

Early Iron of Ukiah Club News



EARLY IRON OF UKIAH, P.O. BOX 107, UKIAH, CA 95482

Monthly general membership meetings are held the last Tuesday of each month at

7:00pm

Sports Zone Pizza
462-2555

720 North State St.
Board meetings held following the monthly meeting.

CLUB PURPOSE

Family enjoyment and an interest in restoration, preservation and enjoyment of collector automobiles such as Antique, Special Interest and Modified Vehicles.

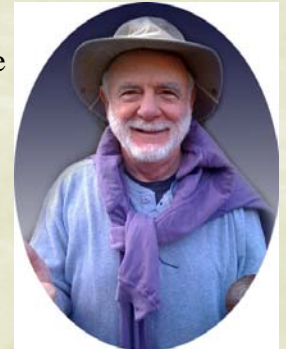
P R E S I D E N T ' S S P I T & S P U T T E R

The attendance at the May and June monthly meetings has been double what it has been in the recent past. Thanks to Quay's suggestion to call the membership the Sunday before the regular meeting. And thanks to the several members on the calling committee for their diligence in following through with the reminder phone calls.

Keep Rose Warner in your thoughts for a speedy recovery from her recent surgery at the UCSF Hospital in the City.

The Fortuna car show is fast approaching on July 23 & 24. Lets see if the club can extend it's winning ways, in the club participation award, at this years show.

Have a great weekend by enjoying our countries 234th birthday with family and friends. I will be in Willits judging the auto and truck entries for the Fourth of July parade. I am sure that I don't have to remind you to fly Old Glory this weekend, so fly Her in front of your home with pride. Happy Fourth of July to all of you.



President
Michael Golick

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2010 Fabulous Flashback Car Show Update

The 2010 Fabulous Flashback Car Show plans are going well and are on track. We are down in numbers at this point for registration and are in hopes that it will pick up as we get closer to show time.

July 15th is the deadline for getting in your sweatshirt order to Flo. They will be black this year with crew necks at \$25 and 1/4 zipper selling for \$30. Money not due until showtime. Give Flo Passof a call at 462-8588 with number

needed and size.

Donations for raffle gifts would be very appreciated as we are quite low when compared to last year. If you have anything or know a business who might like to donate please let Flo know right away.

Tom & Donna

FROM THE GLOVEBOX

GET OUT YOUR MAPS THE
CLUB IS ON THE ROAD



July Club Activities

9th—Hamburger Ranch cruise to Cloverdale- meeting at Stars Restaurant parking lot 5:15pm on the road at 5:30. Tom & Donna Cropp are hosting this event call 463-0757 or 485-9210 to RSVP

23rd—Fortuna Redwood Auto-Xpo Show if you are going and would like to caravan as a group meeting at Barra Winery at 9:45am departing at 10: sharp.

Coming in August:

Aug 6th— El Azteca RSVP by the 5th to Joan Draper

Aug 21st— Sho-ka-wah Car Show in Hopland. No plans at this point on a caravan , update next month. This was a fun show last year and GREAT **FREE** Food. See Pete Passof for registration application.

UPCOMING CAR SHOWS TO ATTEND

July 9-11	20 th Annual Cannibal Cruise Car Show, Truckee
July 17	Gualala Arts Car Show
July 23-24	Fortuna Redwood Auto-Xpo
July 30-Aug. 1	Hot August Nights – South Lake Tahoe Experience
July 30-31	Back to the 50's Charity Car Show, Grants Pass, OR
August 21	2 nd Annual Car Show, Hopland Sho-Ka-Wah casino
Aug 28	Russian River Car Show, Monte Rio
Aug. 27-29	Good Guys Get-together, Pleasanton
Sept. 3-4	Mt. Shasta Police Dept. 22 nd Annual Car Show & Shine
Sept. 10-11	17 th Annual Cloverdale Street Celebration
Sept. 10-12	Roamin' Angels Car Show, Grass Valley
Sept. 11	Cruz 'N' Eureka
Sept. 18-20	Fabulous Flashback Car Show
Sept. 26	Cruisin' Calistoga

Contact Pete Passof for applications—462-8588

pick up at his home 155 Debora Ct.

