

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961 - Santa Ana, California

June, 1995
Volume 35, Issue 6

Editor: Tom Endy
Publishers: Bob & Karyn Sitter



THE GYMKHANA SEMINAR®

.....Orange County is in the toilet!!!

Regional Fun Day, May 1995.

1995 Board Members!

President: Wade Roberts	714-675-5457
Secretary: Dan Simmons	714-968-7466
Treasurer: Lee Garman	714-839-1096
Technical: Larry McKinney Dick Riha	714-963-2724 714-556-4355
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Special Events: Bev Marsh	714-531-7237
Editor: Tom Endy	714-897-5861
Publishers: Bob & Karyn Sitter	714-777-2486

Committee Chairpersons

Sunshine & Sorrow: Jeanne Parrish	714-638-2355
ACCC Representative: Larry Conkol	714-535-1411
Regional Representative: Paul Steed	714-289-0931
Refreshments: Ed Cote	714-542-6161
Raffle: Terry Lucas	714-633-0390
Buttons, Patches & Logos: Jim Nichols	714-380-1067
Club Greeter: Jon Heiland	714-836-4244



Secretary's Report!

by Jeanne Parrish

May Board Meeting Minutes.

The meeting was called to order by Pieter Dwinger at 5:20 P.M. May 18th, at Santa Barbara.

Touring, Glenn Johnson, Wayne Krug:

Glenn discussed the upcoming tours that are planned for June and July. Wayne will order more mileage patches and look into getting 5,000 mile patches.

Treasure's Report, Lee Garman:

The club is in the black!

Special Events, Bev Marsh:

The World Class Swap Meet was a financial success for the club. The June car show will also be a fund raiser for the club.

Technical, Dick Riha:

The June seminar was discussed. Both men and women's seminar will be held at Dennis & Judy Griffin's home.

Editor, Tom Endy:

Articles for the *Distributor* are due no later than the fourth Thursday of each month.

Old business:

Pieter Dwinger advised the board that a resolution of the club's tax problem may be forthcoming soon. Several alternatives have been offered by the State Franchise Tax Board.

New Business:

Pieter Dwinger advised the board that we could have a Joan Rivers impersonator at our adult Christmas party to be held at Maxwells in Orange. It would add \$10 to \$15 to the cost for each person. The 1996 National will be held in Toronto next summer. The possibility of a group train reservation is being investigated.

The meeting was adjourned at 6:15 P.M. 



Schedule of Club Activities

June

3rd, Saturday

Greer's Antique Mall Show, Harbor & Commonwealth, Fullerton. 10:00 A.M.

8th, Thursday

General Meeting. 7:30 P.M.
Santiago Elementary School.

9th, Friday

Technical Seminar. Model A parts identification. **Dennis & Judy Griffin's Home. 18081 Santa Clara Ave. Santa Ana 714-832-4112**

11th, Sunday

Maritime Museum Tour, Leave 9:00 A.M. from Coco's in Garden Grove @ the 22 and 405 Freeways. Lunch in San Pedro.

15th, Thursday

Board Meeting 7:30 P.M.

29th, Thursday

Publication Deadline

July

4th, Tuesday

The Annual Poker Run: Orange Mall 10:00 A.M. \$5.00 per hand.

8th, Saturday

Summer Tour '95. Depart the Citadel @ I-5 Freeway, 7:00 A.M.

13th, Thursday

General Meeting. 7:30 P.M.
Pot Luck @ 6:30 P.M.
Hart Park, City of Orange

14th, Friday

Technical Seminar. 7:00 P.M.

July.....Continued!

18th, Thursday

Board Meeting 7:30 P.M.

30th, Sunday

Beverly Hills car show. Call Glenn Johnson for entry form. 714-528-0891

1995 Summer Tour!

*Highway 49 Through the Gold Country:
July 8th through July 16th*

Make your reservations now for the Summer Tour.

