

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961-Santa Ana, California

August, 1997
Volume 37, Issue 8

Editors: John & Alice Graves
Publishers: Bob & Karyn Sitter



The "*Wheels*" of *The Wings and Wheels*



1997 Board Members

President:

John Riggs.....562-431-8783

Secretary:

Lee Jackson.....714-521-8460

Treasurer:

Mike Kuester.....714-974-3329

Technical:

Carl Erickson.....714-997-2854

Ted Loeffler.....714-644-5136

Activities:

Greg Carcerano.....714-645-2254

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John & Alice Graves.....714-497-3067

Publishers:

Bob & Karyn Sitter.....714-777-2486

Committee Chairpersons

Pancake Breakfast:

Lee Jackson.....714-521-8460

Bill Robinson.....714-848-5861

The World Class Swap Meet:

Dennis Griffin.....714-832-4112

Larry McKinney.....714-963-2724

Sunshine & Sorrow:

Jeanne Parrish.....714-534-8129

ACCC Representative:

Larry Conkol.....714-535-1411

Regional Representative:

Bev Marsh.....714-531-7237

Refreshments:

Ed Cote.....714-542-6161

Raffle:

Gary Discher.....714-533-1973

Buttons, Patches & Logos:

Jim Nichols.....714-380-1067

Club Greeter:

Jon Heiland.....714-836-4244



THE OPEN HOOD PREZ!

July has come and gone and the club has really been busy. There was one super event after another. Kudos to Greg and Leslie.

August meeting will once again be at Hart Park with a "Potluck Dinner". A-L bringing desert or salad and M-Z main dishes. As the meeting comes during the summer tour, Greg will take on the additional job as pres.

There will be five cars of us heading up to Vancouver, Washington for the Northwest Regional Meet. We will be joined in Vancouver by Ted and Helen Loeffler. Leaving August seventh, we hope to be home around the eighteenth.

Plans for Rim of the World are moving right along so if you haven't made your reservations, see Dennis Griffin.

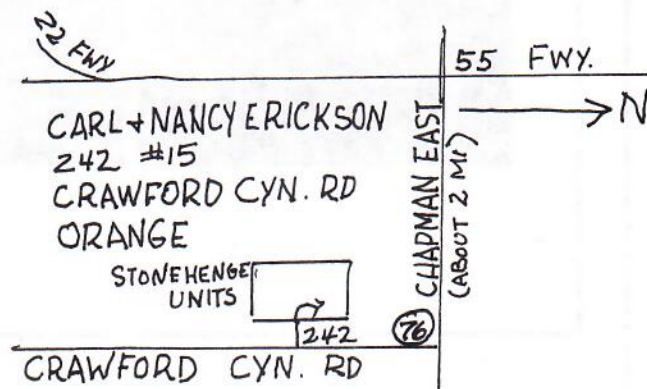
Greg has several great events on tap so get out to the meeting and get signed up.

I'm sure there will be lots of great stories from our "Wings n Wheels" tour also.

Hope Betsy behaves and we all have a safe trip.

See you soon,

John Riggs



Board Meeting Orange County Chapter Model A Club of America

July 17, 1997

Meeting called to order by President John Riggs at his home, 7:55 p.m. Attending were Gwen Riggs, Bev Marsh Mike Kuester, Richard/Jeanne Parrish, John/Alice Graves, Greg Carcerano, Ted Loeffler and Carl Erickson.

There were no minutes available due to Lee Jackson being on vacation.

Treasurer:

Mike passed out the written report of June expenses and profit of the Pancake Breakfast. The club is "in good shape" and growing in membership. We now have 143 members. A newsette with full color cover from the American Truck Society was given to John Graves. Maybe the Distributor could be printed once a year with a color cover at a reasonable price. More on this at a later date. Treasurer's report was approved.

Activities:

Greg discussed the Irvine Park Car Show Saturday, July 19..

