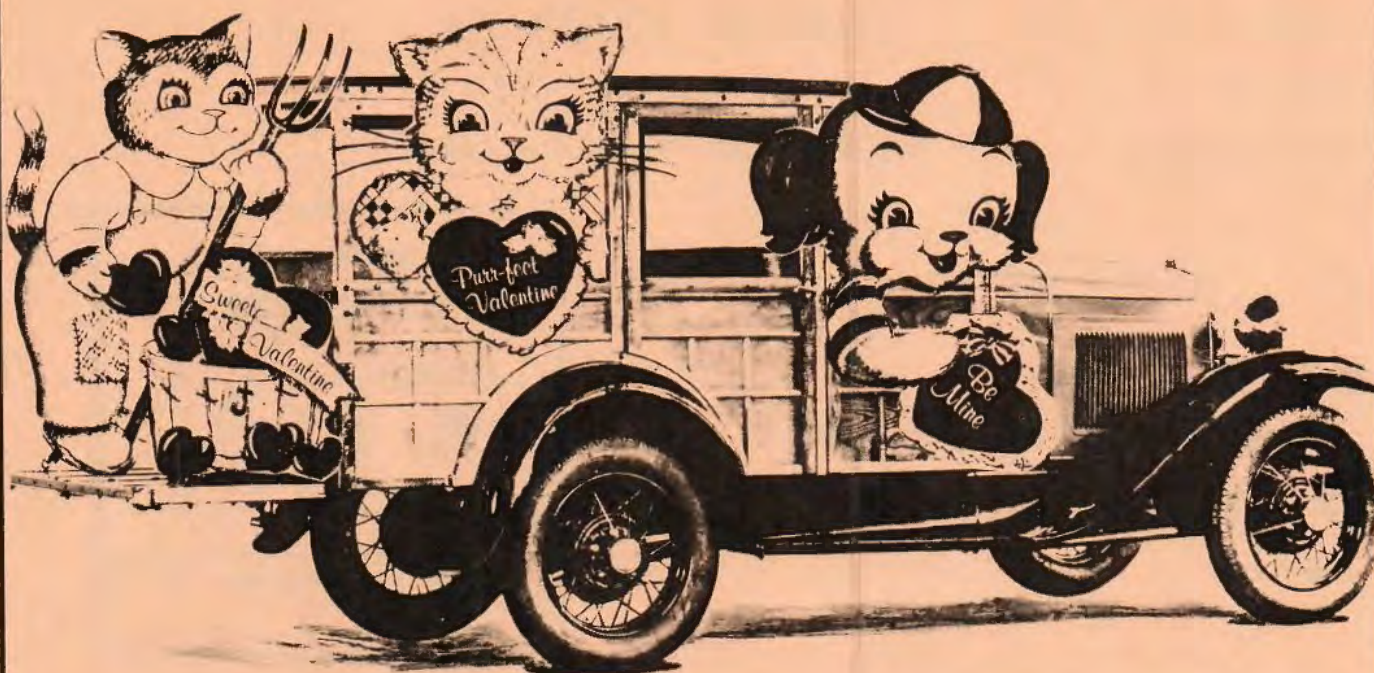