July 8, Saturday Oakhurst Lodge 209-683-4417
40302 Hwy 41, Oakhurst,

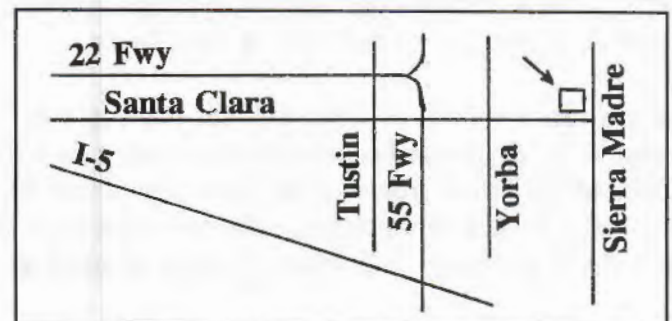
July 9, Sunday Best Western 800-532-1944
Sonora Oaks, 19551 Hess Ave.
Sonora,

July 10, Monday Best Western 209-233-0211
Amador Inn, 200 S. Hwy 49
Jackson,

July 11 - 13 Northern Queen 916-265-5824
Tuesday - Thursday 400 Railroad Ave.
Nevada City,

July 14, Friday Econo Lodge 510-838-8080
of Danville, 803 Camino Ramon
Danville,

July 15, Saturday Holiday Inn 209-826-4444
Santa Nella, 10370 Hwy 33S
Santa Nella,



Dennis & Judy Griffin's Home.

18081 Santa Clara Ave.
Santa Ana 714-832-4112



President's Corner!

Wade Roberts

Summer is upon us. We know that because the Annual Santa Barbara Tour is behind us. However, one does not recognize the weather for as I compose this paragraph I had to turn up the thermostat. It's cold!

Gold is in our future. No we did not win the State Lottery or get any other good news from the State. It's Orange County Model A Ford Club's Summer Tour 1995.....a trip through Northern California's gold country. Come on summer, show us some sunshine! What a great opportunity to explore early California's gold rush towns with their rich history in your Model A. Don't miss this golden....never mind.

See you down the road. ☺



Overdriving the Vickie!

by Tom Endy

Numerous legends, myths and fairy tales permeate the Model A hobby about the feasibility of installing an overdrive in a Model A Ford Victoria A-190. The Vickie has a dropped floor pan in the rear of the car with a tunnel in the center of it to allow clearance for the torque tube. This is the factor that creates all of the controversy. The question is, is there sufficient clearance to allow an overdrive installation to clear the body pan? The assumption is that only a Ryan or a Mitchell overdrive will clear since both are located back against the banjo. The Borge Warner and Volvo conversions are located half way between the banjo and the transmission and are not supposed to fit according to many experts. However, when you talk to the Ryan and Mitchell people about installing their overdrive in a Vickie, you don't come away with a definitive answer or a whole lot of confidence.

The answer is that all of them will fit, but you won't be able to drive the car because the rear body pan will bounce off of the overdrive every time you cause the rear spring to flex any amount, like by going over a small dip in the road. **But there is away around it!**

Two people that I know who have overdrives in a Vickie are Doc Ingwersen and Mell Gross. Both have Borge Warner conversions with the overdrive unit located half way between the banjo and the

transmission. Both claim that they added one leaf to the rear spring and it gave them the needed clearance.

The rear spring in a Model A is another area that generates misconception and erroneous information. Henry Ford built three sizes of rear spring for Model A passenger cars, a 7 leaf, an 8 leaf and a 10 leaf. He did not build a 9 leaf. The 7's went on the roadsters, the 8's on the coupes and the 10's on the two door and four door sedans. The Vickies, for whatever reason, were delivered with an 8 leaf rear spring. (Reference: The Judging Standards)

The difference between an 8 leaf and a 10 leaf spring, besides the number of leafs, is the size and positioning of them. If you took an original 10 leaf spring and removed the 2nd (from the top) and 4th leaf, you would have a correct 8 leaf spring. You have to use the correct spring hangers that attach to the U-bolts for whichever size spring you are using. The U-bolts are all the same length, but the spring hangers vary in thickness to match the thickness of the leaf stacking to the U-bolt length.

