric, felt or straw hats or the more close-fitting cloche hats decked out with ribbons or flower décor. Costume jewelry was popular.

Men wore work trousers with suspenders or a vest. Pants were slightly full in the hips. Long sleeve shirts in solid colors or stripes would be rolled up to the elbows and left open at the collar. Top it off with a newsboy, fedora or straw boater hat.

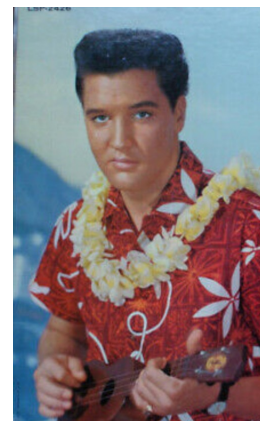


### 1960's

If you find yourself at a picnic in the 1960's, you would see shorter, knee-length dresses with a large flair at the hem and bright, bold patterns. The men donned high-waisted long shorts or pants with vests or sweaters over short sleeved shirts in solid, plaid or bold stripes. Polo shirts were seen. The 60's saw the beginning of bell bottoms and the overall acceptance of Hawaiian shirts.

### Another Option—Hawaiian Shirts – Can't go wrong

Hawaiian shirts started being worn in the 1920's. By 1936 they were mass produced and booming in the 1950's. Elvis Presley stunned fans in 1961 with a bright red Hawaiian shirt on the cover of “Blue Hawaii”. In the 1960's with the start of casual Fridays, the Hawaiian shirt made it into the office.



**Find a hat, skirt/dress or shirt/pants that puts you back in time and join us for the 60<sup>th</sup> Anniversary Party.**

**MODEL A**  
Roster Raffle

**CURRENT JACKPOT** 20 **DOLLARS**

If the roster jackpot grows to \$100, and the name pulled is not at the meeting, a second name will be pulled; should it get to \$200, up to 4 names may be called each month until a winner is in attendance.

## Working Around Your Car's Battery (Technical Tip)

By Jim Cannon

### Working Around Your Car's Battery

Whenever working on the electrical parts of your car, it is a good idea to de-energize everything to prevent an accidental short circuit. For example, one of the horn wires in "hot" all the time, so any time you do anything with the horn cover, it's a good idea to disconnect the battery. The same is true of the brake light switch and the wires inside the instrument panel in the car.

If you have a fuse on the yellow wire that comes off of the starter switch, just removing the fuse will do the trick. Or if you have a battery cut-off switch on the car, that will kill the power to everything.

But in many cases, you need to disconnect the ground strap from the battery in order to make sure everything is without power. Perhaps you need to remove the starter cable, or the battery itself. Whenever you remove cables from the battery posts, it is a really good idea to cover the battery post with something to prevent accidental contact between it and the other battery post.

For example, if you dropped a wrench or other tool while working around or above the battery, it could land on top of the battery touching both posts. This will short out the battery, which can be a really big problem, resulting in a fire or perhaps the battery exploding acid all over.

When you buy a new battery for most cars today, they are sold with one or two small plastic caps over the battery posts. I see them in red and black plastic. If you go to your local auto parts store, the people there may even give you a few of these caps, if you ask.

I keep several of them in my box of battery-related tools and things, to put over the posts of any battery I am working around. It is easy to do and only takes a minute.

Take a minute to be safe. Enjoy! And Have a Model A Day! Jim



## Never Leave Home Without Them

By Diann Eason

Era Fashion Committee Chairperson

Gloves were considered an important article of coordinated apparel for a lady of the Model A era. Gloves were bought, made, and worn for most activities outside the home. Fashion enthusiasts have looked for the three gores stitched or appliqued across the back of the hand to determine the originality of a pair of gloves. The MAFCA Fashion Guidelines, 2015 edition, section 3C-I page 27 documents the characteristics of original women's gloves. The gores were thought to be present in daytime, afternoon, evening, and even formal gloves, 1928 through 1931.

The MAFCA Era Fashion Committee was presented with documentation; *Style Source* catalog dated 1930 with pictures and description of late afternoon and evening gloves that did not have the stitched gores. The second pair of gloves from the bottom of the page do not have the gores across the back of the hand. There are three stripes close to the cuff line of the glove.



