

REVOLTING
DEVELOPMENT

FAPA

MLG. 94

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COME ONE!

COME ALL!

FREE FOOD!

FREE DRINKS!

FREE MUSIC!

FREE FIGHTS!

BIG POLISH

WEDDING!!!

MSFS PRESS

It is said that the MSFS takes care of its own, so when a MSFS member decided to take the plunge into matrimony we drafted the above wedding invitation for him. Despite the fact that we would run it off and mail it to all his friends at no charge, he did decline. I fear that the boy does not have a fan-type sense of humor. After all, it was the fannish thing to do.

THE

BAT

WANTED

MY BLOOD!

It was an eerie night last October 31st, truly a time for strange creatures to be astir. A bloated moon peered through the haze, outlining the skeletal branches of the gnarled trees which lined the sinister street. Slinking shapes darted into the shadows as my headlights cut the gloom. I peered at the numbers as I passed, just a few blocks more. I didn't want to go. But I had to. There was no escape for such as I. The call had come and I must obey!

A somber hulk loomed ahead, was that it? Yes, that was the right number. I didn't want to go in, but I had to. I pulled to the curb and parked. Up the walk, the gloomy portal looming ahead. I slip inside. there are the stairs leading down, just as the instructions told. I crept down the clammy stone steps, the long corridor led off into the depths. I started ahead.. On the wall! A sign! A crudely drawn bat! Pointing! Farther along the corridor another bat symbol. As I neared the corridor's end I saw a dull glow and heard voices. Then I knew, They would be there, She would be there too. I shuddered. I pressed on and gently opened the door, she turned as I entered, her eyes glowed redly---

"Hi, Reva!" I said.

Yes, the MSFS had a Halloween party in the basement of Reva's apartment building. A relative of her's was in the hospital and needed blood so she decided to hold a sort of vampire party. She still owes some blood and if any of you care to donate the name is; Ruth Hilleson, Bon Secours Hosp, Grosse Pte. Mich. and send the receipt to her at 1254 Holcomb, Detroit.

Hal Shapiro was there and he went to great lengths to explain to one and all that he was serving empty hot dogs, because empty hot dogs are hollow wieners, for Halloween, ha ha ha ha.

Cat in the fan dept.

Someone, MZB I think, mentioned her cat being killed by the fan of a car, it seems that this is rather common. The man I bought the ambulance from works at auto radiator repair and he mentioned that radiator shops get quite a few radiators in for repair from that cause. It often happens that while the fan is wrecking the cat, the cat also bends the fan enough so that it tears into the radiator. He mentioned that the repair men hate those jobs as cat hair gets into the radiator core and all the boiling in the cleaning tanks does not remove it all. Then when they go to solder up the job the torch flame hits the cat hair and it smokes and stinks enough to just about drive them away from it.

Cats seem prone to climbing up under cars anyway, when we lived on the farm we had a number of cats and when a car came in some of them were always wandering around under it and they would often climb up on top of the wheels and sit there. I used to go around and poke a broom up under all the fenders to chase them out before the car started up. Sometimes I'd get several off one car. I do not recall that any of ours ever climbed up around the engine. Perhaps in cold weather the heat of the engine draws them.

I FOUND 57 FLAVORS OF WELDING ROD

Since the last RD I bought a small arc welder, a tool that I had long thought I'd like but didn't need enough to buy a large one and I had heard that the small ones were not powerful enough to be of much practical use. The tool store where I trade had some of the small ones and they were telling me how well they worked and how some small shops did light production work with them. They offered to let me try one for a week or two and return it for as full refund if I didn't like it, so I bought one. It worked fine and now I don't see how I ever got along without one. The one I bought, a Trindl 80 amp., is about the size of a large office typewriter and weighs 30 pounds and works off a regular 110 volt circuit, which should be heavy wire and fused for 25-30 amps. for best results, though it will work at medium or low settings on a 15 amp. fuse. The outfit, welder, cables, clamp, electrode holder, Helmet and an assortment of welding rods cost \$54.95. For \$5 more I got a twin carbon torch for heating and brazing. Then I started to drive the welding supply stores crazy, buying a pound of this rod and a pound of that and a quarter pound of the expensive ones. Each new type made me as happy as H.P. Lovecraft with a new ice cream flavor. Now my supply of welding rod weighs three times as much as the welder!

