

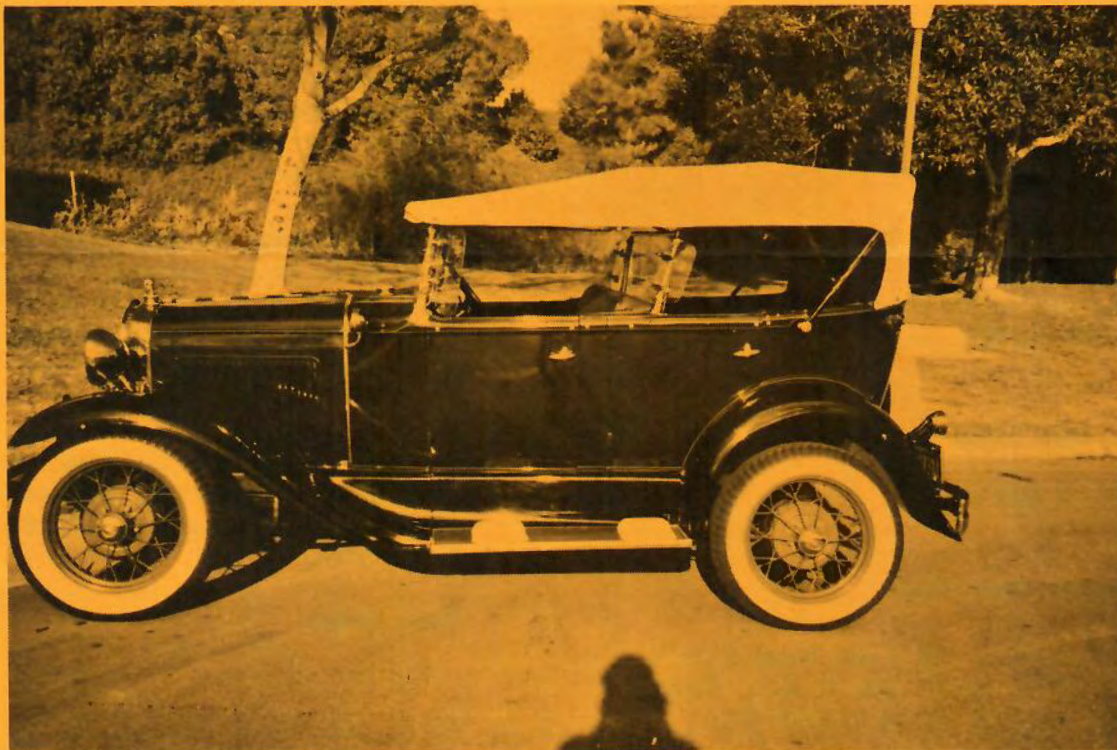
# The Distributor

## Orange County Model A Ford Club

VOLUME XXVII  
ISSUE 4

April, 1987

EDITOR: ALAN GIRDLESTONE  
PUBLISHERS: BOB & KAREN SITTER



Ray Reed's 1930 "Deluxe" Phaeton



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GENERAL MEETING

April 9, 1987

NEXT BOARD MEETING

April 30, 1987 at Les Nesbitt's  
Home, 12312 Redhill Ave., Santa  
Ana, Ca. 92705 (714) 730-9365

CALENDER OF UPCOMING EVENTS

Yuma Meet 4/2/87 - 4/5/87

Poker Run 4/26/87

Ramona Paegent 4/25 - 4/26/87  
5/2 - 5/3/87  
5/9 - 5/10/87

COVER CREDIT

Ray & Peggy Reed's 1930 Ford  
"Deluxe" four door Phaeton.

Henry might say there was no such  
thing, but it is really a good  
description of the car Peggy and  
I purchased in September 1986.

The Phaeton was restored around  
twenty years ago for the late Ray  
Kroc, majority owner of  
McDonald's and the San Diego  
Padre's Baseball team. Mr. Kroc  
must have told the restorer to  
make it a Deluxe model, for it is  
surely that! The features it has  
which are unlike most four door  
Phaetons Are:- a tan canvas top,  
white side wall tires, cowl  
lights, twin tail lights, radiator  
stone guard, hand operated  
starter etc. The most unusual,  
however, is a back seat  
windshield with chrome plated  
frame to match the front  
windshield.

Stu Preston of Harbor area  
M.A.R.C. purchased the car from  
Mr. Kroc about 1981 and owned it  
until his death in 1985. Peggy  
and I purchased it from Stu's son  
in 1986.