[www.mafca.com](http://www.mafca.com) August 2020

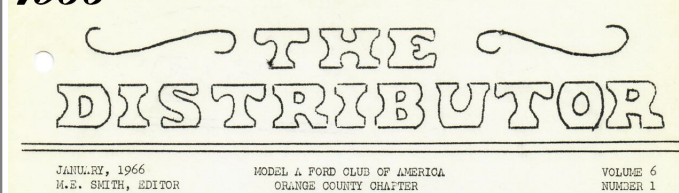


# Evolution of Our Club's Newsletter

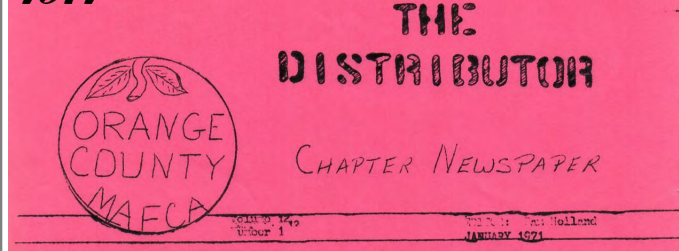
1961



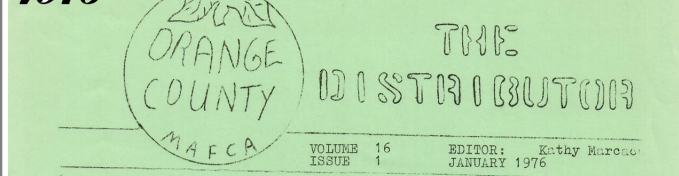
1966



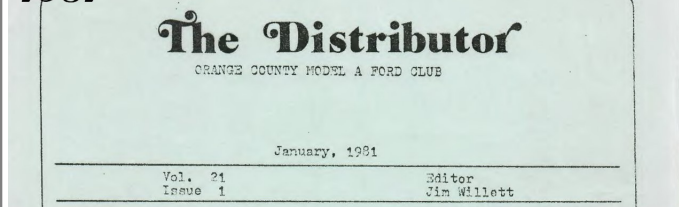
1971



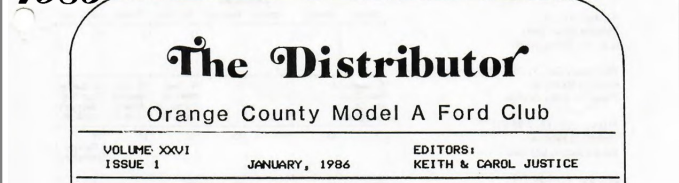
1976



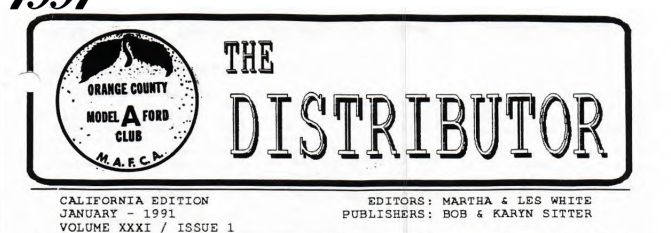
1981



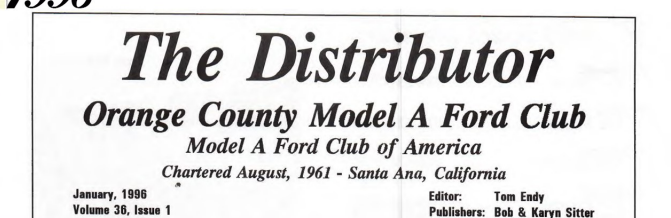
1986



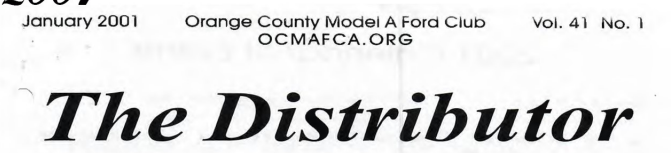
1991



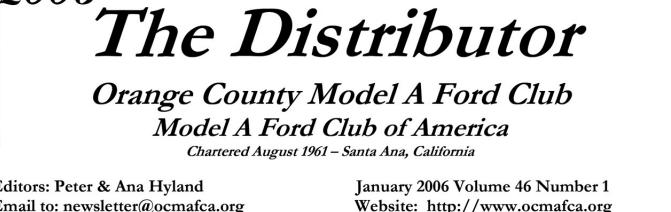
1996



2001



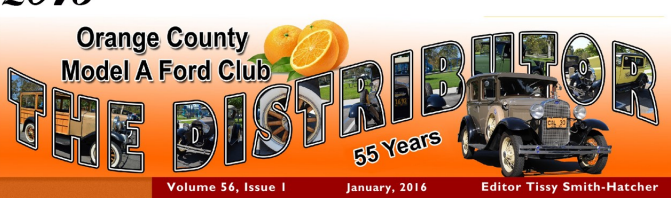
2006



2011



2016



## Technical Article

By Richard Parrish, Technical Director

There are those that fly into a rage at the mere mention of modifications. That's OK. With all the righteous talk many are sneaky, with hidden modifications like a "B" cam, adjustable lifters, Snyder head, a thermostat, 10w30 oil, Mitchell synchromesh transmission. They have modified their Model A to a near clone of a Model B.

### MY MODERN A

1. All the above-mentioned modifications
2. Modern points? Some people like them. I went back to stock points on one car and the FSI electronic distributor on the others. It has centrifugal advance and no points. Set it and forget it.
3. Convert to 12V, negative ground with alternator. We take long trips with GPS, cell phone, CB and maybe AC. I can find a replacement parts at any Wal-Mart. Try that with 6V positive system.
4. Thermostat 160\*. The engine runs more efficiently, forms less sludge and you can remove it anywhere any time.
5. Model B carburetor is a simple bolt on and gives a seat of the pants performance boost. I run a Weber 32/36 down draft progressive carburetor with automatic choke. It climbs like a mountain goat.
6. Mitchell overdrive is most popular but \$\$\$\$ , Borg Warner and Volvo still get the job done \$. Shifting into OD at 45/50 MPH produces less noise and less vibration. Keep that speed, or choose the freeway on that trip to Santa Barbara, Death Valley or convention in Maine. Splitting gears in the mountains is a real joy.
