

THE DISTRIBUTOR

June, 1966
Editor, John Shattuck

Volume 7
Number 6

MODEL A FORD CLUB OF AMERICA
ORANGE COUNTY CHAPTER



CLUB OFFICERS

President.... Larry Boef
Vice-President...Ed Bond
Secretary...Peggy Twyman
Treasurer.....Stew Sale

Activities.....Andy Saez
Technical..Pat Peddicord
Editor.....John Shattuck
Roundup... Gene Robinson

JUNE MEETING

DATE: JUNE 9, 1966
 TIME: 6:30 for Potluck,
 7:30 for regular meeting
 PLACE: Izaak Walton Club House
 1714 Santa Clara, Santa Ana

PROGRAM: Vin tage Auto Club movie - see the
 LJB column for additional information.

LJB SPEAKING.....
by Larry Boef

Our Hero's Award for the month of May goes to Editor John Shattuck. At our recent campout, Courageous John set up his tent Friday evening with four of his five children, and stayed till the last tired campers left on Sunday afternoon. Wife Anne remained at home with their baby who was ill. We overheard more than one camper say, "Boy, he sure has guts." John thought so too, after the thirty-fourth escort trip up the hill to the you-know-what!

CALENDAR

JUNE 12 Swap Meet at Sepulveda Dam Major Sports Center, 17015 Burbank Blvd. One block north of the Balboa off-ramp on the Ventura Freeway. No fees. Sponsored by San Fernando Valley Chapter, MAFCA.

Would you believe that Mary Robinson caught more fish than Don Antonacci and Joe Eather-ton combined? Well, how about more than Richard Parrish? Anyway, the Robinsons cats sure ate good for a couple of days after the campout.

Guess who made a wrong turn on the way back from the campout, and went twenty miles out of the way through Fallbrook, ending up back on 395? We'll never tell.

→ This is our club tour this month... See the Saczs article for full particulars like where we're gonna meet, etc.

JUNE 11-12 Antelope Valley MAFCA Regional Chapter hosts National Western Meet at Fairgrounds in Lancaster. Swap Meet on the 11th.

Don't miss the June meeting. Ed Bond has secured a film from National Headquarters that was made by the Auto Club in 1929, and depicts a trip into Mexico with a fleet of new 1929 A's. We hear it's a real smasher-- in more ways than one.

JULY 16-17 Swap Meet at Pomona Fair Grounds, sponsored by HCCSC. Big Auction at 1:00 pm Sunday.

Gene Robinson is organizing the Roundup, and it's full speed ahead from now on. If you have any ideas, chop-chop now to Gene, so our 4th Annual will be the best one yet!

JULY 28-29-30 MAFCA National Meet in Albuquerque, New Mexico, hosted by Poco Quatros Chapter. For tour information from Southern California, contact Chuck Peters, 15268 Goodhue, Whittier.

Our new supply of Orange County name badges has arrived. Bring 50¢ to the next meeting if you don't already have one. Starting this month, a badge is a must to be eligible for the door prize.

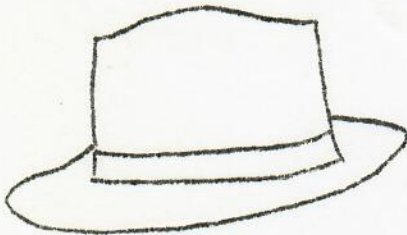
SEPT. 11 ORANGE COUNTY'S FALL PANCAKE BREAK* FAST, at Orange City Park.

OCTOBER 22 ORANGE COUNTY'S 4TH ANNUAL ROUNDUP at Knott's Berry Farm, Buena Park.

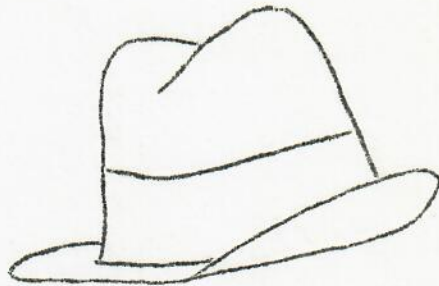
VINTAGE FADS AND FASHIONS
by Sandy Antonacci

With the swap meets all around the area getting bigger and better, we have a good opportunity to get ready for our Roundup. Here are some hats to look for. Sorry, I was unable to obtain a large enough picture of a boy's hat. They were a cap resembling a golf cap.

