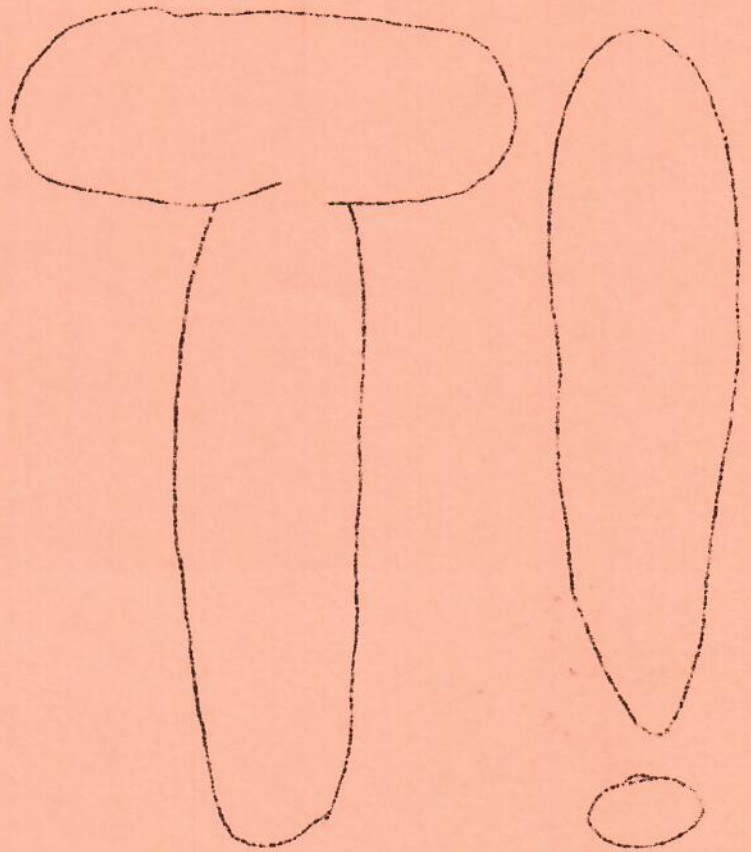
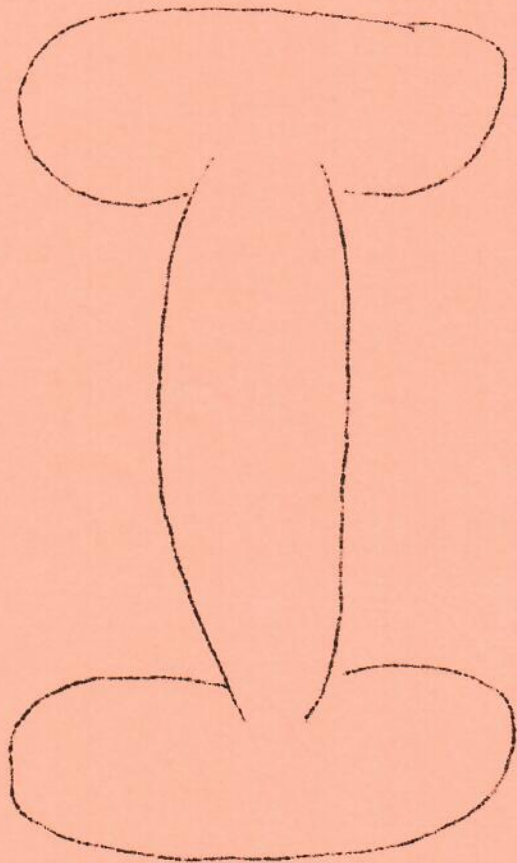