7. Turn Signals and seat belts for safety, comfort and convenience.
8. Gauges to keep track of temperature and oil pressure.
9. Fan shroud and engine pans were both thrown away. Both can help in keeping your engine cool. Snyder's' sells a plastic shroud for both 28/29 and 30/32 that fit beautifully. Come see mine.
10. Handy Hint not a modification: Windshield wipers don't work in a real rain. Turn them off and use RAINEX, outside, NOT inside.

Join us for good food  
and even better company

Fourth  
Thursday Breakfast  
August 26<sup>th</sup> at 8:30am

MIMI'S CAFÉ

17231 17<sup>th</sup> St  
Tustin  
714-544-5522

Info: Terry Collings  
714-970-7194

KATELLA  
GRILL

1325 W Katella Ave, Orange, CA 92867

BS Breakfast  
August 7<sup>th</sup>  
8am

A buffet will be offered for \$15.50 and includes breakfast, tax & tip

Deadline for submissions for the next Distributor is

August 20, 2021

Submit all Articles and ads to

tissysmith1@gmail.com

or mail to

P.O. Box 10595, Santa Ana, CA 92711



## Altadena Old Fashioned Days Parade-Favorite Memory By: Chris Foster

May 16, 1992 - I was a member of the Santa Anita A's and our club had volunteered to participate in the parade, so I invited my sister Karen to come along with me and she accepted. Early that morning I picked her up and off we went to Altadena, lining up at the top of Lake Avenue. The Director of the Altadena Senior Center and a retired, 100-year-old school teacher were to ride with me in my coupe. Obviously, the senior school teacher wasn't able to get into the rumble seat, so they helped her into the passenger side of my car. My sister, standing next to me, quietly says "Where am I supposed to sit?" My reply was "Join the Director in the rumble seat, or just walk along side of the car." Karen hopped up into the rumble seat and as the parade started she waved at the crowds as we paraded down Lake Avenue.

