

THE DISTRIBUTOR

MARCH, 1966

MODEL A FORD CLUB OF AMERICA
ORANGE COUNTY CHAPTER

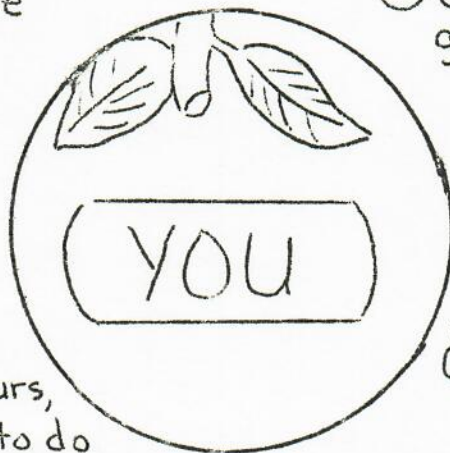
VOLUME 7
NUMBER 3

MARCH IS GET ACQUAINTED MONTH

🍊 don't miss a single great meeting!

🍊 we need you on our committees

🍊 swap meets, tours, breakfasts, lots to do



🍊 our club tours are a great way to meet people

🍊 wear your badge so we can learn your name

🍊 Orange County is a great bunch of Model A'ers!

CLUB OFFICERS

| | |
|---------------------------|----------------------------|
| President.....Larry Boef | Activities.....Andy Saez |
| Vice-President....Ed Bond | Technical....Pat Peddicord |
| Secretary....Peggy Twyman | Roundup..... Gene Robinson |
| Treasurer.....Stew Sale | |

MARCH MEETING

THE PREZ SAYS...
by Larry Boef

DATE DATE: March 10, 1966
TIME: 7:30 pm
PLACE: Izaak Walton Club House
1714 Santa Clara, Santa Ana

PROGRAM: This month our meeting will include a talk and a question-and-answer period about shock absorbers by Chuck Peters, a member of Whittier Chapter, and a past National Officer. Anyone who has heard Chuck knows how sharp he is, so don't miss this one!

CALENDAR

- MAR. 20 Orange County Pancake Breakfast at Hart Park in Orange (details inside)
- MAR. 21-APR. 14 Work frantically to get car ready for Yuma Tour!
- APR. 15-16 Yuma Tour, sponsored by Phoenix MARC Chapter
- MAY 1 Ladies Day Scramble. All Model A's and other cars with working speedometers to participate in road event. Tour will end with picnic.
- MAY 22 HCC Annual Hill Climb at Signal Hill in Long Beach. Only open to Model T's, but lots of fun to watch.
- MAY 28 Garden Grove Strawberry Festival Parade. Our one and only parade this year, so shine 'em up and bring 'em out!
- JUNE 5 Orange County Swap Meet at Santa Ana Bowl, Santa Ana.
- JULY 16-17 HCC-SC Swap Meet, Pomona Fairgrnds.
- JULY 28-30 MAFCA NATIONAL MEET IN ALBUQUERQUE NEW MEXICO. (Nat'l expects a huge turnout, so watch you next Restorer for registration materials)
- SEPT. 11 Fall Pancake Breakfast
- OCT. 16 MAFCA Pomona Valley Annual Trophy & Swap Meet, Pomona Fairgrounds
- OCT. 22 Orange County 4th Annual Roundup at Knotts Berry Farm

We're wondering what happened to all the Model A's that didn't turn out for the February tour. There are many fine cars in our club that should be coming out to enjoy the fun and frolic. This subject will be brought up at the next meeting, and if you have any ideas about how we can get more people out, please speak up. Begin thinking about: the best time of day? Saturday vs. Sunday? etc.

The response for the National Meet in Albuquerque in July is tremendous. Watch the next Restorer for reservation blanks. Our club is planning a large tour just from this area, and there will be from 300 to 500 Model A's at the event. Plan your vacation NOW and go with us in July.

Those of you who haven't yet signed up, bring your dollar bill for the Condensor to the next meeting. The first issue is out, and the information of swap meets, etc., is really complete.

Yours truly is frantically working on a "C" engine for the '30 Tudor to join the charge of the "C's" to Yuma, Arizona in April. Peddicord is working on his roadster; Doc Sale has his C-powered '28 purring for the trip, and Don Antonacci is working out the bugs in his beautiful '31 Town Sedan. Robinsons, of course, will pass us all by when Gene completes installation of a Columbia rear end in his '30 Town Sedan. Looks like we'll have at least 10 cars for the Yuma tour, so why not come too? This trip is a real ice breaker, and a great chance to get acquainted with other club members.

ATTENTION ALL YOU RESTORERS!!

Bert Johnston, one of our newest members and recently from Albuquerque, New Mexico, is a master wood-worker.

Bert is currently setting up to make wood replacement parts for Model A sedans and coupes. This is a major stroke of luck for our club, so if you have wood replacement problems, see Bert. His phone number is 838-0967.

ANDY ON ACTIVITIES
by Andy Saez

Hey - hey, Drive your A! Where, you ask? Why, to our spring Pancake Breakfast at Orange City Park, of course! We'll be at our usual spot, the main picnic area, serving from 7 to 11 am, and we'll use all the help we can get. See me if you'd like to volunteer your services... if you don't call me, I'll probably call you.

Coffee, juice, eggs, sausage, and all the hot-cakes you can eat is the menu. Donations of \$1 for adults and 75¢ for children under 12 will be accepted. That price includes all door prizes to be awarded throughout the day.