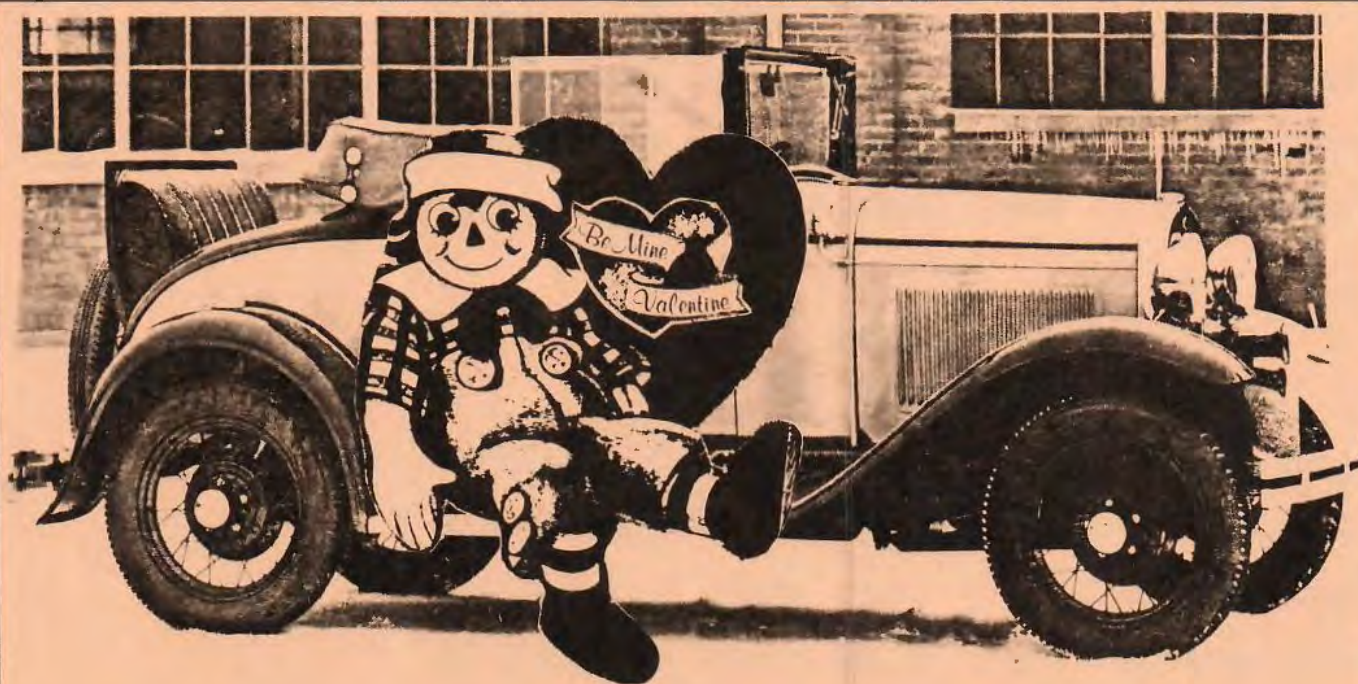