## Can a Model A Go Over 100mph?

By: Dan Adelman

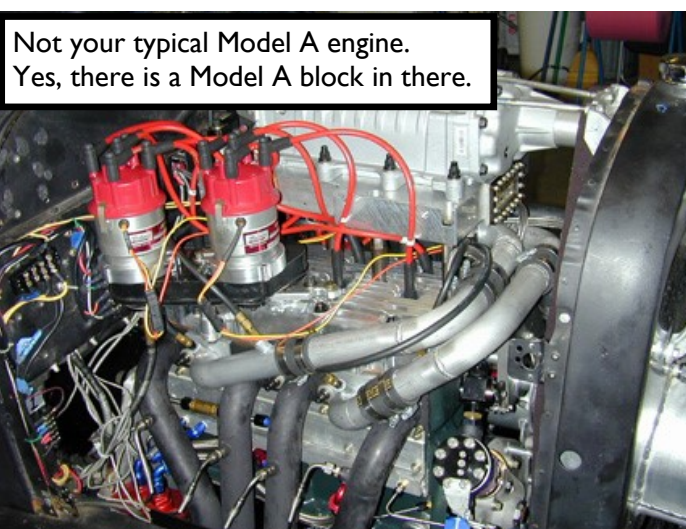
In our recent transplant to Texas, I was happy to find out that there was a Model A parts business about 20 minutes from where I live. In need of some parts as the coupe was getting a going over, I called Piranio's Antique Automotive in Denton and spoke with Beth to make sure they had what I needed.

Upon driving out there, you are out in the country and it feels great. Beth was great and I got the parts, then walked into the shop area. There was a Model A coupe that looked like it had been made into a hot rod. I then found out that I was looking at the fastest Model A in the world. Yep, it runs a Model A block, just a bit modified.

In 2015 at El Mirage using a Model A block with a Crawford billet cylinder head producing 262 horsepower and ran a record time of 114.64mph!

In 2017 at Bonneville Salt Flats using a Model A block and their own blown fuel engine, it produced 117.268mph for the land speed record for this vintage class!

Pretty darn amazing. If you go to their website at [www.modelaparts.net](http://www.modelaparts.net), you can learn more about it.



Not your typical Model A engine.  
Yes, there is a Model A block in there.

(cont'd from Page 3) this party will be held at Don Dormeyer's Studio at 2680 Miraloma Ave, Anaheim and Bruce and Becky MacIntosh will be cooking and preparing the meal. There will be a prize for the person wearing the best era clothing. Please contact the committee if you are celebrating a 60<sup>th</sup> wedding anniversary or birthday. Announcements and Discussions-July 22 breakfast will be at the Broken Yolk restaurant in Costa Mesa. Rick Hall spoke about a hard luck story of a broken coil wire. The Hard Luck Trophy was not yet returned.

There will be no meeting in August. We will resume meeting at CHOC in September.

The club needs a Meeting Refreshment Coordinator to start in September.

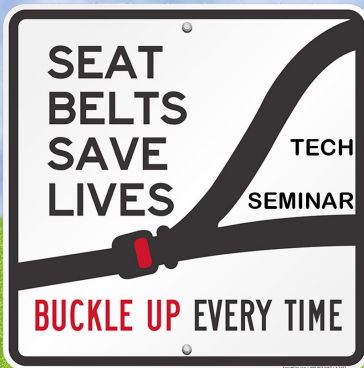
The meeting was adjourned at 8:30pm. These minutes were written and submitted by Mary Dormeyer.

## What a great turn out we had for the July Tech Seminar



Photo courtesy of Bruce MacIntosh





**Saturday, Aug 28<sup>th</sup> 9:00AM**

Parrish's home, 909 S. Hacienda Pl, Anaheim



Your host and leader, Eric Engle will display the installation on his 1931 Coupe. You can examine installation on Richard Parrish's 1928 Tudor/1931 Slant windshield Fordor and those attending who already have seat belts.

If you bring your Model A and your seat belts you may decide on what method, placement of the belts and measure for mounting holes.

**A Favorite  
Memory from  
Kathie McCall**



**For Sale**

**FOR SALE:** A pair of California 1930 restored license plates with sticker plates for sale. They were DMV clear back in 2014 when we moved from California. \$120. They will be shipped from Texas.

Contact Dan Adelman (current OC member) at [maf1930@gmail.com](mailto:maf1930@gmail.com).



**WINNER  
WINNER  
CHICKEN  
DINNER**

Say what??  
Marilyn Hawkins  
won the roster  
drawing!  
\$120 BIG ONES.