I recently installed a Ryan overdrive in my newly acquired Vickie. The unit installed without any problem, but I couldn't drive the car because there was only about an inch clearance between the very forward top portion of the overdrive unit and the very rear portion of the dropped floor pan. Every time I went over the slightest dip in the road,**Bang!**

To solve my problem I found an original 10 leaf spring and used it to replace the 8 leaf I found installed on the car. The 10 leaf spring added another 1½ inch of clearance and provided a little stiffer spring tension so that the rear does not spring down as far as it did. It seems to have done the job for the most part. It still has a tendency to bottom out slightly when you hit a big bump, or hit little ones with passengers in the back seat. My reason for going with a 10 leaf spring was because the two door sedans were delivered with a 10 leaf spring, so why not the Vickie?

In retrospect I could have added additional leafs to my original 8 leaf spring, but I was inundated by so much expert advice that I didn't know where to add the extra leafs. Some folks said add one large leaf at the bottom, others said put a small one at the top. A fellow club member who lives in Placentia even told me to put the extra leaf under my pillow and **wish** for more clearance. ☺



Technical!

by Dick Riha & Larry McKinney

The Saturday May Seminar at the Riha's was attended by 20 men and 6 Model A's. With rain threatening, two garages were set up for the safety inspection. Many small items were found and repaired on the spot in most cases. Check sheets, car specifications and a spare parts list for touring were passed out.

The June Seminar will be on Friday June 9th at 7:30 P.M. The subject will be Model A parts identification and accessories. It will be hosted by Dennis & Judy Griffin at their home. See map on page 3. Dennis has a large inventory of rare parts and accessories to show you. **Be there!** ☺

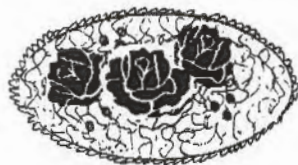
Ladies Seminar!

by June Riha & Gerry McKinney

Another successful seminar. We had 5 gals show up for the May Seminar. There were some spiffy looking T-shirts on the Santa Barbara Tour.

Dick & June Riha will be in Ohio in June, so Larry & Gerry McKinney will handle the June Seminar.

Gerry will give a lesson on making lapel pins. They are made of crochet lace, ribbon roses and pearl beads. Jill McDonald has a different version of a lapel pin that she will be sharing. It has buttons and little charms (roughly illustrated below). You will be sorry if you miss this one. Gerry will provide the supplies for the ribbon version, so please let her know if you plan to attend. The supply list for Jill's project is listed on page 11. ☺



Car of the Month!

The June car of the month will be Tom Endy's newly acquired 1931 Victoria A-190. "Miss Vickie" will be on display at the June General Meeting. Tom will be there to give a vast presentation on the car's history which will more than likely turn out to be half vast. ☺



Hard Luck! and a sad story!

Roger Aday was not there!

At the May General Meeting nobody was willing to fess up to any hard luck. President Wade tried to hang the award on Tom Endy, but Tom claimed that he had no knowledge of any such hard luck. Since Roger Aday was not present at the General Meeting it was unanimously assumed that he must have had some kind of hard luck during the past month, so the award was given to Roger just in case he had some. ☺



Special Events!

by Bev Marsb

I would like to thank everyone who helped to make our **Second Annual World Class Swapmeet** a big success! Special thanks go to: Larry McKinney and Bob Ferazzi for rising before the sun to mark off the spaces, Glenn Johnson and Gary Discher for being our traffic controllers. The donut and coffee patrol award goes to Larry & Jill McDonald. The hot dog and soda crew were Gerry McKinney and Jo Nichols. These folks were not only there early, but stayed late to help with the clean up. ☺



Whistle a Happy Tune!

by Don & Linda Tune

Reprinted from the June 1995 *Gra-Neva-Gram*, the Gra-Neva A's Chapter newsletter.