Future events include: Sawdust Festival, August 23
Heritage Days, October 4
Palm Springs, Nov. 14-16

40 seats available for the Follies and your check should be to Greg by October 14. Also, those going should make their own motel reservations at Motel 6 as soon as possible.

Technical:

Seminar Friday, July 18 at the Marston home, on distributors and ignition timing. No seminar in August.

John Graves asked for pictures for the Distributor and the deadline for articles is July 24.

New Business:

There was a discussion of appointing chairmen for the elections, 1998 and for locating a place for the Christmas Banquet, 1998.

A donation of \$25. Will be sent to the National Club for the hospitality room at the Banquet in December 1997.

Old Business:

The Hard Luck Trophy will be voted on at the August meeting.

Next Board meeting will be held at the home of :

Carl & Nancy Erickson
242 #15 Crawford Canyon Rd.
Orange

Meeting adjourned at 9:05p.m.

Jeanne Parrish for Lee Jackson



Palm Springs Follies Update

This tour has filled up very quickly. We have 5 seats left. If you are interested, contact Greg. Payment schedule is as follows: down payment for motel rooms and full payment for follies show are due no later than Oct. 9th. Motel rooms are for 2 nights. You may pay for 1 night by Oct 9th(as they require 1 nights payment as deposit), and pay for 2nd night when you arrive. Cost is- for 2 people \$40.59 per night (Includes tax), for 3 people \$43.55 per night (includes tax). Cost for follies show is \$30.00 per ticket, make checks payable for follies show to Greg Carcerano as I will be making final payment on my account on 1 check.

Remember, all monies are due no later than Oct 9th (which is also General Meeting Day). As for paying for motel, everyone is on their own. It is the new Motel 6 on south Palm Canyon. Person to talk to (mention Model A Club)is Julia Raffri. The # is 1-619-327-4200. Any questions contact Greg.

Schedule of Coming Activities

August 1997

7th - 19th

Summer Tour
Regional Meet
Vancouver, Wa.

14th Thursday

General Meeting
Hart Park in the city of Orange
6:00PM-Potluck
A-L bring salad or dessert
M-Z bring maindish
7:00PM meeting
(See map on back cover)

21st Thursday

Board Meeting 7:30PM
Carl & Nancy Erickson
242 #15 Crawford Canyon Rd.
Orange, Ca. 997-2854
(See Map page 2)

23rd Saturday

Laguna Beach sawdust Festival
Depart from South Coast Plaza (Sears) 9:30AM

28th Thursday

All articles due to editors.

September 1997

11th Thursday

General Meeting 7:30
Back at the school

12th - 14th

Rim of the World Tour
Friday-4:00PM registration and get together

Saturday-8:30 registration and raffle

9-12-Gymkhana starts

2:00PM-Rally

6:30 PM- Awards Banquet-\$18.00

Sunday-Return home

\$20 fee-see Dennis Griffin for details

18th Thursday

Board Meeting

20th Saturday

Progressive Dinner

21st Sunday

Swap meet-Harbor Area M.A.R.C.
TRW Parking lot
Manhattan Beach 7:00am-3:00pm

28th Sunday

Swap Meet-Paradise Valley M.A.F.C.
Western Little League Baseball Regional
Headquarters.
San Bernardino, Ca. 6:00AM-3:00PM
Pancake Breakfast 6:30AM-8:30 AM