**CHECK  
THIS  
OUT**

There is an article  
on the New Burtz-  
Block by Terry  
Burtz on the  
OCMAFC  
website





*Just a few of the members who  
attended the July General Meeting.  
What an amazing bouquet of  
people we have.*



## Model A's Value During Prohibition Through NASCAR

By Tissy Smith

During the days our Model A's were being manufactured and rolling off the production line, a nationwide constitutional ban on the production, importation, transportation, and sale of alcoholic beverages was going on. The "Era of Prohibition" covered the period from 1920 to 1933.

The alcohol industry was curtailed by a succession of state legislatures, and finally ended nationwide under the 18th Amendment to the United States Constitution in 1920 with approval by 46 out of 48 states. Not all alcohol was banned; for example, religious use of wine was permitted. Private ownership and consumption of alcohol were not made illegal under federal law, but local laws were stricter in many areas, with some states banning possession outright.

Grape juice was not restricted by Prohibition, even though, if allowed to sit for 60 days, it would ferment and turn to wine with a 12% alcohol content. Many folks took advantage of this as grape juice output quadrupled during the Prohibition era. Vine-Glo, from California vineyards, was sold for this purpose and included a specific warning telling people how to make wine from it. Some drugstores sold "medical wine" with around a 22% alcohol content. In order to justify the sale, the wine was given a medicinal taste.

The high-proof distilled spirit made in the cover of night to prevent the detection of smoke rising from clandestine stills earned the alcohol its name: moonshine.

Bootleggers smuggled moonshine from clandestine distilleries to risk-taking customers, often having to outwit the cops at every turn. The original bootleggers hid flasks in their boots, but with the introduction of cars, bootleggers came to refer to anyone who smuggled spirits (of the alcohol variety).

In hopes of improving their chances of outrunning prohibition cops, bootleggers modified their cars and trucks by enhancing the engines and suspensions to make their vehicles faster. These cars were called moonshine runners. When modifying a car to make a moonshine runner, subtlety was the first rule. The vehicle had to look "stock"-it could not have any flashy modifications that would make the car attract attention. A variety of vehicles, including Dodge Coronets, Oldsmobile Rocket 88s, and Chevy Coupes, were used as "moonshine runners". The most popular car of all, though, was the Ford Model A Coupe. Extremely commonplace for the time, powered by a Flathead V8 engine, with easily modifiable suspensions and a large trunk... it was perfect for the job.

Modifications made to moonshine runners included adding more carburetors so the car could burn more fuel, installing new intake manifolds to bring more air to engine, and over boring the cylinders to increase the car's displacement for more horsepower. These cars didn't only need to drive fast-they needed to haul a whole lot of weight. Typically carrying 100 to 180 gallons of moonshine, these vehicles needed to drive at high speeds while carrying almost 800 pounds of alcohol-and they had to do it on twisting, curving backwoods dirt roads. Bootleggers added leaf springs to stiffen the suspension, allowing them to carry more weight. The suspensions of the moonshine runners were so stiff that the rear of the car would be high up in the air when there was no moonshine inside but would appear normal once the car was loaded.

To prevent bootleggers from using industrial ethyl alcohol to produce illegal beverages, the federal government ordered the poisoning of industrial alcohols. In response, bootleggers hired chemists who successfully renatured the alcohol to make it drinkable. As a response, the Treasury Department required manufacturers to add more deadly poisons, including the particularly deadly methyl alcohol. As many as 10,000 people died from drinking denatured alcohol before Prohibition ended. Another lethal substance that was often substituted for alcohol was Sterno, that fuel commonly known as "canned heat." Forcing the substance through a makeshift filter, such as a handkerchief, created a rough liquor substitute. The result was poisonous, though not often lethal.

Home-distilled hard liquor was called bathtub gin in northern cities, and moonshine in rural areas of Virginia, Kentucky, North Carolina, South Carolina, Georgia, and Tennessee. Homebrewing good hard liquor was easier than brewing good beer. Since selling privately-distilled alcohol was illegal and bypassed government taxation, law enforcement officers relentlessly pursued manufacturers. In response, bootleggers assumed enhancing their vehicles engines and suspensions would improve their chances of outrunning and escaping agents of the Bureau of Prohibition, commonly called "revenue agents" or "revenueurs".