As new members in the club, Peggy  
and I are looking forward to Club  
events and touring in the  
Phaeton.

Ray Reed.

Whittier Narrows Family Fun Day  
Sunday May 3, 1987

Fullerton Fair May 9, 1987

El Toro Air Show 6/6 - 6/7/87

Sequoia July 1987

Las Vegas 10/22 - 10/25/87



OCCMAFCA BOARD MEETING MINUTES  
3/24/87

Glenn Johnson opened the meeting at 7:57 PM. In the absence of Les Nesbitt Alan Girdlestone maintained the minutes. David Graham read the financial report in lieu of Mike Humphries who was unable to be present. he pancake breakfast was successful and provided good revenue for the club.

Gary Haubold discussed activities- Yuma Tour April 2,3,4, and 5th, Poker run 4/26/87. The May 3rd Whittier Narrows Fun Day and a possible participation in the Armed Forces Day at El Toro on May 17th 1987. The Founders Day parade on May 9th was discussed and the possibility of having a concession stand for popcorn, peanuts, cotton candy etc. Volunteers to man and organize this event will be solicited at the next general meeting on April 9th.

The September Pancake breakfast was discussed and it was thought that tickets should be presold in order to enhance attendance. It was also proposed to acquire a large banner to advertise the breakfast by hanging the banner at the Orange Circle.

A motion was made to replace the club stopwatch seconded and approved. Pete Dwinger discussed the Yuma meet and the Gymkhana events.

Technical director Peter Gruenbeck advised that the meeting for 4/10/87 is changed to 4/17/87 at Bob Ferrazi's house. A seminar is slated for 5/16/87 on bearing replacement, a location is being sought for this. June 13th is a safety seminar at Bob Ferrazi's and the seminar for July 12th is a Saturday Garage tour.

David Graham discussed special events and that Mr. Urb Stair will be at the General meeting presenting a program on the "Great Race". The May meeting will present a "Model A" Fashion show hosted by Sharon Johnson.

It was suggested to ask the general membership their preference for meeting places for the months of June, July & August due to summer vacations etc.

Pete Dwinger distributed updated tour rules for Model "A's".

There being no further business to bring before the Board Glenn Johnson adjourned the meeting at 9:45PM.

Respectfully submitted,

Alan Girdlestone Sect/Pro-Tem

#### FABULOUS FORD'S FOREVER

Dick Riha reported that about 1500 Ford's of all descriptions attended the Fabulous Ford's Forever Meet at Knotts Berry Farm this past weekend 3/27 & 3/28.

About 15 members of the OCCMAFCA attended and several were winners in varied events. Dick Riha won first place for his coupe in the 1928 to 1931 Coupe category and Joe Wavra won 3rd place for his truck in the 1906 to 1931 category. Congratulations!!!

The event was obviously well attended and a good time was had by all.

The Editor.



GLENN'S GRAFFITI  
By: Glenn Johnson

The graffiti is a little thin this week as there is not much to say and the club is running well so we decided to show off a few photos of the pancake breakfast and the orange circle antiquing event.

Glenn.

#### FOR SALE

2 Very Good office desks  
1 Secretarial Chair  
1 Executive Chair  
Bedroom Furniture  
1 Model "A" Bus

Pieter Dwinger  
(714) 633-1921

WHAT'S DOWN THAT ROAD  
By: Gary Haubold

Our Spring Pancake Breakfast was a success. The food was plentiful and good, with a minimum wait in line. The weather couldn't have been much nicer. There was lot's of interest in the raffle. At one point there were close to 90 A's in the parking area. As one person told me, "You don't see anything until that last turn and then you experience sensory overload with all those cars lined up in front of you." At least one membership application was requested as a result of the breakfast. That's what I think of as a success. To all who helped in the planning and the work---THANK-YOU - VERY MUCH!!

By the time you receive this issue of the Distributor, the Yuma Tour will be history. I hope and trust that the tour goes well as it usually does.

Our next event is the Poker Run on Sunday, April 26. We will depart at 10 AM from the Mall of Orange on Tustin in Orange. Please be early enough to get registered. Bring a Picnic lunch. The duration will be a couple of hours. The poker draw will be \$5.00 a hand.

Sunday, May 3, is Family Fun Day at Whittier Narrows Recreation Area, sponsored by the Paradise Valley Model A Club and the Southern California Regional Model A Clubs. Be sure to see their flyer in the Distributor. We will depart from the Mall of Orange at 8:30 AM.

Saturday, May 9, there is the Fullerton Founders Day Parade and Fair. We are looking for people who would like to drive their A's in the parade and people who would be able to help man a booth selling cotton candy, peanuts, popcorn and possibly sno-cones.