October 1997

Arizona Fall Tour

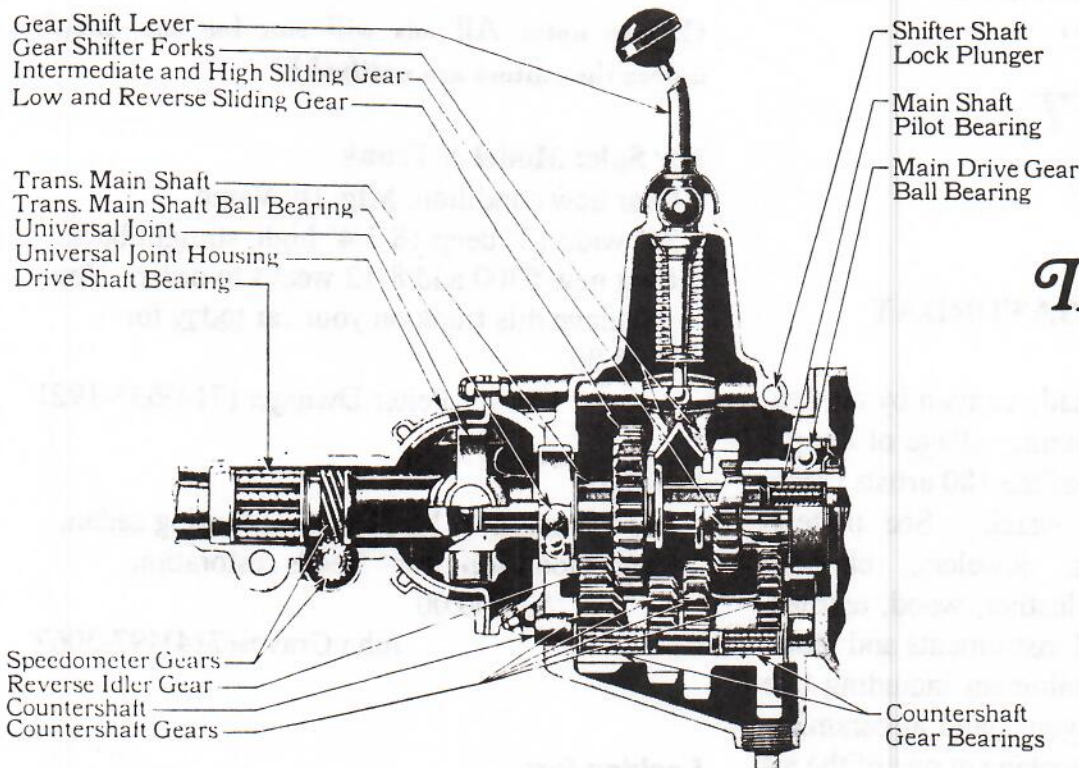
Heritage Park-Placentia

A note from Tom Endy:

This article appeared in the July/August publication of the Restorer, 1985. All four of these mods work very well, I have incorporated them into a number of transmissions. Bratton's Antique Auto now carries the cluster and idler shafts with the o-ring grooves machined in the shafts and the o-rings attached. Bratton also stocks the sealed front and rear bearings.



From *The Restorer*, July/August 1985.



Improving the Model A Transmission

by Harold Powers - Scotia, Calif.

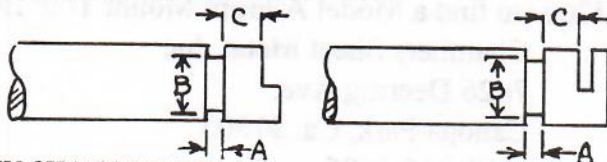
At the 20th Northern California Roundup, I assisted Jerry Lema in putting on a transmission seminar. Jerry did the "tear down and build up" phase. Since I am a machinist, I had some machining tips and parts changes that I felt would improve the transmission. Most of the people at the seminar wanted me to write an article and put it in *The Restorer*.

SHAFT SEALS

First, I would like to tell you about installing O-rings on the cluster shaft and reverse idler shaft. The reason for installing O-rings on these shafts is because these shafts fit loose in the case and when the transmission gets hot, it seeps oil. The seepage and drips leave a mess.