The Distributor

Orange County Model A Ford Club

FEBRUARY, 1993
VOLUME 33, ISSUE 2

EDITOR: JIM WILLETT
PUBLISHERS: BOB & KARYN SITTER



1993 BOARD MEMBERS

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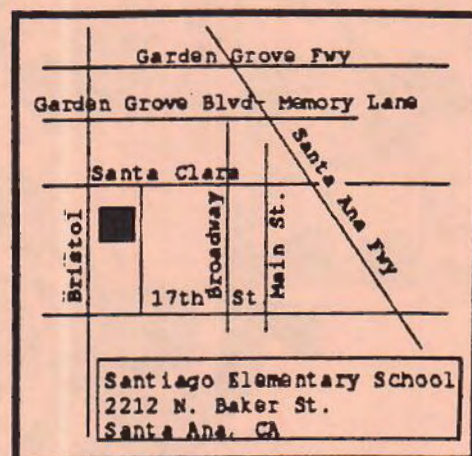
GENERAL MEETING

FEBRUARY 11, 1993

MEETING @ 7:30 P.M.

SANTIAGO ELEMENTARY SCHOOL

(SEE MAP)



MONTHLY MEETING MAP

THE PREZ SEZ

by Lou Speilberger
President



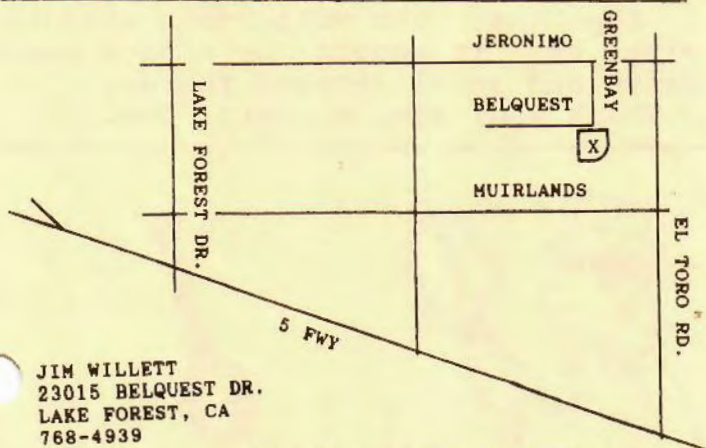
The first tour of the year was great. Tom Endy was tour master. The tour was to the L.A. Arboretum in Arcadia. We had 10 Model A's and 2 modern cars. All cars stayed together.

MODEL A's	MODERNS
Marsh	Melinda Marsh
Spielberger	Wavra
Aday	
Bloom	
Endy	
Krug	
Nichols	
Lindbergh	
Carlyle	
Huffman	

The club books are being audited. I'm sure everything is in order. But this is an annual thing to do. At the February meeting the treasure will have the report.

I am still working on the insurance for the club trailer. It is necessary to get a rider from your insurance company and pick up the white slip from Lou Spielberger 751-5102.

The next board meeting will be at Jim Willett's house on Thursday, 2-18 at 7:30 P.M.



BOARD MEETING MAP

SPECIAL EVENTS

by Roger Aday

Here is a chance to get your Model A ready for a parade. The City of Diamond Bar will need from 20 to 25 Model A's for a parade and car show on Sunday, April 18th. This parade is part of a celebration commemorating their City's anniversary. Approximate starting time is noon. Please let me know if you are interested.

To those who ordered KIWI Pins and have not received them, they are in and I have them. I have pins for; Mark Schwing, Dan Simmons, Jim Spaeth and Larry Baehr.

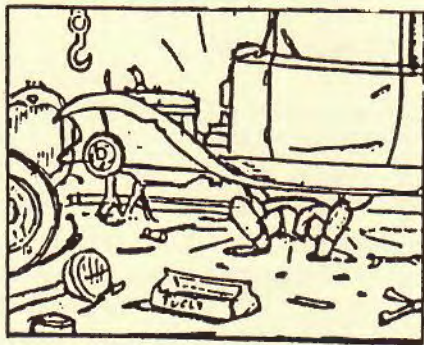
I am still missing one video tape on carburetors. Please check your video libraries.

Bunches of letters and fliers have gone out to other Model A Clubs, local newspapers, and auto related publications letting them know of the pancake breakfast coming up. I have extra fliers, if you need them, to pass out. Letters have also gone out soliciting mall shows. Hopefully we will have some action on these soon.

Club business cards are available for free, to all members. These are handy to pass out at different events we go to. These cards also have a map to our meeting place on the back that is helpful to new or potential members.

And last, I have the 5000 mile award applications and mileage log sheets. This award is from the National Organization. You must accumulate 5000 miles in one year, 1000 of which must be on one club sanctioned tour. All other mileage may be on Club tours or everyday driving. Thanks.

IN THE GARAGE

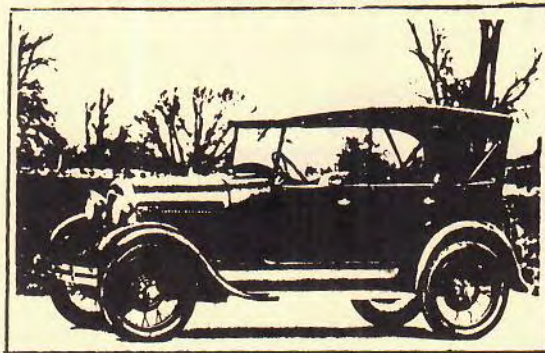


by Terry Lucas and Paul Steed,
Technical Director

Fifteen members and four Model A's braved the rain storm to learn tuneups tips. We talked about the effects of spark plugs with various heat ranges, gas additives, carburetors and distributors. Coil and condenser testers were available. 50% of the cars present had their coils wired backwards. The effect of a reverse wired coil is power reduction, slight idle unevenness as well as permanent coil damage. Carburetors were adjusted with the assistance of an exhaust analyzer. We visually saw how much as little as 1/32 of a turn on the idle air adjustment screw can impact the efficiency of your engine and that it is virtually impossible to correctly make these adjustments by ear. My '29 sedan has always run very smoothly, but after replacing a low output coil and some minor adjustments there was a significant increase in power.