The Orange County Chapter will include a 3-day stop in Grass Valley - Nevada City as part of their annual Summer Tour, Tuesday July 11th through Thursday July 13th. In honor of this occasion, **Don & Linda Tune** (members of both chapters) invite all their new friends from the Gra Neva's to meet their long time friends from Orange County at a "**Shop-Side BBQ**" and "**Tire Kicking**" session on Thursday, July 13th at 5:00 PM. Please RSVP to Linda @ 274-0532 so she can get an approximate mouth count. Note to the Gra-Neva President: Don't worry about Linda handling a large crowd. As Past Permanent Pancake Breakfast Chairperson for Orange County (**PPPBC**), any group less than 1,200 is considered an intimate little get-together. ☺



Touring! in '95 with
Pieter Dwinger-Glenn Johnson-Wayne Krug



Follow Me!

by Wayne Krug

Santa Barbara - San Simeon Tour

by Glenn Johnson

On May 18th ten Model A's and one 1955 T-Bird met at the Valley View, 405 & 22 Freeway Coco's for the tour to Santa Barbara. The hungry had breakfast while the worried made last minute adjustments to their Model A's. At 9:00 A.M. Wayne Krug called us together for a brief meeting and handed out a printed trip itinerary. By 9:10 we were all on the road. We headed north on the 405 to the 10 west and then along the coast through Malibu and Oxnard where we stopped for gas. We spent 2½ hours in Ventura having lunch and shopping in their many antique and junk stores. It was mid afternoon when we arrived at the Motel 6 in Santa Barbara. Six or seven other Model A's and lots of familiar faces were already there. Thursday night we split into 2 or 3 groups for dinner, with some going down town and some going out on the pier.

Friday morning 8 Model A's and the 1955 T-Bird continued north on the optional tour to San Simeon. At Morro bay we stopped for lunch and a tour of the rock. We arrived at the Green Tree Hotel in San Simeon about 3 P.M. Friday evening we all had dinner together at the San Simeon restaurant. After dinner, with some of us dressed in era clothes and weird hats, we drove to the Hearst Castle for the evening guided tour. The 2 hour, 10 minute evening tour combines tours 1, 2 and 4 into a very special evening with many of the docents dressed in era clothes and looking like celebrity ghosts from the 30's.

We spent most of Saturday touring and shopping in the quaint sea coast towns of Cayucos and Cambria. Sunday morning we were all up early and on the road by 8:00 A.M. At San Luis Obispo we stopped for breakfast at the Apple Farm Restaurant. The rest of the trip was uneventful and we arrived home about 3:45 P.M. Thanks to Wayne & Jocelyn Krug for a great job planning this trip. ☺

Santa Barbara - San Simeon Tour 1995!

Sixteen Model A's made the annual trip to Santa Barbara this year for a lot of fun in the sun, which included shopping, a harbor cruise, a trip to the Big Dog store and of course lots of great food. Friday morning eight Model A's continued up the coast to San Simeon for a two day stay to visit the Hearst Castle after dark and tour through Cambria, Cayucos and Morro Bay. All the cars performed well with the exception of a water pump problem on one car and a starter problem on another. Another car returned home with oil that looked like a vanilla malt. ☺

"New/Old" Club Logo

Have you been eyeing those great looking jackets that are being worn by some of our members? You too can now own one. Just bring your jacket, ves... whatever you would like embroidered to the June 8th General Meeting. Please be sure that your name, phone number and what you would like done is attached to each article. Payment in cash will be required at the same time. Prices are as follows.

Large Back Logo: \$25.00
Small front Logo: \$25.00
Name: \$ 5.00

See Jim Nichols at the General Meeting. ☺

**Summer Tour
Planning Meeting!**

Thursday, June 29th @ 7:00 P.M.

There will be a meeting for all those going on Summer Tour '95, at Wayne & Jocelyn Krug's.
312 New Hampshire Way, Placentia.

Thomas Bros. Map, page 739, F-6. ☺



"The Godfather is angry!!!



Era Riggs!



Poolsquare Bowlside Seminar!



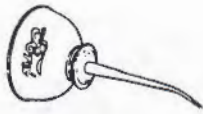
Victorian Riggs!