The part numbers for the O-rings are Victor 72113 or National 622711. The size of the O-ring is $3/32" \times 9/16" \times 3/4"$. You must grind the groove for the O-ring in the shaft because the shaft is too hard to machine. The groove should be ground square, not round like the O-ring. This is per National's specification. The length of the groove is $9/64"$ or .1406. We will call this dimension "A". The bottom of the groove should be .571 or dimension "B". The groove center should be $3/8"$ from the part of the shaft that is flush with the case; dimension "C".

Here are two examples of different shafts. Install the O-rings on both ends of the cluster shaft.



MAIN SHAFT PILOT

The next tip is, if you have a rear main shaft that has been damaged on the pilot end by the pocket bearing going out. Do not worry about buying a new one. I have a fix for that also. Just go to a bearing dealer and purchase two I.R. 081212 Thornington bearing races. The dimension on these are: bore - .500-.4996, outside diameter - .7493-.7488. These will fit the standard Model A bearing. Turn down the pilot on the shaft to .5005 and press on both of these races. You then

have a shaft as good as new. When you turn this pilot down, stay approximately $1/8"$ away from the shoulder and don't machine it square at the shoulder. Leave a small radius.

SHAFT BEARINGS

Next, the front and rear bearings. If you are replacing the front and rear ball bearings, go to your bearing dealer and buy double sealed bearings. The reason I say double sealed and not single is because it seems to be easier to find the double sealed ones. Be sure they are sealed, not shielded. The part number in a SKF is: front - 6208-2RSJ, rear - 6306-2RSJ. Your dealer can cross reference this to other manufacturers.

When installing these bearings, take a small screwdriver and pop off one seal on each bearing, leaving one seal in place. Next, install with the seal to the outside of the transmission, that is, with the open side to the inside of the case. Make sure you install the original oil slinger on the inside of the bearing. This slinger is easy to install wrong. Be sure it is turned so that the outside of the slinger is away from the outside of the bearing and leaves a gap of about $1/16"$ at this point for oil to enter the bearing. Otherwise you will have a bearing failure.

The reason for using the sealed bearings is to help prevent the possibility of oil going from the transmission into the clutch or the U-joint.

BEARING RETAINER

One more problem I have encountered is the retainer on the front of the input shaft or front shaft of the transmission. This retainer has a problem when you spread it apart to remove it. Most of the time it will not spring back tight when you reinstall it on the shaft. If this retainer comes off of the shaft, it will let the shaft move back into the rear shaft, resulting in damage to the pocket bearing and both shafts.

To improve this condition, I have made a spacer and used a snap ring to retain the bearing. If you have a lathe (or go to a machine shop), make a spacer that is 1.843 outside diameter, 1.576 inside diameter, .435-.437 length. Install this spacer, then a snap ring. The snap ring is Spicer part #21-381-1, available from any Spicer dealer or large truck dealer.

*LAGUNA BEACH
SAWDUST
ART & CRAFT
FESTIVAL
TOUR*

AUGUST 23, SATURDAY

Nestled in a cool and shady canyon by the sea, you stroll through an amazing village of unique handcrafted booths. Many of the 180 artists create works of art while you watch. See potters, painters, glass blowers, jewelers, clothing designers, photographers, leather, wood, textiles, stained glass, dolls, musical instruments and more. There is continuous entertainment including live music and juggling. Try your hand at ceramics, painting, weaving and printmaking at one of the art and craft workshops. Several restaurants provide a variety of food and drinks so you can eat on the festival grounds at your own leisure. The Sawdust saloon has beer, wine, coolers soft drinks and ice cream. Dev's Deli, healthy sandwiches, salads and smoothies, Wahoo's Fish Tacos, Tacos, burritos and enchiladas. D'Amores, Italian sandwiches and a popcorn and snack booth. General admission is \$5.00, seniors and auto club members \$3.75, children 6-12 yrs \$1.00 under 5 free. 25 or more people going will give us a group discount. Cost will be \$3.75 per person. A sign up sheet will be passed around at the August general meeting or contact Greg if you will be going as we would like to try to have a commitment of 25 people before we go to receive the discount for everyone. Depart from South Coast Plaza (Sears) at 9:30AM.