The next seminar will be on tightening engine rods and mains. If your car is overdue for this service and you would like to tighten up your engine, please call Paul or Terry. We have room for two more cars. It will be held at Terry Lucas's home starting at 8:00 A.M. on Saturday, February 20th. Come on down, we'll play with our car, swap a few tales and have a lot of fun.

MOOSE'S MESSAGE



by Jim Marsh
Activities Director

Our first tour of 1993 to the L.A. Arboretum was a huge success. I would like to thank Tom Endy for organizing and leading this tour. Good job! There were 10 A's and 2 moderns. We didn't take the freeways and it didn't rain. If any of the club members would like to plan and lead a tour please see me, Richard Parrish or Tom Endy and we will set it up.

For our February tour I have planned a trip to Bates Brothers Nut Farm in Valley Center (near Escondido). It's about a 2 hour drive one way. We will go via Elsinore and Rancho Calif on the way down and return through Ocean-side and the coast. We will depart from the Mall of Orange at the Sears parking lot on Sunday, February 28th. Departure time at 9:00 A.M. Please join us for breakfast prior to departure at Coco's on Tustin Ave. at 7:30 to 7:45. We will have lunch at the Bo-Weevle (a famous San Diego hamburger joint) after the Nut Farm tour.

I hope that you will make this tour with us. It should be a nice scenic drive and an all around fun day.

Thank you; Jim, Richard, Tom.



BOARD MEETING

by Wade Roberts
Secretary
January 21, 1993

The meeting was called to order at 7:29 p.m. at the Aday's home. Those present were the Spielbergers, Marshs, Parrishs, Jim Khalaf, Jim Willett, Roger Aday, Terry Lucas, Wayne Krug, Tom Indy and Les Carlyle.

Roger pointed out the need to purchase more club stationery and the Board authorized him to print 1,000 letter head at the cost of \$84. Trailer insurance was brought up and Lou will report at next board meeting the cost of purchasing a policy that would cover any club member who might use the Club's trailer. Mall show insurance was the next topic. MAFCA insures our Chapter for club sanctioned events for liability. However, each member should have full coverage for their car if driving it to club activities or showing it in a mall.

Wayne confirmed that he will be supplying orange cones to be used for traffic control at the pancake breakfast. Roger pointed out that Jon Heiland has orange cones stored in his garage. Les presented the treasurer's report and it was approved. Tom Endy's activities report included copies of the revised "Tour Rules" which were read, reviewed and unanimously approved by the board. A copy of these rules will given to each club member.

Collecting MAFCA dues and chapter dues was discussed. Jim Khalaf will call MAFCA, get more information and report to the board. Lou assigned Wade the job of updating the information in the "New Member Packet" by the next board meeting. Terry pointed out the board's decision long ago to have the treasurer arrange a "member car of the month" to be part of each months general meeting. The first will be at the February meeting and the car will be rolled into the back of the meeting room. The car will also be written up in "The Distributor" for that month. Terry also suggested to Lou that the Club's By-Laws need to be reviewed and possibly updated. Lou will speak to the Club's By-Laws expert Pieter Dwingwer at report back.

Les scheduled an audit of the Club's treasury for Tuesday January 26, 7:30 pm at the Carlyle's home. The auditors include Les Carlyle, Jim Khalaf, Don and Linda Tune and Jim Nickel. Jim Marsh then reviewed the activities calendar of swap meets, tours and other events scheduled for the next several months. Terry thought it would be good if the Club had a Saturday tour occasionally for those who cannot tour on Sundays.