THE INSTRIBUTOR

VOLUME 18
ISSUE: 8

EDITOR: PAT DOUGLASS
August 1978

WATCH FOR



is coming

AUGUST MEETING

DATE: August 10, 1978
 PLACE: Hart Park
 TIME: 7:30 Hot Dog Roast after Meeting

AUGUST CALENDAR

Aug. 3-6 Huntington Center Car Show
 Aug. 10 Regular Meeting & Hot Dog Roast
 Aug. 12 Our Annual Progressive Dinner Mileage Tour.
 Aug. 19 & 20 Long Beach Model T Swap Meet
 Aug. 20 Mileage Tour & Picnic to Long Beach Swap Meet
 Aug. 24 Board Meeting at Chuck Williams
 Aug. 26 Hayride and Mileage Tour

FUTURE EVENTS

Sept. 15-17 Griswolds Car Show
 Sept. 22-24 Rim Of The World Show
 Oct. 21 Round-Up at Knotts Berry Farm

THE PRESIDENTS MESSAGE
 by Matt Plotkin- President
 962-2117

Well, the Beach Party is now a memory of lots of fun, food, digging prizes and one very, very sandy president. I'm sure that all that attended had a great day. The bocci balls were really rolling on the grass, and the weather was really nice for the day.

Every event always has someone who really contributes their time and energy to make it a success. This time it was Richard Carter. Richard bought all the food, brought

Presidents message Contd.

it to the beach at 6 in the morning, helped carry it up to the area, showed us how a pro shucks corn while we watched, and carried the extra food back home for the up and coming wiener roast. Thanks for your help Richard, we really appreciate it.

I would also like to thank Rak and Joan Krist for taking care of the dig prizes. They showed everyone how to stretch a buck by buying some neat prizes on a very limited budget. Thanks from all who won something.

Joan tells me that all the raffle tickets for the Round-Up Quilt are not sold yet. If you have not yet taken your book of ten tickets, please see Joan. Your support is urgently needed to make this years Round-Up a success. Simply take at least one book of tickets. If you can not or don't want to sell the tickets, simply give the money to Joan for the book. It's only ten bucks. I'm sure that everyone gets more than their moneys worth from the club over the year time. Thanks. The person who sells the most tickets gets two free tickets to the Christmas Party-that's worth 20 dollars right there.

This weekend - August 3-6 is the car show at the Huntington Mall. To all of you who were able to put their cars in, we appreciate your time and effort to do so. The proceeds from the show will help the clubs treasury. Thanks to Kevin Vidal and gang for guarding the cars so well.

There is so much happening during the next few months, it doesn't even pay to put the covers on the cars, just keep them running from one event to the next. If you are not, you are missing some great fun. See Tom Shenks article for the next months events, and mark your calendar.

"Your A's Activities"

by Tom Schenk

637-9599

I want to thank Larry Conkol for leading the past two tours last month and Joan Krist for her work on last months Baseball night.

As you can see from the Aug. Calendar we have plenty of A activities planned for you. Please purchase your tickets for the progressive dinner at the Aug. 10th meeting if you haven't already done so. Our thanks to Darlene Staib and all the hosts & hostesses for this fun night.

Another tour this month will see the Orange Co. Model A's leave the Orange Mall at 8:00 A.M. (that early) on Aug. 20th for a tour to the Long Beach Model T Club's swap meet. This is one of the best swap meets in So. Calif. each year. At noon we will all go to a Long Beach park for a picnic so bring your picnic items once again.

Our third tour this month will be fun for kids and adults. We will meet at 6:30 P.M. at the Pipe Organ Pizza Parlor on the corner of 17th and Tustin in Santa Ana. From there (after Pizzas) we will drive the Riverside Freeway to Coal Canyon exit and go for an old fashioned Hayride, with horses, wagon etc. Cost of the hayride is \$2.50 each. After the hayride we'll gather around an open fire pit and roast marshmallows, popcorn or what ever you care to bring to eat or drink.

TECH TATTER

by Larry Boef

838-5151

All you Hot Doggers don't forget that we will have a Weenie Roast at the Park following the August meeting. There is a fire ring there, the club will provide the weenies and buns, bring your own liquid refreshments.