San Simeon!



The Close-Up!



Properly Oiled!

by Ben Hadd

Timing Gear Covers!

A lot of Model A'ers probably don't know that there are three different part numbered timing gear covers around that will fit right on a Model A Ford engine and cause you all kinds of grief if it's the wrong one for your car. It sounds like something Henry Ford and his number one henchman Harry Bennett dreamed up to antagonize people. But that's not the case at all, it was a matter of technical advancement and spare parts inventory control.

The Model A engine was originally designed with a manual spark advance distributor. The timing gear cover was designated part number **A-6019** and has a round boss with a hole in the center of the boss for inserting the timing pin to find the top-dead-center (TDC) of the engine so the timing can be set.

Ford incorporated a centrifugal spark advance distributor on the Model B engine and also continued it over to the Model C engine. The centrifugal spark advance needed to be statically timed at 19° before-top-dead-center (BTDC). The timing pin hole had to be slightly relocated in the timing gear cover.

Ford didn't want to have to manufacture two completely different timing gear covers, one for spares for the Model A engines and one for the new production Model B & C engines, so the original timing gear cover was redesigned with an elongated boss to accommodate a hole at either end. The type of distributor used, not the model type of the engine determines which timing gear cover should be used.

If a manual spark advance distributor is being used the timing gear cover should be the original **A-6019** with the timing pin hole in the middle of a round boss. It can also use the newer alternate timing gear cover with the elongated boss with the timing pin hole located in the **lower** portion of the boss, designated part number **B-6019A**.

If a centrifugal spark advance distributor is being used the timing gear cover should have the elongated boss with the timing pin hole located in the **upper** portion of the boss, designated part number **B-6019**. ☺



Era Fashions!

by Ida Wornit

Men's Era Ugly Ties!

Men's ties over the years seem to vary in only two categories, the width of the tie and the ugliness of the tie. Manufacturers continually vary the width from season to season so they can sell more ties. The ugliness factor seems to be more the mood of society and changes a little slower than the variation of the width. The late sixties and early seventies was a time of extreme ugliness in ties. The more outlandish the color and pattern, the more in style it was. The width was also very wide at that time. In the late fifties and early sixties the ties were narrow and much more conservative.

During the Model A era ties looked to be of a nominal width, much as they are today. The MARC\MAFCA Judging Standards do not specify a width. The pattern samples shown in the Judging Standards don't look any different from ties being worn today.

Ties looked the same for all four years of the Model A era. They were made of silk, rayon and wool; some with silk, wool or rayon lined ends. They came in plain colors, stripes and patterns, according to the *San Francisco Chronicle* of May 1931.

So what is the conclusion? What is an era tie supposed to look like, and how can you tell if it is truly of the Model A era? I don't think there is an answer, at least I haven't been able to find one. I suspect the judges at a National Meet have to use a lot of discretion when it comes to judging a man's tie.

My recommendation is to go out and get yourself the most ridiculous ugly tie of a nominal width that you can find. Wear it with pride and most folks will think that it has to be an era tie since nobody would wear a tie that ugly in today's enlightened world.

Source Reference:

MARC\MAFCA Judging Standards, page 2-28. ☺



A Higher Compression Head for the Model "A" Engine

Better Performance, But How Much is Enough?

Larry Brumfield - Brumfield-Finley

From the letters I receive, people seem to be confused about high compression and the Model "A" Ford. We call the head that we manufacture (Figure 1) "High Compression" but that is really a misnomer. It is actually just *higher compression*. Ford made the Model "A" a low compression engine for maintenance reasons. Let me explain.

In an engine that is operating in a normal manner, the ignition flame consumes the charge at a steady rate of *about* 100 feet per second until the charge is consumed. However, if the first part of the charge burns in a normal manner and the last part burns almost instantaneously, an excessive momentary pressure unbalance is created in the combustion chamber. This abnormal combustion is called *detonation* and engine efficiency is decreased.