Have a great month of Model A'ing and we'll see you down the road.

## Parts is Parts?

by Pete Gruenbeck  
831-7642

Last month's seminar brought out over 30 people to Bob Ferazzi's home in Santa Ana. We disassembled about 10 transmissions and found most of them were paperweights. Some of the parts were in marginal condition and may survive a few years of light duty driving. Dennis Griffin and Bob gave us pointers on how to disassemble them and what to watch for. We also learned the trick for disassembling the shifting tower. In summary - it was greasy fun. Thank you Bob, Patty, and Dennis.

The April seminar will be back at the Ferazzi's on the 17th. Bring your cleaned and new parts and we'll reassemble them.

The May seminar is renamed to Engine Bearing adjustment due to interest by several members. This will be a Saturday do-it seminar so wear gubbies. We hope to adjust 4 or 5 cars. June is still the Safety seminar. I'm open to suggestions for other seminar topics, places to have them, and people to talk about them. Please form a line to the right.





Sure looks good!!



Where did all those old cars come from?





Who me?

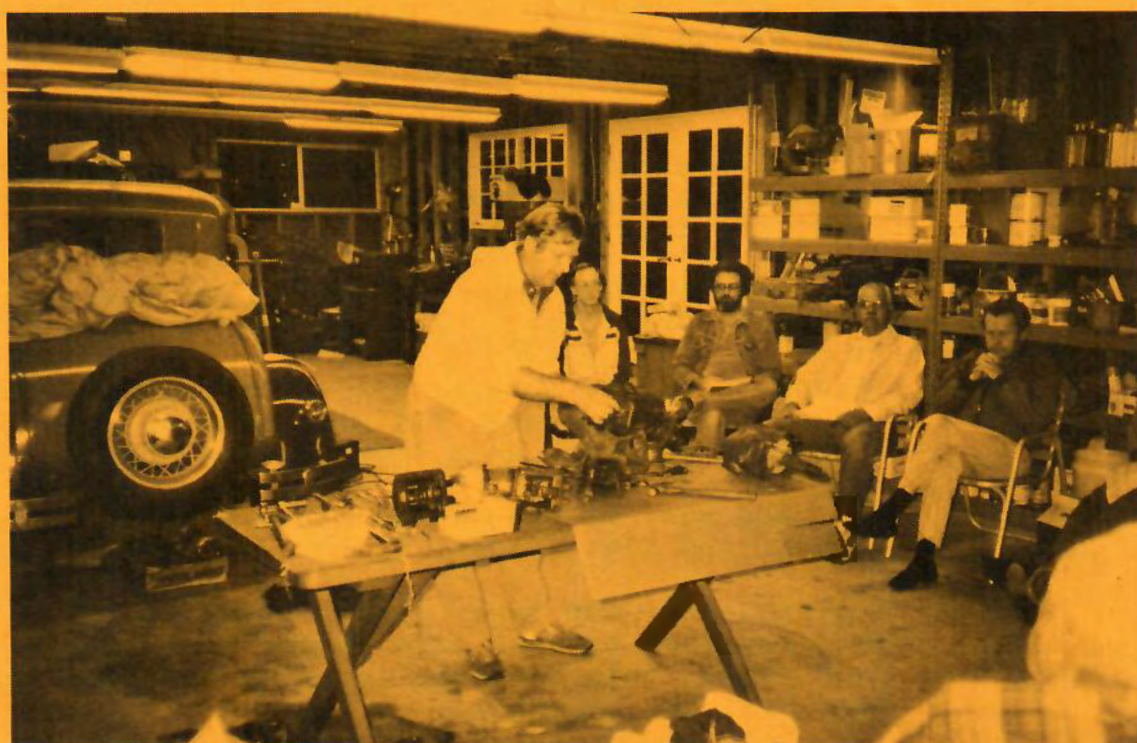


This smog is awful!





I know this goes somewhere!



Leftovers?



## TOUR RULES

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### 1. Car and Driver

- A. Be at the designated starting point thirty (30) minutes prior to the scheduled leaving time, to receive maps, special instructions and to become familiar with the planned route, etc.
- B. Check your car for basic safety features; such as tires and proper inflation, good brakes, lights, wheel alignment, etc.
- C. Have a FULL tank of gas before you start on the tour
- D. It is strongly recommended that all cars have safety glass installed, at least in the windshield.
- E. Each car should carry some spare parts, such as condensers, points, light bulbs, water pump packing fire extinguisher, and the basic tools needed for minor repairs.
- F. C.B. units are recommended, channel 11 is used on tour.