Due to all the activities already planned during August, plus so many people being on vacation, there

Tech Tatter Contd.

will be no seminar scheduled for August..

The club's engine hoist is getting so much action that in order to keep track we need to do the following: Make a reservation with me at home - 838-5151 or Business - 545-8471. After you are finished using the hoist return it directly to me as soon as possible so that the next person can use it. Please under no circumstances pass it to somebody else without letting me know first. Thanks.

TECH TIP: Tired of trying to stretch on a too small fan belt or take the slack out of a too big belt. Try NAPA-MODAC #96 (25-10800) These fit right like they should.

ROUND-UP '78

by Chuck Williams

836-7057

Many thanks to all the patch makers who contributed to making our quilt. Special thanks goes to Dione McNabb who made 4 (four) patches! Whew - this gal is a real charger.

By the time you read this we will have visited Whittier and Pomona Chapters. Attendance and response at Whittier was good & Pomona should be good also. Visits in late August & early Sept. to the Santa Anita "A's" and Diamond Tread should cover all the bases as far as presentations are concerned.

Progress on the trophies is moving along. Denny Johnson should have an example to show us at the next general meeting..

Bob Hooker has agreed to handle the design & ordering of our dash plaques this year. Much thanks Bob.

Contd.next page

ROUND-UP '78 Contd.

I need someone to help me by contacting various dealers and businesses for donations. I'll talk more about this at the next meeting.

See you there!

FOOD and FUN
by Darlene Staib

It's more economical than the Golden Arches; more tantalizing to your taste buds than the Chez Gary; more fun than a ride through a car wash in a Phaeton.

It's this year's PROGRESSIVE DINNER; and even though it's only a week a way, you can still make reservations by mailing your check (\$3.00 per person) to Darlene Staib today. We need to know how much food to prepare, so please let us know if you're planning to come. The dinner includes hors d'oeuvres, salad, soup, entree, dessert and a party.

A map to the first of the six stops is on each ticket and is also included with this newsletter. The other maps will be given out that evening.

Hope to see you Saturday, Aug. 12, at 6:30.