LONGER THAN I THOUGHT

I find that I under estimated my station wagon (which smells like a hearse) in the report I did on it last year. I had thought it was made on the same chassis as the 7- passenger sedan and limousine but I found this is not so, the hearses and ambulances were made on a special chassis still longer and heavier, the wheelbase is longer too, 159 inches I think and the overall length is just under 21 feet. I had it in a friend's 22 foot (outside measure) garage and we had to press the front bumper against the wall to get the garage door closed! As Bob Tucker mentioned, I drove it down to Cincy to the Midwescon and it seemed the fanish thing to do! I of course put the purple drapes up on the windows before we pulled into the motel! As to performance it seems to have panned out very well, I took down waiting-lister Al Lewis, Howard Devore and some 20 or 30 boxes of Howard's magazines. I judge that the total weight was between 7500 and 8000 pounds and it cruised right along at 60 mph and several times when passing trucks it got up between 75 and 80 mph and still seemed to have plenty left. Of course it is no hot rod or pickup but seems to have enough for all normal driving. Gas consumption is not too bad, considering the size and weight and the low gear rear end without overdrive. I had said that I would be happy with anything between 10 and 12 mpg and it averaged 11.67 mpg for the round trip. Later that summer I took it up to Mackinaw City and back, about the same distance as Cincy and it averaged 11.80 mpg on that trip. Considering that many big sedans get only around 12 to 15 mpg on similar trips and with at least a ton less weight, I feel that it does as well as can be expected. However, I do wish I had an overdrive and if I ever get a chance to pickup one with overdrive I probably will.

As a station wagon it sure has room to haul stuff! It is over 10 feet from the rear door to the front seat. I have removed all the hearse equipment and got a second seat which I can put in it, which I did for the Midwescon trip. With the second seat in it still has more room than a large station wagon with all seats out. In the first year I drove it about 4000 miles and feel that any faults would have shown up by now, so it probably was OK. After all it was owned by an elderly gentleman who just drove it to the cemetery! It is not bad to drive, not too unlike the sedans about all that bothered me was that I scrubbed the curb with the rear wheel a few times before I learned to swing wider on corners to allow for the extra length. On regular highway cruising it handles just about as well as the sedans, though the extra ton is noticed during braking. The brakes hold it OK but you can sense the extra weight pushing ahead. One bad feature is that 7.50-16 tires are no longer made in passenger types but I guess truck types will work on it.

Last year I was a mere 3-Packard man, today I am a 5-Packard man. Since the last Revoltin' Development I bought a third 1949 sedan, rather a junker, rear end a misfit replacement and front seat a wreck but otherwise fairly good and worth the \$50 it cost for parts. So I now have two sedans in running shape and this one (it will run, I drove it around a bit to see what worked and what didn't). In addition, I have quite a few individual parts, 2 complete rear axle units; a complete transmission and overdrive and enough parts to make another, a complete front end and two steering gears, and several sets of springs. So I should be pretty well set for sedan parts for many years.

Then last summer I found a 1950 ambulance in Flint, which I bought for \$50 also. It cost me \$25 to have a wrecker tow it home for me, about 50 miles. It is in pretty good shape except for a rusted out body and a minor part in the rear end which I had to weld and do a bit of tinkering with. The engine seems good and everything works on it. All parts will interchange with the hearse, so I should be OK there. On the ambulance the windows in all doors run down while only the front ones do in the hearse. So I hope to take the works out of the ambulance rear doors and put it in the hearse. It is the same power window system in the ambulance so all the parts should fit OK. So now I have the only station wagon in Madison Heights with red lenses in the front parking lights! At present the ambulance is serving as a storage shed in the back yard, filled with cans of oil, anti-freeze, spare tires and assorted parts. It had two fairly good tires on it as well as a couple of the wrong size, so I'm pretty well stocked on the hearse tires. Including spare parts I have about 28,000 pounds of Packard. I wonder if my lot is in danger of sinking into the ground? If I get a hearse with overdrive I think I'll taper off, after all a half-dozen is a nice round figure.

The original Old Faithful sedan wasn't so faithful, it died on me just before Christmas. As it was in the middle of a busy street, after dark and below zero I got it towed into a gas station and called the AAA to tow it home. It turned out to be just burned points, nothing serious. However this was the first time I ever had a car die and have to be towed away, in over 200,000 miles of driving. I have had them limp home pretty sick but never quit entirely.

Recently I have been wondering if perhaps I should also have some sort of little bug to go with the Packards, a friend has a Saab which seems like quite a nice little job and a novel one. A three cylinder, two cycle front wheel drive deal, about as odd-ball as you can get. He likes it. I took a trip in a 190-D the other day, also a nice car, we went about 100 miles and 45¢ worth of fuel oil! The diesel knock isn't heard much inside the car but you can hear it at times.

Do any of you have trouble starting in cold weather? My cars stand out as I have no garage and so I have to use a very good winter oil to be sure of starting in sub-zero weather, in recent years I have used Shell X-100 Premium in 5W-20 grade and with it my cars start OK even after standing several weeks in very cold spells.