As we go to press it looks like we may have reserved parking right outside the gate. Needs their board approval but that looks good. Bring quarters as it is metered. (\$1.00 an hour).

CLASSIFIED

(Please note: All ads will run for one month unless the editors are notified.)

For Sale: Model A Trunk

Near new condition, Mfg. By Varco.
34" wide 13" deep 18 3/4" high, straight back
Cost new \$300 and 8-12 weeks to order. You
can have this trunk on your car today for
\$285.00.

Peiter Dwinger (714)633-1921

For Sale:

1937 Packard '6' Model 115-C touring sedan.
Runs. Good solid car. Needs restoration.
\$3,500.00

John Graves(714)497-3067

Looking for:

1930-31 Deluxe Model a roadster (completed/in
parts)

Randy Chapel
610 West Dr.
Boulder Creek, CA 95006
(408)338-3693

For Sale:

1930 Roadster Pickup, 100 miles since complete
Restoration. \$22,000 in receipts-Priced at
\$18,000.00

James W. Baum
3380 E. Woodbridge
Acampo, Ca. 95220
(209)369-1314

Free Information:

Where to find a Model A Front Mount Tool Box
Chambers Sheet Metal, Inc
7026 Deering Ave.
Canoga Park, Ca. 91303
(818)346-5685
\$96.88(incl.tax)+\$5.00 shipping
(Thanks to Diana Wierman for the info)

July Seminar

The July seminar was held at the Bernie and Ginny Marston residence in Yorba Linda, with approximately 25 members in attendance. The barn and workshop area in an avocado orchard, would be the envy of anyone restoring an antique automobile, with shop and tools for most any kind of job.

Four 'A' distributors were restored and reassembled and should help insure good running of their owner's cars.

Bernie was very informative on the history of the various cars in his storage barn and his neat little 1940 V-8, 60 engine, running in his test stand brought back memories of midget racers and cracker box boats.

The demonstration on Mike Kuester's newly restored engine, for finding top dead center of #1 piston showed that Henry's way was not bad at all. The difference between "Henry's Way" and indicating "exact top dead center" was only 1 1/2 degrees, which is quite accurate for our purposes.

Thanks again to the Marstons and Mike Kuester for hosting and arranging for this seminar.

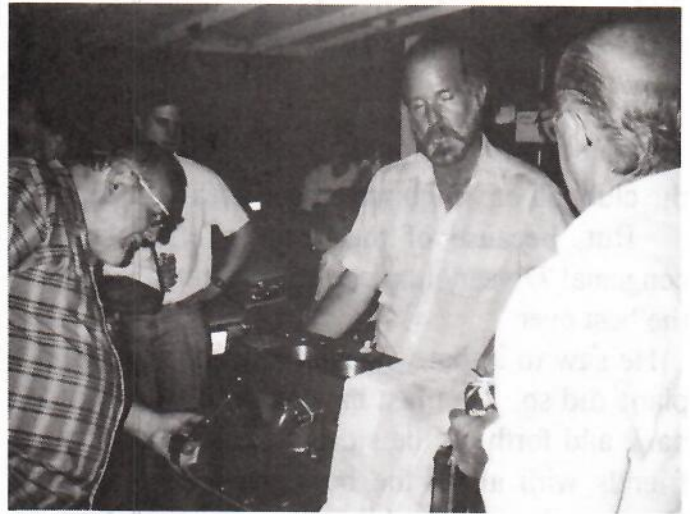
Ted Loeffler

Carl Erickson

Ladies Craft Seminar

As the men worked out in the garage, the women enjoyed their first time together this year. It was a perfect evening and could be outside surrounded by the beautiful orchard. A very large moon joined us before the night was over.