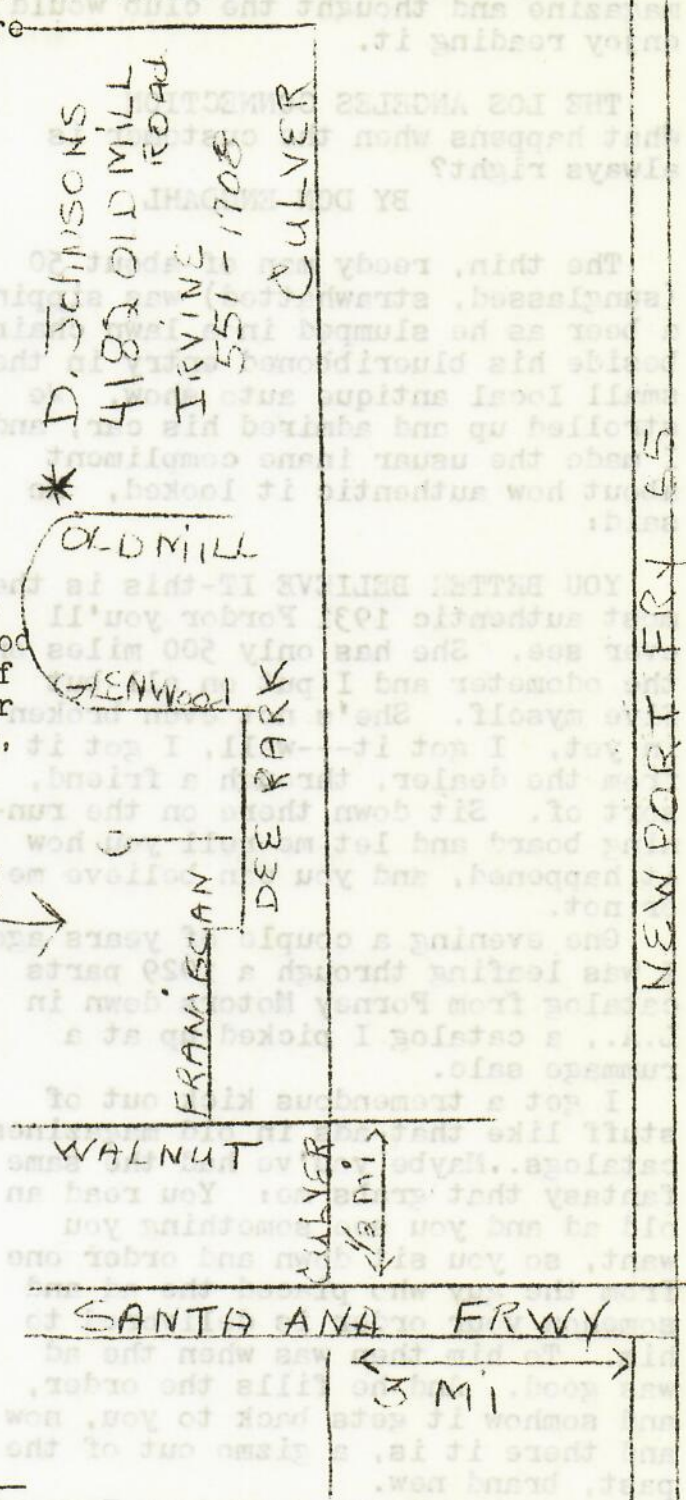
ADD THESE NAMES TO '78 ROSTER

ROYSTER, DAVID & JENNIFER
1602 Nesson Rd. Apt. K4
Tustin, Ca. 92680
832-5313

BARBER, WILLIAM & BEV
1142 E. Rosewood
Orange, Ca. 92666
538-5444

WANTED: 1931 Front Drums
Keith Rogers 838-4168

WANTED: 550x17" Blackwall Good
used tires
Glenn Johnson 528-0891



NEWPORT FRWY 65

The following is a story Glenn Johnson found in an old Road & Track magazine and thought the club would enjoy reading it.

THE LOS ANGELES CONNECTION

What happens when the customer is always right?

BY DON ENGDAHL

The thin, reedy man of about 50 (sunglassed, strawhatted) was sipping a beer as he slumped in a lawn chair beside his blueribboned entry in the small local antique auto show. We strolled up and admired his car, and I made the usual inane compliment about how authentic it looked. He said:

YOU BETTER BELIEVE IT--this is the most authentic 1931 Ford you'll ever see. She has only 500 miles on the odometer and I put on all but five myself. She's not even broken in yet, I got it--well, I got it from the dealer, through a friend, sort of. Sit down there on the running board and let me tell you how it happened, and you can believe me or not.

One evening a couple of years ago I was leafing through a 1929 parts catalog from Forney Motors down in L.A., a catalog I picked up at a rummage sale.

I get a tremendous kick out of stuff like that--ads in old magazines, catalogs. Maybe you've had the same fantasy that grabs me: You read an old ad and you see something you want, so you sit down and order one from the guy who placed the ad and somehow your order is delivered to him. To him then was when the ad was good. And he fills the order, and somehow it gets back to you, now and there it is, a gizmo out of the past, brand new.

So, I was looking through Forney's catalog and at the time I was having a hell of a time finding a pinion gear for a 1928 Chevy I was restoring. I was wishing I could drive down to L.A. and walk into Forney Motors and buy one like in the catalog for \$6.37.

I'd had a couple of beers and I let the fantasy roll, and pretty soon I filled out the order blank

that was in the catalog and after some thinking I put in the date--August 10, 1929, the right date except for the year.

Before my Dad died he gave me a lucky roll of money he'd kept all during the Depression--about a \$100 in silver certificates--and I'd hung onto it. I dug the roll out of my shoebox, peeled off \$7, stuck them in the envelope with the order. Then I walked down to the corner and dropped the envelope in the mailbox.

