

THE DISTRIBUTOR

LARRY BOEF, EDITOR
JUNE, 1965

MODEL A FORD CLUB OF AMERICA
ORANGE COUNTY CHAPTER
VOLUME 6, NUMBER 4

JUNE MEETING

DATE: June 10, 1965

TIME: 7:30 p.m.

PLACE: Izaak Walton Club House
1714 Santa Clara, Santa Ana

Movies and pictures of this year's Yuma Tour will be shown. Come early -- stay late!

CALENDAR

- JUNE 26 Parade - Westminster Founders Day.
JULY (Tentative) tour of B.S. Cunningham car collection, Costa Mesa.
JULY 18 HCC Swap Meet, Pomona Fairgrounds.
AUGUST Volunteers needed to organize a poker run.
AUGUST MEETING - regular meeting and potluck.
AUG. 15 MTC swapmeet at Heartwell Park, in Long Beach.
AUG 28-29 Idyllwild Campout (club tour).
SEPT. 19 Our own 3rd Annual Pancake Breakfast at Orange City Park.
OCT. 23 3rd Annual Orange County Roundup at Knott's Berry Farm.

WE'RE WAITING, TOO, SALLY

We've saved this space for two months now to announce the birth of the latest Lindman, but no news so far. Not much activity for an Activity Chairman, is it Sally?

THE PREZ SAYS..... by Gene Robinson

The Yuma Tour, the campout along the Ortega Highway, the Orange May Festival Parade, the Garden Grove Strawberry Festival Parade -- what a busy month May was! I've received many compliments on how good our club looked in the two parades. I believe ours is the only old car club around to have a club banner carried in front of the cars. These parades are a good, easy way to let people know about our club. We will be in at least two more parades this year, so we'll be calling all A's to participate.

Need information about your A? Want to check out any volumes from our vast (?) library? Need any back issues of the Restorer? See Bob Twyman, our capable technical advisor.

FLASH ! ! !

Our Swap Meet was still in progress at press time, but we can report that it was an unqualified success. There was not a huge crowd of swappers, but our ladies in the food booth, Beth Sale, Rosemary Baudino, Penny Vaughn, Peggy and Mary Ellen Twyman, Harriett Green, Vina Howell, and others can testify that everybody there had huge appetites.

Aside from a few supplies arriving slowly, (ask Rosemary what hot coffee tastes like served from a waxed cup!) the day was a smooth, prosperous success. Many thanks to Bill Vaughn, Beth Sale, and all who helped.

THE ORTEGA HIGHWAY CAMPOUT

or

How to Get Dirty Without
Really Trying
by Anne Shattuck

The first segment of the campers left on Friday evening from Santa Ana. We marveled at the vigorous speed (50 MPH) at which Gene Robinson led our little caravan, which included the Baudino's and Shattuck's fairly current model station wagons.

In spite of the great speed, we didn't get to camp grounds till nearly dark--only to find the lower grounds completely filled. The upper grounds weren't quite as crowded, and we managed to find an empty picnic table with a large open area nearby that was suitable for parking the many hoped for Model A's due to arrive on Saturday. After setting up tents in the dark, we all settled down to what proved to be a very long, cold, night.

Morning was welcome with its warm sun. Slowly but surely campers emerged from the tents and breakfast was provided. As club members and their guests arrived, a sign-up sheet was passed around. The Greens, the Boeifs, and Herb Whitmore and son were among the early arrivals, followed by the Sales, the Engedals, the Yosts, and for a short time the Peddicords. Things were further livened up by the above families' combined 19 children and 3 dogs.

A group hike was organized, after which most of the campers drove to nearby Elsinore to replenish soft drinks, ice, and other forgotten necessities. Early evening was spent watching small children climb the big hill while becoming incredibly and indelibly dirty. Later, card playing and coin swapping proceeded until some unknown hour.

Saturday night was much warmer than the previous night, causing some doubt to be cast upon the stories of the first night freeze. In the morning we packed, cleaned up the area, and leisurely and somewhat reluctantly prepared to return home.