At this years pancake breakfast we will be using 8 griddles, a generator that will provide power for large coffee pots and an electric mixer for pancake batter. One thousand buttons will be made to give with each breakfast purchased and a variety of other buttons will be available for sale. Roger will investigate the cost of having a barbershop quartet and a mime perform at the breakfast.

BOARD MEETING (cont.)

Terry Lucas reported on the last technical seminar which was on tune ups. He told of the importance of having correct coil polarity and carburetor adjustment on ones Model A Ford. All cars tested passed the California emission standards. The next seminar, "Rod and Main Adjustment" is scheduled for February 20, at 8:00 am at Terry's house. Other seminars during the year will include stainless steel, plating, body work, installing fender wells, woodgraining and pinstriping.

Roger reported that letters to malls had been mailed. The City of Diamond Bar has invited us to attend their parade and car show on April 18. The Board approved the price of \$30 per day per car for mall shows. Roger asked about the Club's missing video tape. Does anyone have "Carberators and Carbohydrates"? Other car clubs have been sent fliers about the pancake breakfast.

Jim Willett asked for a clarification of the list of Life Members. Terry motioned to have this years roster mailed to the membership. Board approval was given. Tom Endy expressed concern over giving the hard-luck trophy to someone who had crashed their car. The board felt that this would not embarrass anyone. Lou confirmed that he had booked the Fountain Valley Claim Jumper for the Club's Christmas party.

The meeting was adjourned at 9:50 pm. The next board meeting will be held at the Willetts home on February 18, at 7:30pm.



CALENDAR OF COMING EVENTS

FEBRUARY, 1993

2-7 SUNDAY

Torrance VCCA Swap Meet at El Camino College.

2-11 THURSDAY

General Meeting at Santiago School, 7:30 P.M. This month's featured car is by Pieter Dwinger.

2-13 & 2-14 SATURDAY & SUNDAY

Swap meet at Jack Murphy Stadium in San Diego.

2-14 SUNDAY

Hi-Performance Swap Meet at Long Beach Vets Stadium.

2-18 THURSDAY

Board meeting at Jim Willett's house, 7:30 P.M.

2-20 SATURDAY

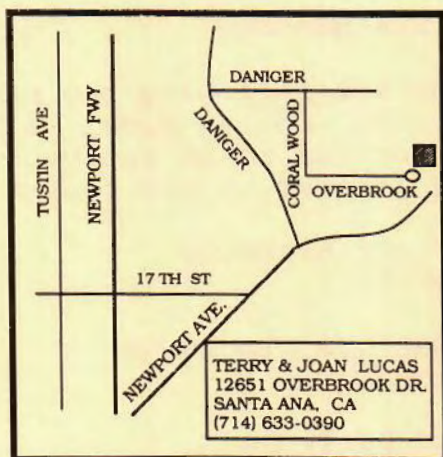
Technical Seminar at Terry Lucas' house, 8:00 A.M. Subject; Rods and Mains (bearings, that is).

2-28 SUNDAY

Swap Meet at Mesa College in San Diego.

2-28 SUNDAY

Model A tour to Bates Bros. Nut Farm in Valley Center, Ca. Depart Orange Mall at 9:00 A.M.



TECHNICAL SEMINAR MAP

MARCH, 1993

3-11 THURSDAY

General Meeting at Santiago School, at 7:30 P.M. This month's featured car to be announced.

3-14 SUNDAY

Pomona Swap Meet

3-14 SUNDAY

Orange County MAFCA Pancake Breakfast, 8:00 to 11:00. Hart Park, Orange, Ca.

3-?? TBD

Technical Seminar.

3-18 THURSDAY

Monthly board meeting

3-26 to 3-28 FRIDAY to SUNDAY

Model A tour to Laughlin, NV.