Crazy, no? But what the hell, the post office would just return the letter, right? Wrong. Two weeks later the mailman brought me a parcel with \$1 postage due. I ripped it open and there was the pinion gear for the Chevy and a letter thanking me for the business and saying the 63¢ overpayment would be applied to my next order. It was signed by George Forney himself, and the date was August 16, 1929.

My wife Madge watched my face as I read the letter and asked if anything was wrong. Giggling, I said, "Wrong?" Not wrong, no, no, wrong. All right! I shoved the letter in my pocket, and showed her the pinion gear. Then I sat down with my face to the TV and thought through the entire six o'clock news.

Maybe, I thought, it was a hoax--but it was a very convincing one, for I did have the pinion gear. And a new catalog from Forney's in the bottom of the box and it looked fresh off the press. Hoax or no, I was sure as hell going to try to get some other things I needed for the Chevy.

In the next couple months I sent the rest of Dad's lucky money plus another \$100 I bought at a collectors store to Forney, and some pretty damn original parts went into that Chevy. All small stuff, of course, since it went through the mail.

The time difference between Forney and me seemed to be locked in by that date I put on the first order; we stayed in synch, day by day, with an even 47 years between us. The time for the mail

The L.A. Connection Contd.

deleveries seemed about right-a couple of weeks between an order and a delivery.

For some reason I didn't try the deal with anybody but Forney, and I kept the flow of old money to him and new-old parts to me going steady because I was afraid if I even breathed wrong it would stop. And I didn't tell a soul what was going on.

Eventually the Chevy was finished, and I sent off an order to Forney for a set of chrome spotlights to put the icing on it, and I wondered where to go next. By then, of course I was beginning to think in larger terms.

One of the problems was getting the old money to send to Forney. The stuff was costing me about a \$1.80 to the \$1.00, but I figured if I slipped even once and sent him money that wasn't at least 47 years old I'd blow the whole thing.

Another worry was how long the man would stay in business. The poor bastard was innocently looking in the teeth of the Great Depression and I wondered how long he'd last after that started.

It was that, mostly, which prompted me to go down to the library early in the Chevy par-buying stage and read the old Los Angeles newspaper on microfilm, I discovered that old George was pretty well known in Los Angeles in his day, and also that Forney Motors didn't go under until 1936. As I read- a social not here, a business item there-I picked up some personal information about his wife and kids which I began to slip in with my orders for odds and ends for the Chevy.

I found out another interesting thing: George became a partner in a new bank in L.A. in September of 1930. I waited for the time to come around (in his time) and then wrote to him and asked if he'd mind opening a savings account for me, that I'd like to have a little something in his bank.

He was delighted, he wrote back, and I scraped together enough to send him \$500-a bunch of 1928 series 20s with the gold seal, some 50s

from the 1929 series with the brown seal and a pair of 1929 100s. All told, it cost me close to \$900 in new money.

The bank survived the depression (without George) and after a little preliminary and cautious talking with my lawyer I went down to L.A. and siphoned off some of the money that had built up over the years.

Then I became a really big buyer of old paper, snapping up 1928 and 1929 bills from dealers across the country. (They told me the money was not a good investment!)

As I got the money, mostly in federal reserve \$100s, I fed it back to George, this time into a checking account at his bank. (Although I've often wondered, I can't imagine what all this did to the bank. But at least I didn't panic during the Depression and maybe that helped them some.)

By this time, as you can imagine, George and I were real pen pals. He invited me to come down and stop by to see him, and when he'd get elected president of the Chamber of Commerce or some such I'd send a timely note of congratulation; he'd ask how it went with me, and I'd write back fine.

He never questioned my secrecy probably because he was all business-man: Accept a customer for what he wants to be. For all I know, he thought I was some kind of crook.