As saloons died out, public drinking lost much of its macho connotation, resulting in increased social acceptance of women drinking in the semi-public environment of the speakeasies. This new norm (cont'd on Page 13)



(cont'd from page 12) established women as a notable new target demographic for alcohol marketers, who sought to expand their clientele. Women thus found their way into the bootlegging business, with some discovering that they could make a living by selling alcohol with a minimal likelihood of suspicion by law enforcement. Before prohibition, women who drank publicly in saloons or taverns, especially outside of urban centers like Chicago or New York, were seen as immoral or were likely to be prostitutes.

Now, back to the Model A's story. Coolant, as we know it, didn't exist 80 years ago. The additives found in modern coolants had not been invented yet. Cars back then, including the Ford Model A, had liquid cooled internal combustion engines much like ours. So people had three options: (1) Water - one of the world's most abundant resources was regularly used to cool engines during the Great Depression. However, water wasn't an ideal coolant because the minerals and compounds it carried would corrode parts within the engine. Distilled water was a better solution, as it has no minerals, but it still caused rust and would freeze in freezing temperatures; (2) Water mixed with alcohol solutions - to keep the water from freezing, people would mix it with alcohol before pouring it into their Model A. However, it wasn't a perfect solution because alcohol evaporates quickly. The original Model A radiator was not pressurized. That means that air would be expelled or drawn into the radiator as it heated and cooled. This accelerated evaporation. People had to replace the coolant at least several times in the winter. Also, alcohol was difficult to find during prohibition. Some people tried to combat these problems by adding kerosene to water. But kerosene is a powerful solvent, could damage gaskets and hoses over time.; and (3) Water mixed with Glycerine - another antifreeze solution Model A owners used (known to us today as Ethylene Glycol). This mixture didn't evaporate or rust out the engine, but it gummed up the radiator. People dealt with this problem by draining the mixture in the spring and not putting a fresh batch in until the following winter season.

In order to prevent the police from tracking them down, bootleggers would use "borrowed" license plates during their runs. They would also install switches that would turn their taillights and brake lights off to help them throw off any police on their tail. Additionally, bootleggers would rely on their knowledge of local roads and use it to their advantage—prohibition police didn't know the backroads like they did. To shake them off, drivers would do "the 180", spinning their car 180 degrees and flying right past the lawmen on their trail.



Junior Johnson

Junior Johnson, a former bootlegger, moonshiner, and NASCAR driver was known to use this move. Junior Johnson was just 14 when he began running his father's moonshine-before even he had his license: "I didn't need one, 'cuz I wasn't gonna stop!"

In their free time, bootleggers would race against each other in open dirt fields or on backroads, proving who had the fastest car and who was the best driver. Eventually, local fairgrounds saw a profit to be made and began inviting bootleggers to race their modified

"stock" cars for prize money, selling tickets to fairground visitors to watch these cars race-and so began the rise of stock car racing.

Prohibition ended with the ratification of the 21st Amendment, which repealed the 18th Amendment on December 5, 1933, though Prohibition continued in some states. To date, this is the only time in American history in which a constitutional amendment was passed for the purpose of repealing another.

With Prohibition repealed, many bootleggers and moonshiners moved to legitimate liquor businesses. Some, however, like Junior Johnson, Benny Parsons, and Lee Petty transferred their skills of running from the law and driving at high speeds on dirt roads towards racing stock cars professionally.

By 1948, permanent stock car tracks had popped up around the country, and in response to the need for a formal association, Bill France Sr. formed the National Association for Stock Car Auto Racing, aka NASCAR. Years later, all three bootleggers turn stock car drivers were inducted into the NASCAR Hall of Fame.



Lee Petty

Dedicated to the History and Preservation of the Model A Ford

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## Next General Meeting

7:30 PM

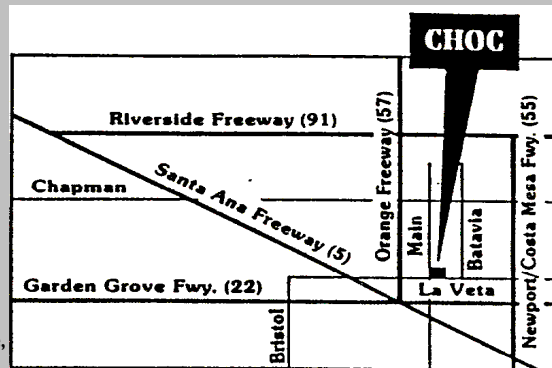
[Second Thursday of every month]

Next Meeting September 9, 2021

Time: 7:30pm

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