CAR OF THE MONTH

The February car of the month is a 1929 Briggs Town Sedan owned by Pieter and Judy Dwinger. The car which they purchased in 1978, had been dismantled and stored in a warehouse in Costa Mesa. The date on the newspapers lining the many boxes holding parts of the car in the warehouse were dated 1960. The Dwingers were told that the car had not been on the road since perhaps the 1940's. Lack of wear and the 60,000 miles showing on the speedometer seem to confirm this idea. The sedan received a "ground up" restoration. The Dwinger's car which will be displayed at the February meeting has been approved for the 1993 Great American Race and has run the California Great Race twice. The Dwingers will have raced their 1929 Town Sedan in the El Paso Por Los Lomas III, a 250 mile race and car rally in Santa Maria, California, just before our meeting.

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FOR SALE: 1929 Model A Town Sedan 49,000 miles, Original upholstery Very Good Body and Fenders, Runs Great, No Rust, Good Tires, Paint in Good Shape. \$6000 Call Sam Doty, 602/326-3874 (Tucson).

FOR SALE: AA Express Truck with Flared Body lined w/oak. Body in Good Shape, needs Paint. \$8000 Call Sam, 602/326-3874



HARD LUCK TROPHY

No hard luck was reported for the second month in a row. Opportunities should increase as the frequency of tours increases.



NEW MEMBERS

We welcome the following new members to the Orange County Model A Club. They are invited to be active in our events and join us on our tours.

Phil and Nancy Ricketts
of Lake Forest.

Paul and Carolyn Lindbergh
of Costa Mesa

Richard and Dolly Day
of Cypress

TOUR RULES

ORANGE COUNTY CHAPTER MODEL A FORD CLUB OF AMERICA

1. Purpose and Scope

- A. The purpose of the tour is to provide an opportunity for club members to participate, as a group, by traveling to a designated destination in a Model A Ford. The travel portion of the tour should be as enjoyable to the membership as the activities planned at the destination.
- B. The following rules have been established to provide for the safety, organization, and convenience of all tour participants. Your cooperation is appreciated.

2. Car and Driver

- A. Participants should arrive at the designated starting point at least fifteen (15) minutes prior to the scheduled departure time, to receive a map and a briefing from the tour leader concerning the planned route.
- B. Please have a FULL tank of gas before you arrive at the starting point.
- C. It is recommended that each car carry some essential spare parts and the basic tools needed for minor repairs. A fire extinguisher is also recommended.
- D. C.B. Radios are recommended. The designated channel is eleven (11).
- E. It is strongly recommended that each car participating in the tour be in a safe operating condition. Items such as tire inflation, brakes, lug nuts, and lights should be checked prior to arrival at the starting point. It is recommended that cars be equipped with safety glass. Seat belts are also a suggested option.
- F. All cars should be capable of maintaining a nominal speed of 45 MPH on a level road.

3. Touring

- A. The tour leader will be the lead car and set the pace of the tour. Each driver should take a place in the tour line-up and maintain a safe distance behind the car in front. Try to stay in the same lane as the tour leader.
- B. It will be the tour leader's responsibility to attempt to keep the tour together by periodically stopping to allow the tour to reassemble. The tour leader shall not depart the reassembly location until all cars are accounted for and are ready to resume the tour.
- C. The last model A in the tour line-up, whenever possible, will be equipped with a C.B. Radio and will be designated to provide a back up feature for the tour.
- D. All modern cars participating in the tour (1932 and newer) should follow behind the last Model A in the tour line-up.
- E. The return portion of the trip is part of the tour plan. The tour leader will advise the departure time from the destination point. Participants should assemble and maintain a tour line-up for return to the designated end of tour area. Participants electing not to return with the tour should advise the tour leader of their intention.
- F. PLEASE OBEY ALL TRAFFIC RULES.

4. Car Trouble

- A. If a car encounters trouble, that car should attempt to pull over to a safe area on the shoulder of the road. The designated back-up car should also attempt to stop in an adjacent safe area to render assistance. All other cars should not attempt to stop when circumstances are such that doing so would create a hazard to other traffic on the road. The back-up car is to inform the tour leader of the situation. The tour leader shall halt the tour at the nearest area where it can be safely accomplished.
- B. It should be understood by all participants that no member of the tour shall be left behind to resolve his individual car problem. The collective expertise of the club should be marshalled to resolve the problem before the tour is resumed.

