

The Distributor

Orange County Model A Ford Club

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November, 1987

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WHAT A SIGHT!!

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CALENDER OF EVENTS

November 6th, 7th & 8th, San Diego Fun Meet, leaves from Coco's at El Toro Rd. and the San Diego Freeway at 7:00 AM Sunday. With Gary Haubold.

This is the only event scheduled for November.

LADIES!! LET'S GET TOGETHER

By: Valerie Simmons

While the guys are having their seminar at the Dwinger's on Sunday November 15th at 10:00 AM.

We girls are going to put all our talents together and make some great centerpieces for the XMAS PARTY !!

Join us for a great time!

Thanks Valerie

MANY THANKS!!!!

Many thanks to Bob Sitter for his help in producing the Trivia Game for the day at Disneyland that was so successful. Everyone who attended had a great time and the day was a great success.

Martha White

NEXT GENERAL MEETING!!

November 12th 1987 at 7:30 PM at the school. SEE YOU THERE !!

NEXT BOARD MEETING!!

November 19th 1987 at 7:30 PM place to be announced.

WHAT'S DOWN THAT ROAD?

By: Gary Haubold 996-0278

As I write this, November is rapidly approaching. We had two good activities and another one is in full swing right now at Las Vegas. Talk about overload. One of the hardest things about this job is keeping track of just what's going on.

We had a super turn out of A's for the tour to Will Rogers State Park, the best turn out I've seen in some time. The Polo Was interesting to watch and the show following was fun, but boy, was it ever hot. The trip was uneventful except for Joe Wavra's radiator cap which wanted to fly on it's own.

Many, many thanks to Martha and Les White for arranging the day at Disneyland. The Trivia Hunt was really good. Just so Terry Lucas will understand - God created only a few PERFECT heads. The rest he had to cover with hair - and that lady really knows how to pick them. Sorry, Terry.

This weekend is the Las Vegas Imperial Palace Tour. I haven't heard any input about the trip.

Because of the holiday season the only tour I have scheduled for November is the San Diego Fun Meet on the 6th, 7th, and 8th. Some of you are already planning to go down there for the weekend. I will be leading a tour on Sunday the 8th departing from Coco's Restaurant at the El Toro Road and the San Diego Freeway at 7:00 AM. The plan is to arrive at the Escondido Motor Hotel in Escondido in time to join their tour to the Deer Park winery which departs at 8:30 AM. I will have a flyer in the mail before the Distributor can be printed in order for everybody to be notified.

In December we are planning a night time Christmas Lights Tour for the weekend of the 18th. Watch for details.

We'll see you down the road.....

GLENN'S GRAFFITI

By: Glenn Johnson

A couple of Thank-you's are in order. First to Pieter Dwinger for organizing and leading the tour to Will Rogers Park for their Western Day. It was a little warm that day but the park was beautiful, Will Rogers former home was very interesting and the equestrian events were exciting. Everyone who attended enjoyed the day.

The second Thank-you goes to Terry Lucas who has agreed to be our 1987 election chairman. It's a tough job but Terry has assembled an impressive group of experienced Orange County Model A'ers to run for the 1988 board of Directors. See Terry's article for details and vote for your favorites.

Glenn

A NOTE FROM THE NOMINATING CHAIRMAN

By: Terry Lucas

This year's ballot is a little different than previous year's. You will notice that the heading "POSITION OF INTEREST" has been added. This indicates that a candidate with a position after them is running for that position only. The next change is current candidates are running for the term of one year only. These changes were made in an effort to attract more members to run for board positions.

Member of the year is again our club's most prestigious award. Please fill in the name of the club member that did the most to enhance your club experience. This member went the extra mile to help you and made that extra effort to make the Orange County MAFCA a great experience for you.

Terry Lucas - Nominating Chairman

Orangewood

CHRISTMAS

DONATION DRIVE

Well, it's time to start collecting items, for the kids at the Orangewood home for abused kids.