Let's hope that everyone who attended, and all those who couldn't make it, will consider this campout just a warm-up for Idyllwild, coming up the end of August.

FRESH ON THE ROAD

Club members Richard Bettencourt and Jim Marsh have just completed restoration projects to the point where their fine cars are again on the road. We are proud of the fact that ours is so nearly 100% a "running club", with so many cars appearing at so many events.

And don't miss Howard Lambke's newest addition to the family -- a 1928 Tudor. It looks like new, with only 44,000 ORIGINAL miles!

MODEL A WHEELS...THE TRUE SCOOP

Did you know that black wheels were still standard equipment on all 1930 models (but two) and remained so on most 1931 models? It was during 1930 that Ford finally developed a baked enamel which was strong, resilient and chip-resistant enough to be suitable for wheels and at the same time quick-drying enough to be practical for volume car production. Hence in 1930, for the first time customers could order factory painted wheels for about \$2 per wheel. It is on the basis of this extra-cost option that present day restorers justify colored wheels on their restored 1930 and 1931 Fords.

--Condensed from
The Restorer
Volume #9, Issue 6

RECOMMENDED FOR RESTORERS

Useful for every restorer is the Antique Ford Repaint Manual, 1928-1936. The book includes tips on preparation and painting, color schedules used, and 59 color chips.

The price is \$5 plus tax and 10¢ postage.

From: POLY PRINTS
P.O. BOX 3674
San Francisco, Cal. 94119

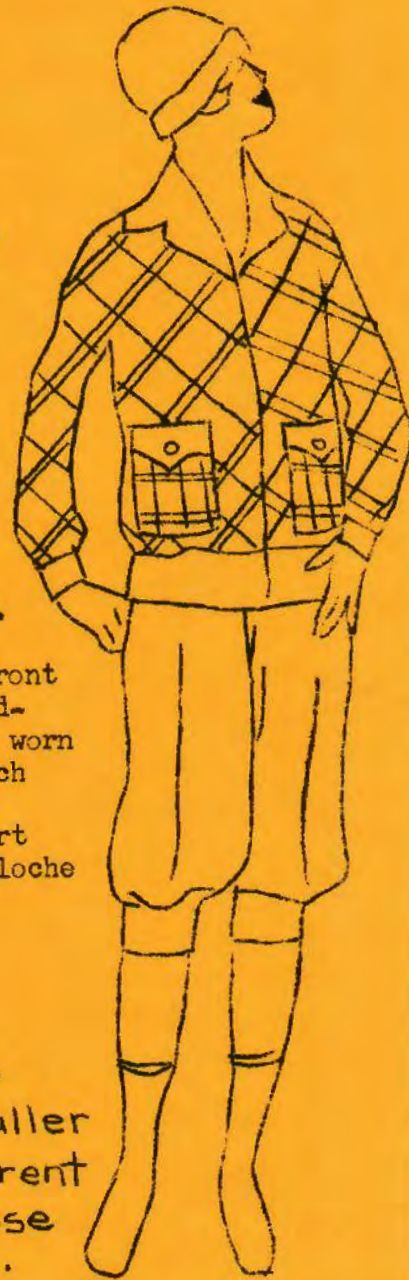
BURIED TREASURE, ANYONE?

Our new Historians, Beth and Stew Sale, are looking for back issues of the Distributor, fliers, newspaper pictures, articles, or anything having to do with our club. Any pictures you would care to donate would be appreciated. Share your Model A history with us.

THE WELL-DRESSED BACK-SEAT DRIVER
by Pat Pepper, for Carolyn Dierberger

(The following quotes, pictures and information are from a 1929 National Bellas-Hess Catalog, A 1930 Sears and Roebuck Catalog, and a June, 1930 Delineator Magazine, all belonging to the Pepper family.)

"Tailored knickers have become universally popular for every type of outdoor sport, being smart and practical." The came in many fabrics -- wools, tweeds, khaki and corduroy. They were usually topped by a middy blouse or lumberjack type shirt, like the outfit shown at the right. The lumberjacks were made of plaid wool, worn as a coat.