The Dwinger Hyatt Regency Resort Hawaiian vacation 1992:

All 4 Dwinger's and Judi's mother went to Maui and the big island Hawaii during the Christmas and New Year holidays. Upon our arrival at LAX we were all ready to get to the islands, except we were informed that there would be a slight delay in departing our smoggy city. The plane was still in Phoenix and would arrive in about 3 1/2 hours. The delay was fortuitous in that I had left home, without my national Model A roster. So while we waited at LAX, I called Larry McKinney who gave me a list of Model A folks who lived on the islands.

When the plane finally did arrive, we watched with some consternation as they added many cans of oil to one of the engines. It must have been a Model A engine on that side.

The flight was uneventful and a fairly smooth ride. Upon our arrival in Maui, we went to the car rental place to pick up a reserved mini van. After more than an hours wait, we got loaded up and drove about 2 blocks when we realized the engine was only operating on 2 or 3 cylinders, and the turn signals did not work. So back through the airport and on to the rental place, where all new paper work had to be made out for another van which still had to be washed, fueled etc. So this whole episode took 2 hours. Oh well. We were told it would be a 45+ minute drive to the Hyatt Regency Resort, except it only to about 25 minutes, time must not have much meaning to the local island folks.

The weather was a balmy 85 during the day and in the 70's each evening. We had several days of on and off rain, with the temperature of the rain water in the 80's. The food, service and accommodations was picture perfect. Each evening our beds were turned back, and chocolate mints and orchids placed on the pillows.

On Christmas morning the hotel had placed large Christmas stocking on our doors, filled with goodies. Christmas dinner was in the Hyatt Regency Maui Swan Court. Our seating was at the lake water edge, with large pure white swans floating right up to the tables, anxiously hoping some of our dinner would be given to them, of course.

After a day getting acclimated and phone calls, I was able to contact a Mr. Herb Arlen, who has owned Model A's for many years, but decided several years ago to sell his roadster with a Joe Gemsa (new in the box) head and a block also built up by Joe. The folks he sold the car to did not give him all the money, so he still has the head. After about a 45 minute call, I think I convinced him to reclaim his partially paid for car, and finish putting the engine in and start driving it !! I am sending him a list of local folks here is So.Ca. who can provide him with some missing parts etc.

When we landed on Maui, I contacted a Mr. Laf Young who lives in Haiku, which is on the North side of Maui. By the way, at his house he experiences 9 + feet of rain each year, and we complain about a few inches, HA. Laf is an electrical power generating engineer by profession, and has as an avocation, become extremely knowledgeable on camshafts. Laf has some computer programs that he is working with, and is probably not too far off in designing the optimum Model "A" performance cam. He will be keeping me up-to-date on his progress which I will pass on to our club members.

Laf has a roadster that is his daily driver. But he faces the battle common in the islands, which is rust. With the high humidity and rain levels everything rusts. I was told that the average car lasts about 5 years before it is rusted out. I understand that folks with freckles are really just people rusting. The next problem is that you cannot get competent engine repairing done on the islands. So most engine work has to be performed on the mainland.

Our next stop was to the big island of Hawaii, the Hyatt Regency Grand Resort. It covers 68 acres ! You have 3 ways to get to your rooms: you can walk (hike), or they have two 2 million dollar trams that cover about 1 1/4 miles, and next they have very comfortable boats. (designed by the Disney folks) The boats also cover about the same distance, all within the resort complex. The boat waterway has a myriad of exotic fish including very large barracudas.