If detonation is severe, structural damage can occur to the piston and cylinder head. This can be a real problem in aircraft engines because the audible knock cannot be heard over the rest of the other sounds.

After many miles of driving and excessive carbon build-up, detonation would be a problem especially with old time gasoline. Ford avoided the problem by making the compression ratio low but still high enough to give the engine "pep." He knew that the average person was not a mechanic. However, with modern gasoline a higher compression ratio is no problem. In fact, most of the automobiles of the Model "A" era had ratios of about 5.5 to 6 to 1.

Nevertheless, more compression does mean more pressure on bearings. We have experimented with various ratios and we have determined that ratios of 6.5 to 1 and greater tend to be hard on *stock babbitt bearings*. An engine bored .125 over is still *less* than a 6.5 to 1 compression ratio with our head. During one of our tests, we held the accelerator on the floor in second gear until the engine was "screaming." Upon disassembly, inspection revealed no damage to the bearings. We don't recommend this procedure to our customers and since we have no control over the condition of their engines we cannot make any guarantees. But we can honestly say that we have had no complaints. After one of our other tests, inspection revealed that the babbitt began to flatten at ratios of 7 to 1 on a *hard* run. Unless a person has gone to the expense of modern bearings, they are asking for trouble with extremely high ratios. (Or they have more money than brains!)

Higher compression can also mean better cooling. It is true that the higher the compression ratio, the higher the combustion chamber temperature. But by comparison between two alike engines with different compression ratios, the higher compression one will tend to run cooler. The high compression delivers more of the energy of the fuel as power and less for heat. Consequently, it will run cooler at the same speed and load. We conducted an experiment on a High Country Tour in Colorado in 1979. At high altitude, the boiling point of water is lower. On a steep grade, our Model "A" never lost a drop while the rest were losing water with a steady trail behind them. We passed them in high gear with smiles on our faces!

In conclusion, once you experience the difference that our high compression head makes, to go back to a stock one would be like going back to a burnt valve or running on three cylinders when you can have four!

For additional information and prices, contact Larry Brumfield at Brumfield-Finley, P.O. Box 5598, Waco, TX 76708.

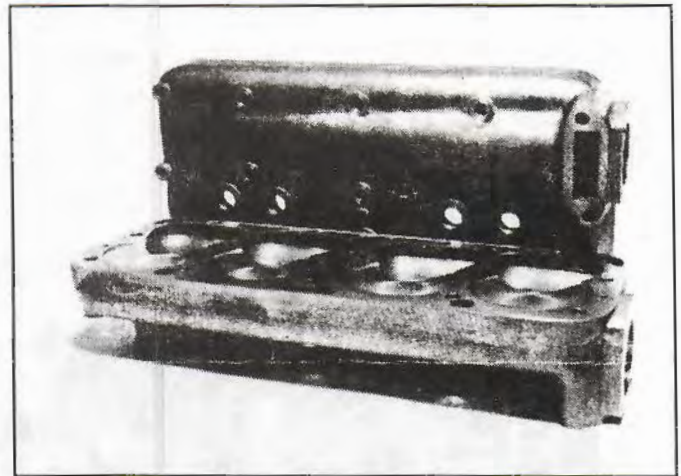



Fig. 1 - Two views of the Brumfield-Finley head


The above article was published in the January/February 1994 MODEL A TRADER, and is re-published in the Distributor with the permission of Larry Brumfield. ☺

Orange County - Then & Now



 **Laguna Beach:** The view is looking south along Coast Highway from the junction of Forest and Park Streets. The latest model car present is the 1941 Buick parked on the left suggesting the year is during World War Two (1941-1945), when automobile production had ceased. The Laguna Hotel sign atop the bell tower was a famous landmark used by many boats off shore. Photograph from the Historical Collection, First American Title Insurance Company of Santa Ana, California. #2037.



 **Laguna Beach:** The same view looking south along Coast Highway from the junction of Forest and Park Streets. The buildings have hardly changed in the past 50 years. The Laguna Hotel is missing identifying sign atop the bell tower. A city ordinance passed in 1971, which controlled the size and height of signs, required the hotel to remove the landmark sign. Photograph by Tom Endy 1993. #2037 .