NATURALLY...we're expecting all of you that will be attending the Pomona Swap Meet to stop by the Park first for breakfast. Come before church, after church, on your way to Mama-in-law's, or the golf course.

Watch your newspapers for our photos and articles on this, and bring them in to Beth Sale for the Historian's Scrapbook. Remember, money raised at this breakfast will go toward support of our October Roundup. So...don't just come, bring a friend!

THE FEBRUARY TOUR, or
The Day That All the Juice Wasn't in the Brakes
by Lucille Saez

Those of you who missed the February tour to Cucamonga and wineries missed a real fun trip. The weatherman was on our side, and produced a sparkling day for the picnic.

The Boef's new '30 Tudor with those wild orange wheels really rolled fine. Stew and Beth Sale had just a little tire trouble...one flat before starting, one during, and one there... didn't hardly miss an opportunity. Bill and Penny Vaughn followed up in one of the more modern counterparts, as did the Farrishes, who met us at Thomas Brothers Winery. After chow and a little indulging, we proceeded to Phillip's Winery, then most of us went on to Peddicords for coffee along into the evening. This might be a trip worth repeating in a year or so (or when our jugs run dry!)

OVERHEARD.....

What would you say to a "dress-up meeting"? Whoever has anything era -- wear it! Bring any patterns that might be suitable, or old catalogs and magazines. We could all pick up some good ideas, learn what to look for, sew, or pick up if seen, so that at era dress affairs we would really be in the swing of things, and our club would really shine.

Another possibility would be to invite someone knowledgeable about era clothing from another chapter to help us determine if what we have is authentic. Like...didn't they wear ostrich feathers with cotton house dresses? Or...ALL RIGHT, I give up, what year DID belts at the belt line come back into style? Or even...Gee whillikers, what do you mean this was NEVER in style? My dad wore this suit when he married my mother in 1928!

If you have any other ideas for monthly programs you'd find interesting, or if you overhear any good ideas, don't hide 'em, tell all to Ed Bond, our meeting program chairman.

PEDDICORD BRINGS DISTINCTION TO ORANGE COUNTY

Yessir, they said it couldn't be done, but Fat Peddicord did it!

Pat has been busy restoring a handsome yellow roadster. As he had it out recently, road-testing the "C" engine with overdrive, he headed out on the nearest freeway, where he was promptly hauled over to the side by a CHP. He was cited for lack of a rear-view mirror, then the officer commented that he was impressed by the static balance of his engine, and its dynamic get-away. Fat remarked that he couldn't have been going too fast, since the new engine was still tight. "Oh yeah?" said the officer. "Maybe so, but I just clocked you at 70 mph..."

Now we ask you: how many Model A chapters in the world have cars in them that are even CAPABLE of going fast enough to be stopped on the freeway for speeding? As we've been telling you, THAT'S some Technical Advisor!

ZENITH CARBURETOR PROBLEMS?

by Pat Peddicord

If you suspect you are having carburetor problems, first check your plugs and points. This may sound silly, but you may find most of your trouble is in the ignition.

If it is your carburetor, check out your fuel filter and has line. If you still have problems, remove your carburetor and disassemble it.

After removing the main assembly bolt and bowl, notice that the venturi must come out before the bowl gasket can be removed. Sometimes the venturi is stuck in the top assembly; if yours is, try putting some rust cutter around it and tapping it out with a wooden dowl. The venturi is made of pot-metal and easily broken.

Remove the filter screen and make sure there is no foreign matter lodged in it. Now remove all jets. The main jet is easily removed with a screw driver after removing the plug in the bottom of the bowl. The compensator jet is also removed with a screw driver; it is the small jet in the inside of the float chamber. The cap jet is in the intake side and must be removed with a 5/16 wrench. The idling jet is in the top assembly and is removed with a 9/32 wrench. The idle adjusting screw is on top and is removed with a screwdriver or your fingers. Remove the dash adjusting jet.

Now that all the jets are removed, take a look at the throttle shaft. If this shaft is worn or loose in the top assembly, it should be replaced. Now that the carburetor is disassembled, you should have it boiled out in a carburetor cleaning solution. (Harold Looney at Vintage Auto Parts says he will perform this service for club members at a nominal fee)

A new carburetor kit is your best bet when re-assembling your carburetor. (These are available at Vintage Auto Parts at a 10% discount to club members.)

After your carburetor has been boiled out, blow out all passages with air. Re-assemble it using new gaskets and jets.

Replace the carburetor on the car and let the engine warm up before attempting to adjust it. After the engine is warm, adjust the throttle adjusting screw to a fast idle. Then adjust

the idling screw until the engine smooths out. Now re-adjust the throttle screw until the engine idles slowly and smoothly. The dash adjustment screw should also be adjusted after the engine is warmed up. When your engine does not idle properly, check the manifold gasket. If it leaks, the carburetor is not at fault.

For those who want a good-running carburetor and are not purists, there is a new Tillotson carburetor available. This is a fine carburetor, and should give you many miles of trouble free driving. (Vintage has this in stock at \$10.95 to club members.)

HOW DOES IT SOUND?

If you have any strange rumblings or noises in your A, our Chapter Technical Advisor, Pat Peddicord, is waiting and willing to help you get that car in shape to join in the fun. The club has many special tools available, and Pat knows where to get those hard-to-find parts.

WANT ADS

FOR SALE: Three 21" wheels and tires. Reasonable. Andy Baudino, 544-0788

FOR SALE: 2 Model a blocks, condition unknown. Will sell cheap. Larry Boef, 546-7157