Independence Day Trivia

During the American Revolution, the legal separation of the American colonies from Great Britain occurred on July 2, 1776, when the Second Continental Congress voted to approve a resolution of independence that had been proposed in June by Richard Henry Lee of Virginia. After voting for independence, Congress turned its attention to the Declaration of Independence, a statement explaining this decision, which had been prepared by a Committee of Five, with Thomas Jefferson as its principal author. Congress debated and revised the Declaration, finally approving it on July 4. A day earlier, John Adams had written to his wife Abigail:

"The second day of July, 1776, will be the most memorable epoch in the history of America. I am apt to believe that it will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated as the day of deliverance, by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations, from one end of this continent to the other, from this time forward forever more."

Adams' prediction was off by two days. From the outset, Americans celebrated independence on July 4, the date shown on the much-publicized Declaration of Independence, rather than on July 2, the date the resolution of independence was approved in a closed session of Congress.

One of the most enduring myths about Independence Day is that Congress signed the Declaration of Independence on July 4, 1776. The myth had become so firmly established that, decades after the event and nearing the end of their lives, even the elderly Thomas Jefferson and John Adams had come to believe that they and the other delegates had signed the Declaration on the fourth. Most delegates actually signed the Declaration on August 2, 1776. In a remarkable series of coincidences, both John Adams and Thomas Jefferson, two founding fathers of the United States and the only two men who signed the Declaration of Independence to become president, died on the same day: July 4, 1826, which was the United States' 50th anniversary.

Source: Wikipedia





SITES & STORIES FROM THE BACK SEAT

No Name Car Club Car Show

Sat. June 5th we attended a really nice car and wooden boat show in Lakeport. The cars were displayed on the streets next to the lakefront park. The beautiful wooden (expensive) boats came across the lake all abreast and were moored by the Boy Scouts. Weather was spectacular with a pancake breakfast in the morning and great BBQ for lunch. The car show was well organized and went off smoothly, thanks to the No Name Car Club. Representing Early Iron was Ray and Tammy Tollini, Rick Hartje, Don Huhn, Mark and Donna Davis. Our 62 "409" won 3rd place Participants award and Best of Show. We almost bugged out early and Donna says "your not going to do anything when we get home anyway so we might as well stay". Sure glad we stayed for the awards. *Mark D.*

Ukiah Air Show

Following a week of on and off showers, Saturday June 5 dawned bright and beautiful, providing the perfect bright blue backdrop for the Second Annual Ukiah Air Show. The Early Iron presence for the car show component was minimal: Lou Fortin and his '56 mercury, Jerry & Louise Phillips with their '64 Jeep P/U, and later in the day Bob Bender showed up in his beautiful '58 Bel Air. Various appreciative on-lookers stopped by to chat and inspect the vehicles, with some commending us for our club participation in the Memorial Day Parade the week previous. That's what it's all about: being a part of our little community! The Air Show featured several planes, both military and civilian, vintage and modern, both flying and on display along the tarmac. Families, food vendors, and strolling singers and musicians, all added to the ambiance of this sunny Saturday event. *Louise P.*

BBQ at the Mayfield's

The Saturday, June 19, barbecue at Joe & Diane Mayfield's was a truly delightful event. All 18 of the EIC members attending were warmly welcomed into the magnificent mansion that is home to these two somewhat new members. A tour of the house and adjacent garage/shop got us all acquainted with both the dwelling and its friendly occupants. While in the garage, which houses two classic Mercedes Benz's and a Porsche, Joe enlightened us on a few interesting British automotive concepts: horsepower is expressed as "sufficient" rather than rated in numeric

fashion; a leak from your brake cylinders is considered "controlled seepage"; and your car doesn't break down, it suffers from FTP (failure to proceed)! *Of course we have a reward for FTP, and that's our YUGO Trophy.*

From the gracious welcome and grand tour, to the delicious meal, we thoroughly enjoyed ourselves! In attendance were Tom & Donna Cropp, Chuck & Rose Warner, Allyn & Betty Thompson, Jerry & Dixie Cardoza, Bill & Rita Goodman, Jerry & Louise Phillips, Bob Giuntoli, Bonnie Callen, Jim & Joan Draper, Richard & Katie Kight., Each and every one of us extends a heartfelt "Thank You!" to our hosts, Joe & Diane Mayfield!!