SwapMeets!

June, 1995

4th, Sunday

POMONA. Antique Auto, Corvette, Porsche, VW & Street Rod Swap Meet and Car Show. Admission \$6. (Children free) parking \$3. spaces \$30. Special \$15. admission and parking for pre-1975 vehicles for sale, includes driver and one passenger. Fairplex (Pomona Fairgrounds). For recorded information call 714-544-7004. **Future dates:** Sunday, 7-16, 8-27, 10-15, 11-19.

11th, Sunday:

LONG BEACH. Hi Performance Collector Car Swap Meet. Long Beach Veterans Stadium, Lakewood Blvd & Wardlow St. Long Beach, CA. 24 hour info. 800-762-9785 Admission \$4. Free Parking. Seller's Sp. \$25. **Future dates:** Sundays, 7-9, 8-13, 9-10, 10-8, 11-12, 12-10.



Jeanne Parrish recovering well!

Jill's Supply List!

The following material can be purchased at Michael's in Orange on Katella Ave. Decide if you want gold or silver.

1. Flat metal base. There are two to a pack.
2. 1½" pin back. four to a pack. \$.79
3. One package of jump rings (these are the little rings you use to hang the charms from). There are 32 to a package. \$.79 You will only use 3 to 5.
4. Five to ten buttons (color choice is optional, but white or pearl color look good on the silver). If you have any really old buttons that have any sentimental value to you, use them to make your pin very special.
5. You will need 3 to 5 little charms which cost anywhere from \$.99 to \$2.00 each. There are many different ones to chose from as you will see.
6. One name plate. They are inscribed with either Mother of Grandma, written out in script. You may also select an alternate idea.
7. A good glue to use is "Amazing Goop". Buy as small a tube as possible since very little is required.

Please call Jill McDonald at 714-633-3771 if you have any questions. Ask the store clerk at Michael's to direct you to where these supplies are located. The charms, bases and name plates are found in the section where they display Victorian things. ☺

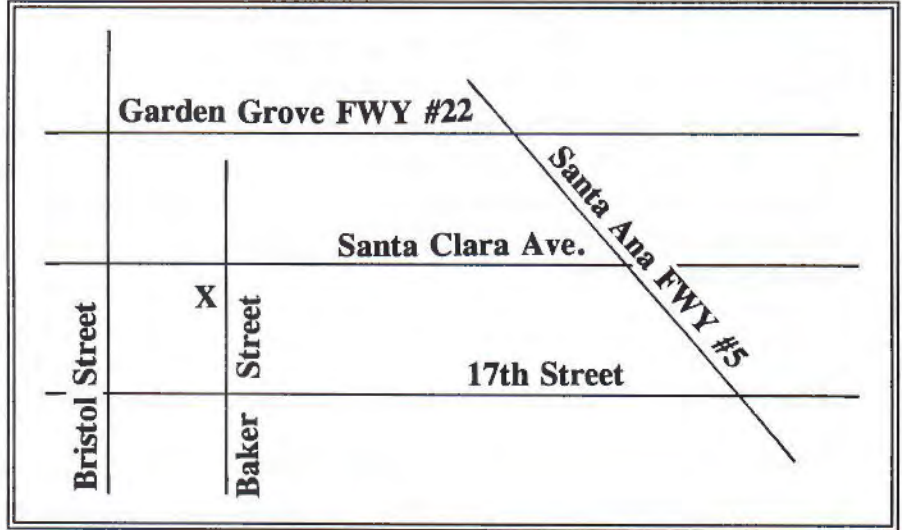


GENERAL MEETING LOCATION

(Second Thursday of every month.)

June 8, 1995 @ 7:30 P.M.

**Santiago Elementary School
2212 N. Baker Street
Santa Ana, CA**



First Class Mail

**Model A Ford Club of America
Orange County Chapter
Post Office Box 10595
Santa Ana, CA 92711**