When I finally hoped our friendship-by-mail was ripe enough, I wrote to him and asked him to do something he might think really odd, but that I had my reasons. And I held my breath until I got an answer: He would..

What he did was to drop by the local Ford agency and pick me out a brand-new 1931 Ford Fordor Sedan. He paid for it with a signed blank check on my 1931 account in the L.A. bank, and he sent me the keys and title I also had asked him to park it on Figueroa near 9th St. in L.A. precisely at midnight five days after sending the title and keys.

I got them in the mail March 1; the packet was postmarked

L.A. Connection Contd.

April 28, 1931. The morning of March 3, I caught a commuter flight to L.A., took the Airporter downtown, checked into a hotel on Figueroa and got a room overlooking 9th.

I was as excited as a kid on Christmas and I sat by the window all evening, the Ford's ignition key in my pocket and a set of borrowed antique license plates laid out on the bed.

It took forever, but midnight came, and another 15 minutes. And no car. I had to go to the john-I was practically crazy with anticipation and disappointment-and when I got back to the window the Ford was sitting in a no-parking zone about 100 ft up the street.

I ran down, unlocked her, climbed in and fired her up. Damn! She smelled brand new and ran like a dream! And she was still warm. I wheeled her into the hotel garage and in a few minutes I had the plates on her.

Then I stood back and just admired her for a long time, moving in now and then to feel the upholstery and wonder at the engine.

Eventually I went back to my room and tried to sleep but I was too excited. I packed my suitcase, checked out and started for home in my new Ford, easing her along the deserted back roads at 30, taking care to break the engine in right.

Since then George has got me a 1931 Model PA Plymouth sedan (Floating Power, free-wheeling, hydraulic brakes) and as soon as the new models come out I'm going to order a 1932 Ford Deluxe Phaeton with dual fender-mount spares with covers, a luggage rack and an Autolite manifold heater.

I'm winning trophies at antique auto shows like this one, although some say my cars aren't finished as nicely as they might be. I tell them I'm a true authentic buff, and that means I even include the little imperfections that cars had in those days.

At first I felt a little cheap about it. I mean, a guy puts in a couple of thousand hours, maybe, turning a rusted old hulk into a like-new car, and all I do is go to

L.A. and pick them up.

But then, I wonder. See that Stutz Le Baron over there? That's Al Hazlip's, and, like me, he never shows anybody his workshop.

Or, look at that White Steamer the fellow from Sacramento brought here this year. Could have come right off the showroom floor, couldn't it?

The following is a recipe I ran across in the Poco Quatros Chapter newsletter and thought you gals might enjoy trying.

"WATERGATE CAKE"

from the kitchen of
Lil Yoshimoto

1 pkg. white cake mix
3/4 Cup oil
1 Cup 7-up
1 pkg. Pistacio instant pudding mix
1 Cup fine nuts
1/2 Cup Coconut
Mix all above ingredients (can be beat with mixer if you wish) and bake in 9x13 pan at 350 degrees for 45 minutes.

ICING-

1/2 Cup Coconut
2 Envelopes Dream Whip
1 1/2 Cups milk
1 pkg. Pistacio instant pudding mix
3/4 Cup Chopped Nuts
Beat all ingredients except nuts & coconut. Spread over cake, then mix nuts and coconut and sprinkle on cake.

GARAGE & MOVING SALE

Sat. Aug. 19th 10 A.M. to 3 P.M.

Like new Drum Set Picnic Table
Some Era Fashions Games
Dishes and lots more

Pat Boef

361 S. Henning Way
Anaheim, Ca. 92807
998-4894

MAP TO BE HANDED OUT AT MEETING

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10 MEETING HOT ^E Dog ROAST	11	12 PROGRESSIVE DINNER
13	14	15	16	17	18	19 MODEL T SWAP MEET
20 TOUR & PICNIC + SWAP MEET	21	22	23	24 BOARD MEETING	25	26 HAYRIDE
27	28	29	30	31		