Louise P.

Fathers Day Car Show Julliard Park Santa Rosa

Bob G., Chuck & Rose Warner, Donna & I left for Santa Rosa at 6:30am after a wonderful evening at Joe & Diane Mayfield's, BBQ. We arrived at 7:30 and met up with Donnas cousin Tom who brought his 4 cars. There were 500 or so in attendance. No one won from our group, as they only give out a handful of trophies. Nevertheless we had a great time with perfect weather, good food and plenty of friendly spectators. A nice way to spend Fathers Day.

Tom C.

YUGO: The Rest of the Story!

In the April edition of this publication, it was announced that our infamous YUGO Award was passed along to a somewhat unwilling Randy Falk, who tried to decline on the basis of there being "no witnesses." With that motivating thought in mind, your trusty reporter set out interview two witnesses, Randy's wife Penny and his neighbor Rand Peaslee. Thanks to these trustworthy sources, we can be sure that Mr. Falk did indeed earn that illustrious trophy! **FACT:** On the night of April 2, our first 2010 Friday night Cruise, Randy & Rand were headed to Be Bop's in the Falk's little Plymouth when it had electrical difficulties and had to be towed home. According to Witness Peaslee, this was another in a series of electrical problems that the owner had worked on himself but "didn't fix it right." **FACT:** On the night of April 16, the Falks were on their way to our 2nd Cruise, this time to Carl's Jr., when, as Penny stated, "It began to arc and spark and smoke from under the floorboard!" Another call to the tow company got them safely home. According to Witness Peaslee, Randy has been to every shop in town and has "computers on order from everywhere" to resolve this problem. Let's hope this happens soon or Randy may also earn himself a "Frequent Tow-er Award!"

(For the record, the YUGO's prior caretaker assures us that the lovely trophy did NOT reside in his bird's cage all those months that Mike had it!) And that's the rest of the story...for now. *Louise P.*

TECH HINTS & TIPS

KEEPING YOUR COOL!

BY STEVE FOWLER

An overheating problem has got to be one of the worst things you can deal with on a hot rod. A good radiator and fan combination has to be in place, but a simple 10-dollar radiator cap that isn't doing it's job will bring the entire system grief. That cap has a lot of critical jobs to perform. It provides access, it seals to keep coolant in and air out, it prevents boiling by raising the pressure, and if the pressure does get too high, it vents it in a controlled fashion. Finally, when the temperature and pressure drops, it returns coolant to the radiator where it can perform as designed.

The laws of physics tell us that the boiling point of water increases 3 degrees for every additional PSI that the system internal pressure is increased. Modern radiators (not the oldies) can reliably run at 15-18 psi, preventing boiling until the coolant is at least 257 degrees. Today's engines can operate all day long at 220-230 without problems, and will actually last longer because the oil contaminants are cooked out. Another critical reason for raising the boiling point is to prevent steam pockets in the water jackets. When coolant boils, it's ability to absorb heat is drastically lowered. Pressurizing the system helps prevent these steam pockets

and also collapse any cavitation (air bubbles) in the cool-



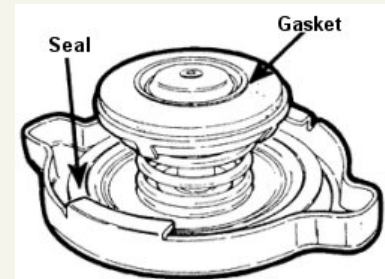
ant. All this is accomplished by the lowly radiator cap.