### 2. Maps

- A. The tour leader will provide each driver with a map and or instructions as to the planned route.

### 3. Touring

- A. The slowest car will be placed behind the tour leader, this will set the tour pace and will help keep the tour together.
- B. Each driver will take a place in the tour line-up and will try to keep that position throughout the tour.  
Going up hills, some of the lighter/faster cars will go at their own pace, but will regroup after reaching the top, at a safe parking area.
- C. All cars must be able to maintain a steady speed of 45 MPH, (on flat roads).
- D. A distance of 100 feet, (about 7 car lengths) is to be maintained between cars on the freeway. On two lane roads, this distance is to be increased to 200 feet, (14 car lengths).
- E. The last car in the tour will keep the headlights on.
- F. OBEY ALL TRAFFIC RULES



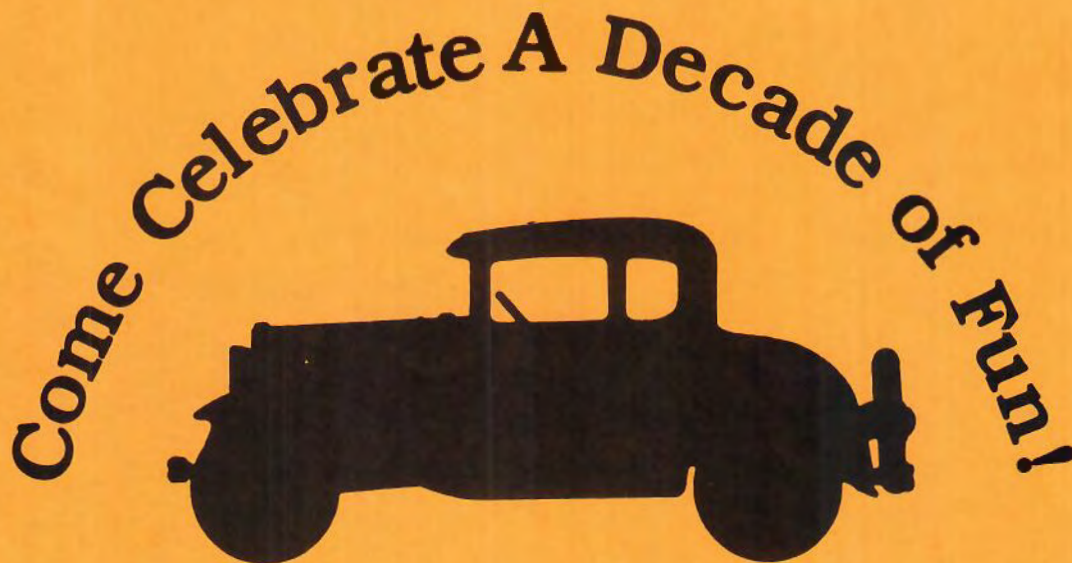
4. Car trouble

- A. If a car is in trouble, that car is to pull over into the shoulder of the road, and wait for the back-up car.
- B. ONLY the designated back-up car should stop. All others will continue with the tour, to the next safe off ramp or rest area. (tour leader will decide on the stopping place)
- C. The back-up car will advise the tour leader as to the status of the breakdown.

5. Miscellaneous

- A. ALL modern cars ( anything newer than 1931) will follow behind the last Model 'A'.
- B. The tour leader will make sure that the tour stays together, especially getting on and off the freeways, and at tricky turns and intersections.
- C. These rules have been established to insure the safety and well being of all tour participants. **Please** abide by them.





The Members of the Paradise Valley Model A Ford Club  
and the Southern California Regional Model A Ford Clubs  
invite you to a

## **Family Fun Day**

**Sunday, May 3 9 am - 3 pm**  
**Whittier Narrows Recreation Area**

(Take the Santa Anita exit off Route 60)

Bring a picnic lunch for a full day of  
Model A Ford activities for the whole family

**Gymkana**  
**Cars on Display**  
**Free Goodie Bags**  
**Games for the Kids**

If you're a Model A Ford owner, you'll want to be there

For more information, contact:

Ron Buchanan (714) 796-3178/Dave Northrop (714) 798-3933/Don Schade (213) 693-0579



What is the power output of the Model A engine? Forty horsepower readily comes to mind; however, many times the number 24.03 has been published as the horsepower of the Model A engine.