In the past, we have been able to collect about 300 lbs. of food each year. The management of Orangewood, has requested that if we would like to donate again this year, we can use the following list of items;

FOOD: Canned sodas, punch mixes, dry and concentrated. Kool-Aid, lemonaid, ice tea mix, pop corn, cake - cookie, brownie mixes, frosting mix, chocolate chip, butterscotch, peanut butter toppings, cake and cookie decorating items, powdered, brown and plain sugar. 5# bags of baking flour, ice cream toppings, canned peanuts, walnuts, raisins, baking chocolate -block and powdered.

ITEMS for girls 13 - 18.

Shampoo, conditioner, brushes, combs, hair dryers, curling irons, deodorant (non-aerosol), tooth paste -& brushes. Make up items such as eye shadow, mascara, jewelry. Board games, Doodle art posters with pens.

ITEMS for boys 13 - 18. Shampoo, conditioner, brushes, combs, hair dryers, after shave lotion, deodorant (non-aerosol), toothpaste and brushes, watches, radios. Sports equipment such as baseballs, basketballs, footballs. Doodle art posters with pens, Board games, records.

They can only accept new items, NOT gift wrapped please.

Donations can be brought to the November and December meetings at Yorba JHS. I will be taking your contributions to Orangewood right after the December meeting. If you have any questions or need items picked up, give me a call. Pieter Dwinger at 639-4767

Crazy Horse Xmas Party

UPDATE

Well folks; we are down to the last few weeks, to get signed up for the best Christmas Party in the history of our club. If you have not yet signed up, just give me a call, or come to the November 12th. meeting at Yorba Jr. H.S. If each of us brings just 1 or 2 extra couples (friends, neighbors, relatives) we will be able to easily make our goal of 150 people.

As of this writing we have about 90 folks signed up. Bev & Jim Marsh are arranging to have their 'MUSTANG' club join us with at least 20 more 'FORD' lovers, that will bring us up to about 110 party animals.

So this is the time for each of us to support our club, and join in for the Crazy Horse Christmas party Sunday December 20th.

If you have any questions give me a call. Pieter Dwinger
at (714) 639-4767

THOMAS F. OSBORNE
BOLSA VERDE ESTATES # 23
9350 BOLSA AVE.
WESTMINSTER, CA 92683-5930

October 12, 1987

Dear Peter-

Enclosed is some technical advice, from an old timer, back east; it has to do with the fine tuning of the Model A Ford Carburetor, and the ignition system.

We of course assume we are dealing with a tight distributor, and a carburetor that has been re-built, and that the parts did fit, and the jets were the right size.

The points should be set at .020, right in the middle of the specs. in the manual, or the service bulletins. The plugs should be NOS, or the replacement 3X, or C16C.

Old stock plugs are available, if you keep your eyes open. I have enough NOS Plugs for Model A to drive 5-600,000 miles, and never had to pay a fortune for them; most are .50-\$2.00 ea.

I personally use Edison #34 plugs. Some model A's came with Edison plugs in them from the factory; Edison was a personal friend of Ford Sr., and it makes sense that Ford got some of the production of the Edison-Splitdorf Spark Plugs.

Edison # 34 plugs are the exact depth as the original 3X, run hotter than the repro plugs, which are all based on the old Champion C-4, C-1 design, for trucks driven on the road at a loaded speed of 35 mph.

The way we drive today; some putting around on surface streets, with an occasional long trip, the old type plugs perform better, and last well over 10000 miles. (Last year, I drove my car 10,400 miles. The Edison plugs were used, in fact had over 6000 miles on them from the '29 Roadster pick-up that I removed them from prior to selling it. Try to get a new 3X or C16C to go that far without fouling!

The other advantage to using the old plugs, is that most brands made prior to 1935 can be dismantled for cleaning, and put back together and perform like new. This way, you can clean all the carbon out of the center electrode, and the inside of the shell, file electrodes straight, and run another 10,000 miles.