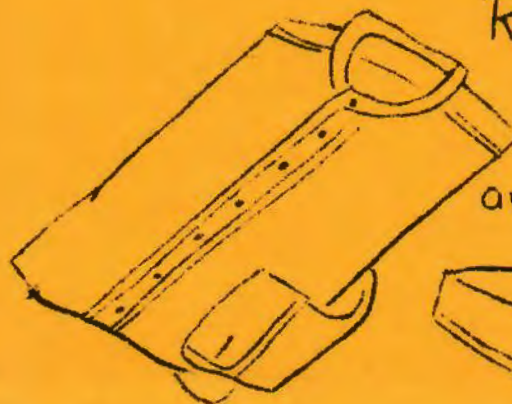


The improbable outfit at the left was described as "Whoopee overalls", made of cotton broadcloth. The trousers were cut on full flare lines, and shoulder straps extended from the high-cut bib front to the waistband in back. Buttons at the side adjusted waist size. These overalls could also be worn with a blouse. Also worn were "gob outfits" which consisted of white bell-bottomed sailor pants, again topped by a middy. With most of the sport outfits they wore, at least in the pictures, cloche hats and medium-high heeled shoes.



The caps were cut fuller and had different bills than those sold today.

Men and boys usually wore knickers, overalls, flared trousers, or Palm Beach suits. They also had lumberjacks, and did not necessarily have to wear hats with their outfits. Their shirts were long sleeved and had either large attachable collars or were "English Collarband Style" which was really no collar at all. Their ties were wide and ga...



Rubber (celluloid) or laundered collars were available.



CLASSIFIED ADVERTISEMENTS

FOR SALE: 1931 Model A 4-dr. Town Sedan.

Spare tires mounted in front fender.

Restoration that has been completed:

1. Complete body (body ready to paint)
2. Braking system
3. Complete mechanical
4. Complete rechromé
5. Rebuilt motor (approx. 5,000 miles)
6. New tires (4)
7. 1965 license tag
8. Recore of radiator

Extras:

1. Luggage rack (mounted on rear)
2. Cowl lamps
3. Wind wings
4. Inside sun visor

Misc. Ford Parts also available with sale:

'31 block complete except head; batteries, set of head lamps, numerous mech. parts (carb., water pump, etc.)

Full and complete price \$700.00

Tom Boone, 4851 Sanbert, Flacencia

8-6790 after 6 p.m.

FOR SALE: 1930 coupe, \$150.00

1933 Olds 4-dr., \$100.00

Old crank phones, \$15.00

Andy Baudino, Je 1-6555

FOR SALE: '29 Roadster pickup, orig.

\$400.00

Les Jones, 1308 S. Orange Dr., L.A. 19

WE 6-7556

FOR SALE: 1932 Pontiac, \$150.00. Good condition, have all parts.

Michael Griffith, 13382 Blackbird, G.G.

Phone 537-0888.

FOR SALE: 1958 Fairlane 500 4-dr. Full power

Like new, 68,000 miles. \$495.00

Stew Sale, 892-5154

WANTED: Left hand cowl lamp arm for '30-'31

Gary Bond, 897-9462

FOR SALE: 1928 Standard coupe. New top, runs

well, excellent body & fenders, no rust.

\$425.00

Ed Bath, 431 Third St., Manhattan Beach,

Phone 376-3878

FOR SALE: 1930 Model A 4-dr. sedan. New

brakes and trans. Engine comp. rebuilt

bore - 125 and balanced. \$700.00

Lowell S. Baker, 2039 Redondo Pl., Fullerton

FOR SALE: 1930 coupe, \$450.00

1931 dlx. cpe 550.00. Also misc. car

Lloyd McLaughlin, 1724 Lotus, Anaheim.

776-5989 or 539-6818.

TRADE: 440 Concord stereo tape recorder, \$200

value. Will trade for 19" wheels and tire

Phone TW 3-2744