There has been a turnover in Remington Rolling Blocks since last RD, as I mentioned my interest has been swinging to shooting and away from collecting in recent years. So I at last decided to sell off all those which I did not use for shooting. When I came to cull them out I found I had 5 rifles and one carbine which I never had done much serious shooting with, so they were sold off and I made some money on all of them as old gun prices have gone up quite a bit in recent years. Of course I am not exactly short of rolling blocks yet. At present I have 12 rifles, 2 carbines, one shotgun and one pistol. This is in addition to about a dozen assorted other non-rolling block guns. I have also rebarreled rolling blocks to .30-'06 and .219 Zipper since last RD. Don't think I have bought any in the last year or so, guess I should get one or two actions to have on hand for possible future gun building.

As my interest turned to shooting I find that I am using scope sights more and more, just checked and I find I now have 7, 2 of which are mainly for pistols and 5 for rifles. The use of scope sights on pistols seems to be getting popular.

Of non-rolling block type but interesting is my purchase, a T. Bland & Sons (London) Equatorial Rifle. This is a true rifle, not a Paradox type, in 10 bore, which is about .78 caliber by our system. It has a 30 inch barrel, 9 groove Metford rifling and is in nice condition, some engraving and has most all the original finish. The normal load is 8 drams (218 grains) of powder and 2 ounces (875 grains) of bullet. I have not fired it yet but I loaded up a few shells for it and hope to try it as soon as we get some warmer weather. I am not one of those who enjoy shooting with frozen fingers and slogging around the range in snow and mud. I think every red-blooded boy should have at least one British-made elephant rifle!

Judging by the number of FAPs who seem interested in guns it seems as though we might work up some sort of shooting activity, postal matches perhaps?

Haven't done much in the writing line, did sell one more item to the American Rifleman, just a short filler article, about half a page. Have a few ideas for possible articles at some future time, and one not slanted to the Rifleman but possibly saleable to some other gun magazine.

I haven't done anything in the photography line, for the last couple of years I have been working on a system of identification photography for making passes, badges etc. with a photo on them and I have tinkered with this so much that it spoiled photography as a hobby, at least for the present. I have taken and processed so many test strips in this work that I hate to even develop a roll of film. Otherwise I had thought intended to do some photos to put in the mag and perhaps write something about cameras, later perhaps when I get through with this deal.

From what I hear the local fan situation is even more dead than usual around here. Since the Detention about all they do is tods bowling balls down the alley and play bridge. And talk about what a real swell fan club George Young is gonna have real soon.

I think this about winds it up for this time, time to crank this out and shoot it off to the noble OE. I hope to be a bit more active than I have in the last few years if this camera deal eases off, it has reached the point now where it should either flop or make a good deal in the next few months.

I too hate soft gummy bread, so the comments of various FAP's in recent mailings were of interest. Of the A&P breads I rather like the Potato bread. do Not care for the milk bread, it seems rather heavy and soggy. A&P has two kinds of Vienna bread both good, one is sliced and the other unsliced. Several chains around here sell rather good French and Italian style bread. I think my favorite is Koeplinger's white bread, this is made by a Detroit company and is sold by most stores in this area, I think it is worth looking for if it is sold in your area. The local bakery makes a good French bread but I have had some from other local bakeries which I did not like at all.

I have been on an orange juice kick for the last year or so, use a lot of it, sometimes canned, sometimes in a carton from the dairy dept. but mostly the frozen concentrate (which has gone from 29¢ to 43¢ in the year or two that I have been buying it!) I also keep a jar of the powdered orange drink (Tang) on hand, mostly to use when I happen to run out of the regular juice. I like it the best of any of the powdered deals though not as well as regular juice. I have mixed reactions to frozen foods, some items such as berries rasp and straw. I like better frozen than canned whild in peaches I much prefer them canned. Frozen broccoli I like but not carrots or peas. I use the frozen dinners (the ones with the works in an aluminum foil tray) quite a bit and like the Banquet brand in the ham, beef and haddock types, do not care for the chicken or turkey as a rule. I also like the frozen meat pies in Banquet brand. The same item in various brands often tastes quite different. Have used the "bake it yourself" frozen apple pies and like them at least as well as the regular store pies.

Not being a milk drinker I seldom buy fresh milk but do use the powdered, both plain and chocolate flavored in Carnation brand. I like the hot chocolate milk better than regular cocoa. Apples I seldom buy but I like apple juice and use a lot of ample butter.

There are some foods that just about have to be home cooked, I am fond of boiled dinners (the deal where you put a chunk of ham, carrots, cabbage, onions etc. in a kettle and boil the works,) I have not found this in prepared form here the disadvantage of a one man household shows up, the smallest ham, cabbage and package of carrots makes enough for at least three days eating and I am about tired of it before it is used up but I make it a point to have at least one or two batches of it each winter. I think this about covers the eating habits of yours truly.

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" Say Howard, what are you going to do when you get in FAPA? "

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" I'm going to do eight pages a year, just like every one else."

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