Two types have been used, open and closed. An open cap is designed to be used with a system that vents to the atmosphere- no recovery bottle. It will have only one gasket, up against the bottom of the cap itself, to seal against the filler neck top bead. There will be an un-gasketed metal diaphragm, which raises when excessive pressure occurs. Coolant will be dumped to the ground via the overflow tube, never to return. The header tank operates a few inches down under normal conditions. A closed cap works with an overflow tank and has a gasket on both the cap and the diaphragm. It will vent to the overflow tank when pressure is excessive, then draw back from it when temperature and pressure drop.

If you have this type of cap and a recovery bottle, the system should be full to the brim when checked. If it is

not, there is a problem. If that is the case, be sure the recovery tank is mounted as high as the filler neck, and that no leaks exist. You can use a dab of grease on the gaskets to make sure that both are the proper depth to seal against both the top bead and the lower seat. Finally, any good repair shop and many parts houses will have a pressure checking pump/gauge tool that can check that the cap holds pressure.

And a final thought- radiator caps wear out, that is, the gaskets get deformed and lose the ability to seal. So think about replacing that cap when you change the coolant every other year (you are doing that, aren't you?). The best set of cooling components money can buy won't work if the radiator cap won't hold pressure and return coolant after overflow. This ten-dollar part might be one of the truly critical parts on the whole car. Use the right kind with the right pressure, and check it often. Keep your hot rod cool and enjoy the ride to our next club event without fearing a little traffic.



Happy Motoring! SF



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6 NAPA Locally Owned Stores to Serve You

<p>Ukiah 462-4795 376 S. Main Street</p>	<p>Clearlake 994-9421 14942 Lakeshore Drive</p>	<p>Kelseyville 279-8831 3576 Big Valley Road</p>
<p>Lakeport 263-6187 1015 Main Street</p>	<p>Willits 459-5318 1611 S. Main Street</p>	<p>Upper Lake 275-2351 555 E. Hwy. 20</p>

AUTO PARTS

WE'RE ON THE WEB
EARLYIRONOFUKIAH.COM

YOUR EDITORS -
MILLE MIGLIA
TEAM REPORT

Greetings from your far far away editor, OK I'm in Ukiah right now doing the newsletter but heading out with a load soon for the GREAT State of AZ.

Thanks to all who have sent in their articles early and on time, the putting together of this issue of the newsletter has gone well- almost easy- We won't say any thing about the slackers who are late with their info.

With being on the road and in several states in the past few weeks and not having the access to the internet to download when I wanted, all in all it has gone smoothly. My son found a good new/used laptop for me, so I can do my work while on the road. I do have to say it uses Vista and as most of you know I hate Vista but will survive the change.

I look forward to seeing and hearing from you in the coming months. Have a wonderful July as it looks like most of you will be on the road yourselves with car shows, activities and vacations to attend.

Be safe and stay COOL- Steve and I look forward to being back in AZ with the monsoons that come in July & August. What a Show!!

Until next month. Hugs to you all. Margie Fowler

CLUB OFFICERS

President	Michael Golick	463-0810
V. President	Rose Warner	462-9381
Secretary	Jimmy Simpson	206-5261
Treasurer	Donna Cropp	463-0757
Parliamentarian	Jessie Sellman	485-5885
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Activities	Betty Thompson	462-7687
	And Joan Draper	485-9210
Coming Car Shows	Pete Passof	462-8588
Scholarship	Bob Bender	462-9691
Advertising	Tom Cropp	463-0757
Newsletter Editors	Margie Fowler	367-3128
	And Louise Phillips	485-8416

Send stories & updates to fowlerauto@npgcable.com
by the 25th of the month or at the end of the event day.

**Early Iron Car Club is a group of people
who have an interest in restoration,
preservation, modification and enjoyment of
collector automobiles.**



Early Iron of Ukiah
P.O. Box 107
Ukiah CA 95482

July Issue