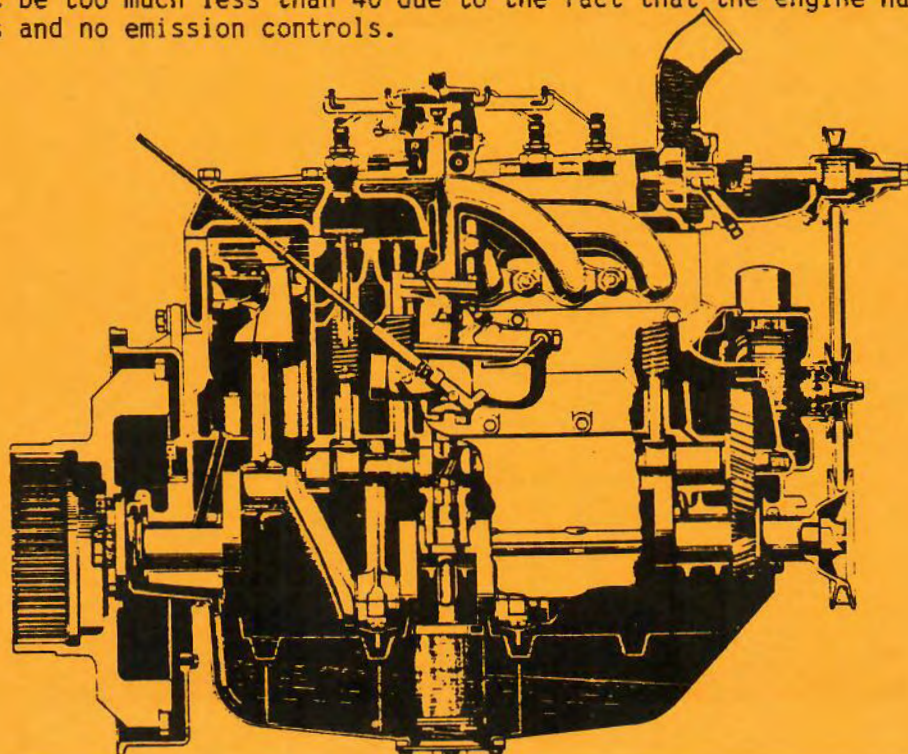
The explanation of this apparent discrepancy is that 40 is the gross brake horsepower (BHP, GROSS) while 24.03 is the taxable horsepower. Taxable horsepower is an antiquated method of defining an engine's horsepower and is calculated from the formula:

$$\frac{\text{BORE DIA.}^2 \times \text{NO. OF CYL.}}{2.5}$$

Notice that the stroke of the engine is not included in the formula and that, in fact, this formula does not really indicate the actual power output at all. The formula was an attempt to define the horsepower output of an engine in the 1800's when internal combustion engine technology was in its infancy. Subsequently, the formula persisted in some jurisdictions as a basis for calculating the road taxes due on a motor vehicle, hence the term "taxable" horsepower. The reason that British cars have had small bore, long stroke engines is directly related to the taxable horsepower formula. Road taxes were based on the formula rather than actual power output; therefore, bores were kept small to reduce taxes while stroke was increased to increase actual horsepower.

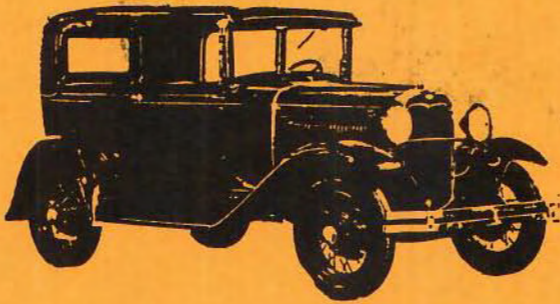
Until 1971, the actual horsepower output of motor vehicle engines was generally listed as brake horsepower (BHP). Although it had not been specified, this rating was gross brake horsepower, which is defined as the power output of a basic engine equipped with only the accessories essential to its operation. Since this was an unrealistic assessment of the engine's capability when installed in a chassis, the industry switched to net brake horsepower (BHP, NET) in 1971. Net brake horsepower is defined as the power output of a fully equipped engine which has all the accessories necessary to perform its intended functions unaided. A fully equipped engine includes the basic engine plus the intake air system, exhaust system, cooling system, generator, starter, and emission control equipment.

So the next time you're asked the question, "What is the horsepower of the Model A engine?", your first response should be "gross, net, or taxable?" Unfortunately, I don't know the net brake horsepower of the Model A engine, but it will not be too much less than 40 due to the fact that the engine has few accessories and no emission controls.



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**First Class Mail**