For men: 1931 Men's Wear Gazette

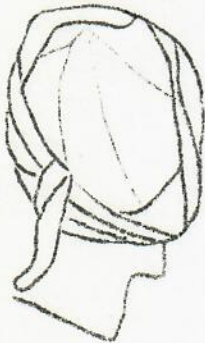


"Unbleached body hats harmonize with the wearer's summer tan."



"This hat has a sharp upward curve on one side, and a downward droop on the other."

For ladies: 1930 Ladies
Home Journal



"This model is made in red grosgrain."

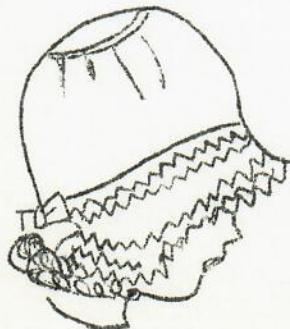


"Felt cloche for informal town wear."



"A shiny black straw with a flat loop of green ostrich."

For children:
1931 McCalls



"Gay cotton print cleverly trimmed with rows of rick-rack."



"A cunning poke bonnet made of organdy."

VALVE JOB

by Pat Feddicord

A valve job is one job most Model Aers can do themselves; a little patience and accuracy is all it takes.

If you are overhauling your engine out of the car it is a lot easier, but a valve job with the engine in the car isn't too hard.

While you have your engine out of the car and are planning on doing most of the work yourself, put in a set of adjustable tappets.

To remove the valves you must have a valve spring lifter and a valve guide remover. First with the valve spring lifter remove the keepers below the springs. Second, with the valve guide driver, drive out the valve guides. Be sure to keep the valve guides in pairs, and with the valve they came off of. Keep the valves separated so they go back in the same hole they came out of.

When the valves removed, check all the valve seats - make sure there are no cracks. All the valve seats and ports should be cleaned thoroughly with a wire brush. If the seats are all okay, check all the valves. If any are burned or the stems warped, discard them. Now check the guides. Match the pair of guides with the valve; if there is any wear discard the guide and replace it with a new one. Worn valve guides are one of the main reasons a Model A burns oil.

Now you are ready for the actual grinding. For this you need a suction cup hand grinder and a can of valve grinding compound (notice the can of compound has a lid on both sides - one side is coarse and the other side is fine.)

After cleaning the valves with a wire buffing wheel, insert the No. 1 valve in No. 1 hole, making sure the tappet is down. Slip a pair of valve guides around the stem of the valve; now add a very small amount of coarse compound under the valve and start turning with an oscillating motion, using the suction cup valve tool. Lift the valve quite often as you grind. After grinding with the coarse compound add a little fine compound and lap the valve in. When both the seat and the valve are shiny all the way around you are finished grinding. Now take a clean cloth and make sure you clean all

the compound off both the valve and the seat, then oil it lightly. Continue on with the other seven valves the same way.

Check all the valve springs and make sure they have the same tension. A good way to do this is to take a bathroom scale and put it on a drill press. Set the drill press stop so you will put the same pressure on each spring. Now put a spring under the chuck and check the weight on the scale. If the springs are within 2 or 3 pounds they are okay, but if they are too far off discard them.

Now you are ready to re-install the valves. Replace No. 1 valve, guides, spring and keeper. After you have the valves replaced you are ready to adjust the tappets. This can be a tedious job, but take your time and do a good job. The tappet must be adjusted with the tappet on the heel of the cam. Valve clearance should be .010 to .013. With a feeler gauge check the clearance between the valve and the tappet. Turn the engine over until valves No. 8 and No. 3 are fully open. Check the clearance of valve No. 6 and No. 1. After adjusting No. 6 and No. 1 turn the engine over exactly $\frac{1}{2}$ turn. No. 7 and No. 5 will now be open, and Nos. 4 and 2 will be ready to adjust. Turn the engine over $\frac{1}{2}$ turn and Nos. 6 and 1 will be open and Nos. 8 and 3 will be ready to adjust. Turn the engine over $\frac{1}{2}$ turn; Nos. 4 and 2 will be open and Nos. 7 and 5 will be ready to adjust.