Any of the early brands with the TWO electrodes on a plug make the car run better, great pick-up, and smooth idle.

Need USA made points, and condenser? Talk to your Ford Parts Dept. Ford still makes points, and the condenser. What makes them nice is that they have the Ford Script on the parts. No one stocks them, but they are warehoused at Ford in L.A., and it can be delivered in two-three days. They are about double what the Japanese/Taiwan parts are, but I've never had a Motorcraft Condenser go bad from the heat problem.

Attached is the carb. information sheet that started this all.....

Tom Osborne

The carburetor for the Model A Ford can be used to fine tune the ignition system; here's how:

1. After the engine is started, and warmed enough to run without choke enrichment (turning knob CCW), increase engine speed with hand lever until RPM is about twice that of an idle....

2. Gradually open (CCW) choke adjuster. At $\frac{1}{2}$ to one full turn, engine should start to run rich - will slow down - and may start to produce black smoke at the tail pipe. Turn choke clockwise, until RPM is back to where it was....

3. Now, slowly advance the spark lever (down). When the engine RPM reaches the highest speed, note the position of the spark lever. This is the position that you will want to use when driving the car for average usage, and not more "advanced" which can lead to heating problems, same as running too "retarded."

4. Push the hand throttle lever all the way up to the top. Engine should idle smoothly. Now, take hold of the throttle linkage on the carburetor. Ram it full forward. If the engine accelerates to max RPM in about two seconds, timing is excellent. Don't hold the lever forward too long, as damage to the engine could occur. (You don't drive any car at full speed, except for racing cars, or Freeway Flyers!) If the acceleration of the engine speed is slow, or sluggish, ignition timing is too slow. As much as 10-15 degrees of timing change (advance, or CCW in the distributor cam) will have to be made to correct the problem. If timing is correct, acceleration will be excellent, and engine will not over-heat.

5. If you adjust the cam setting, you will have to re-check the spark lever setting described in #3, above. (The timing pin, and the "just starting to open," is an approximate setting; each Model A is different, depending on engine condition, and Model. 28-29 cars run better than 30-31 cars, due to timing, and point spread. Use .020.)

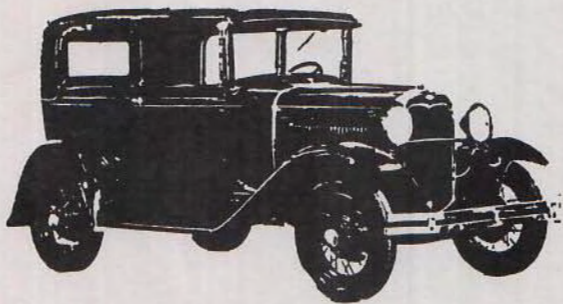
28-29 stock heads have a higher compression ratio than 30-31s!!!!!!!

Here are two suggestions:

1. If you plan to use a new fuel line, or are installing new fittings, on a good line, remove the filter screen (cars to mid-May, 1931). Use a 6-point 5/8" socket. Obtain a $\frac{1}{2}$ x 20 bolt, at least 3/4" long. Screw it in until the threads can be seen fully blocking the fuel inlet port. Insert fuel-line until it bottoms out against the bolt; then, push the ferrule in with the tension nut, being certain that the threads are straight; tighten with the proper sized wrench, or tubing wrench. Now, remove line, and check that the ferrule is tight. Now, do same to the other end. You can use the same procedure on the side-bowl carb., but you need an earlier carb. to get the setting of the ferrules. This keeps the filter screen from being squashed, or condensed in the hole.

2. Make sure that the manifold clamp is installed so that the bolts parallel the engine block. This should preclude the leakage of engine exhaust from entering the carburetor intake, making the engine to run lean, or to denote early.

3. In-lieu of leaded fuel, or low-lead fuel, you'll save a lot of valve wear, by using a GOOD grade of "top oil." I prefer Marvel Mystery Oil, which is available accross the US. Marvel has been on the market for 75 years. Use per directions, on side of the can.



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