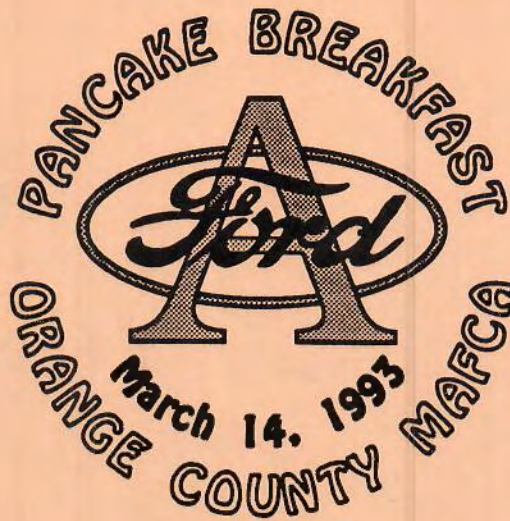
From the patios of our rooms we looked out over immaculately groomed landscaping, (forest) and the 4 acre dolphin lake. Luck was with us, we won the lottery to swim with the dolphins !!! One of the main highlights of the trip. To properly do justice in explaining this resort you will have to visit it, or come over and look our slides and photos.

I was put in touch with a Mr. Robby Robinson who is the Regional Account Executive for the 5 Hyatt Resorts on the islands. This gentleman is about as gung-ho as one can get regarding antique cars. He has owned many over the years, including a 30's Rolls limo. Our discussions eventually centered on bringing the Great American Race to the big island. This discussion led to a rather lengthy phone call to Dallas Texas, GAR, with Mr. Tom McRae, Executive Director of the GAR. The Hyatt resorts are now very interested in hosting a 2+ day big island Greatrace. The course would probably be about 250 to 300 miles each day. There are of course a myriad of logistics to resolve, but it could happen. I will let everyone know if anything develops.

Well after 2 weeks of fun, sun, snorkeling, scuba diving, catamaran sailing, eating, sun tanning, drinking smoothies, and Model A'ing we had to bid the islands aloha, but not after we had some more interesting airplane episodes. At Hilo we did not get to taxiing until several, 20+ minute late arrivals got seat-belted in. Then after the plane taxied seemingly on every taxiway at the airport, the captain announced that he had to go back because a navigation system had failed. It was less than 1 minute later when he said they had cured the problem. It was a unanimous (350 people) opinion the captain forgot to turn on one of the radios.

The flight to the mainland was very bumpy, especially in the bathrooms. They were in the tail of the plane and if you did not hang on tight, you would (and did) get launched. I hope every one had a great holiday and Happy Model A'ing in 93.

FOOD



CARS

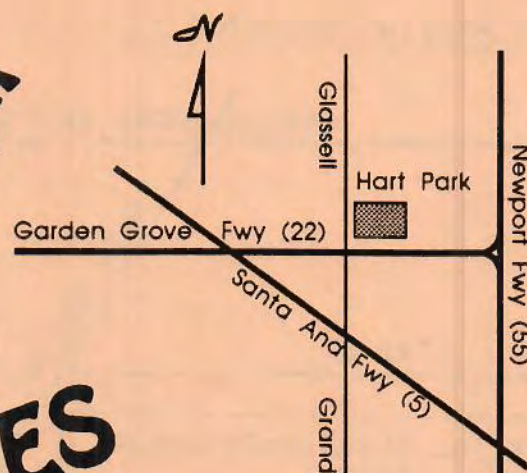
Join us for our annual PANCAKE BREAKFAST
Sunday, March 14 at Hart Park in the City of Orange
8:00 AM to 11:00 AM

Pancakes, eggs, sausage, milk, juice, and coffee

Donation: Adults \$3.00, Kids \$2.00

RAFFLE GRAND PRIZE: Model A Overdrive

RAFFLE



FUN

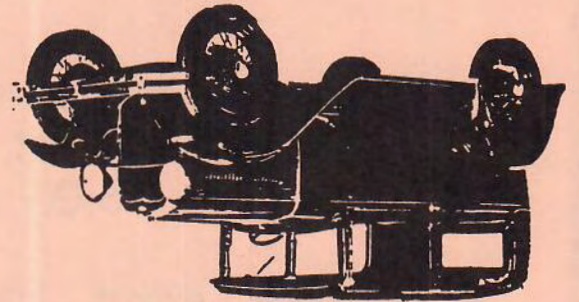
TROPHIES

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[GENERAL MEETING LOCATION]