If you have adjustable tappets, adjusting is no trouble; if you have solid tappets you must grind a little of the stem off. This is a critical operation, as the stems must be ground square.

If your valve seats are badly pitted, too deep or cracked, they can be replaced, but this must be done in a shop. If you have any doubt about the guides, replace them.

Parts are available at Vintage Auto Parts at the following prices: Guides: 55¢ a pair
valves: 90¢ apiece
springs: 30¢ apiece.

Remember to support the store that supports our club!

A's IN THE NEWS

Andy Saez says he's really going to paint his coupe (or is it Lu's?) immediately after the Swap Meet. H-m-m-mmm...Seein' is Believin' !!

Congratulations to new member Bill Benzinger on the acquisition of a 1930 Town Sedan. This little jewel hails from Homet, we hear, and is complete from pop-out to cowl lamps.

Guy Van Eaton is moving right along with his '28 Tudor. The engine and chassis are complete, with just the body work to go. Some of us procrastinators should take a look at what an eighteen-year-old senior can turn out in six month' time.

Would you believe that Bert Johnston, working on his car in the vast rear recesses of Vintage Auto Parts, has just used 54 cans of spray paint? Just kidding, Bert, but where did you get that pretty green engine paint?

THE BIG DRIP STRIKES AGAIN

Late news has it that there's a major catastrophe shaping up at the Baudino's (how many does that make so far?) Andy reports that the latest in a long line of setbacks in his race against time to finish his car for Albuquerque is a nasty rear main leak. Anybody got a small can and some wire?

** ** * * * * * ** ** ** ** **

WANT ADS.....WANT ADS.....WANT ADS.....WANT ADS.....WANT ADS.....

WANTED: '30-'31 RF fender w/spare tire well. Pat Peddicord, 529-4467

WANTED: 2:54 ratio differential gears for Model A. Herb Green, 525-3675.

WANTED: '30-'31 steering column. John Etheridge, 897-9610.

WANTED: '30-'31 LF fender without spare tire well. Steve Kannard, 533-3507.

FOR SALE: 1929 hard-top pickup - 16" wire wheels, stock head lights, pickup is driven daily, \$325. (With camper, \$350.) Gene Robinson, 637-5506.

THAT'S ABOUT THE SAEZ OF IT
by Lu and Andy Saez

Due to the ROARING time at the May Campout at Artesian Lake, we are going to keep this spot in mind for a possible repeat next year. We all got re-acquainted with muscles we forgot we had as a result of our frequent trips up the famous " hill."

June Tour

We are anticipating a keen turnout on June 12, for our club tour to the Swap Meet at Sepulveda Dam Major Sports Center in the San Fernando Valley.

Meeting at --surprise--Stew and Beth Salo's at 9:00 am sharp, we will then begin our tour to the meet, which is sponsored by the San Fernando Valley Chapter MAFCA.

Bring along a picnic lunch, as there are picnic grounds and a play ground for the children. Let's have good club participation on this tour; it should be a fun one.

June 5th Swap Meet

As the smoke cleared, (from all those hot dogs we finished up at the Boef's after the meet) we figure that we cleared about \$150 on our Swap Meet this year. That's not quite as much as we had hoped, but there was a rather small crowd present. Thanks to all of you who helped us work on this.

WANTED: Ansen Adapter to allow use of 32-39 Ford V-8 transmission w/Model A engine. Gary Bond, 897-9462.

WANTED: '28-'29 hood, windshield and posts for roadster. Charles Downs, LE 9-5964.

WANTED: '28-'29 RR and LR Sedan fenders. Bob Doshon, 871-2249.

FOR SALE: 1930 Model A pickup truck, \$350. Gene Howell, 135 W. Hill, Fullerton.