Some attractive pots were decorated. They all seemed to be so different. There was wrapping paper, cloth and wallpaper to choose from. Of course, big on the nights agenda was a chance to socialize in such a nice setting. Thanks to June Riha and Gerry McKinney for planning and the Marstons for having it at their house.



I think it's running a little rich.



Stick a straw in and suck.



Really! It's easy.

Wings and Wheels Tour

Joan and I have toured over 30,000 miles with the club, all of which have been great fun trips.

But, because of the untiring efforts of our congenial 77 year old president, we rate this trip as the best ever.

He saw to it that whoever wanted to go up in a plane did so. He must have walked twenty miles back and forth on the side of the runway making friends with all of the best group of pilots and people we've ever had the pleasure of meeting.

We had beautiful weather from the day we left until the day we got home.

The food was excellent, the drinks were cheap and the entertainment lively.

Thanks again Open Hood (he had it open quite a bit).

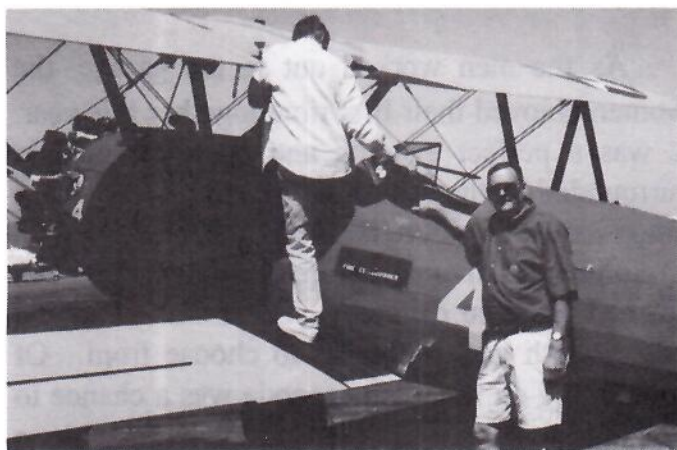
The Godfather (A. H. Vince)



No Richard. You can't just flap your arms.



Were they this happy before or after the ride?



Some people just belong next to anything with a motor.



The ladies get a fancy plane.

TLC NEEDED

Bev Marsh recently had an operation. Doing well and should be home when you receive this newsletter. Cards are welcome.

Irvine Park Tour

On Saturday, July 19th, Irvine Regional Park celebrated their 100th anniversary with an Antique/Vintage car & Fire Engine Show in which our club participated. Seven Model A's and two "Moderns left Orange Mall at 8:15 headed for the park. At least 9 A's were accounted for before long. The early start time slowed some folks down, I guess.

The weather finally warmed up and we had a chance to look over the many cars and trucks on display. The most colorful was the vintage horse-drawn fire engine with its brass, copper, chrome and bright paint job. Also on display was a "AA" fire truck dating to 1929.

Adding to the nostalgia was loud music from the 40's and 50's as well as a miniature train for the kids to ride.

About noon we settled down to chow down on those picnic lunches we brought. Some of the group brought enough food to share so we had quite a spread.

The tour was well organized and we owe Greg Carcerano and those who helped him a vote of thanks for a job well done.

Jim McGann

Letter from the Editor.....

We want to thank all the people who help in supplying articles and photos. The *Distributor* would not be the same without the photos of Glenn Johnson, John & Gwen Riggs, Greg Carcerano, Tom Endy and others. We hope you keep up the good work and others will lend their photos when possible.

This is your newsletter and your reports is what makes it interesting every month.



Look-a but don't-a touch!



Of course we ate...



The royal court.

Collector Car Auction

The Famous Towe

Antique Ford Collection

Sept. 13, 1997
Sacramento, Ca.

Many of us over the years have had the good fortune to visit the Towe Museums. Either the one in Sacramento or the one in Dear Lodge, Montana or maybe both. It is sad to see it come to an end. The Sacramento Museum will remain open under different ownership but the emphasis will not be so heavily weighted for our Fords.

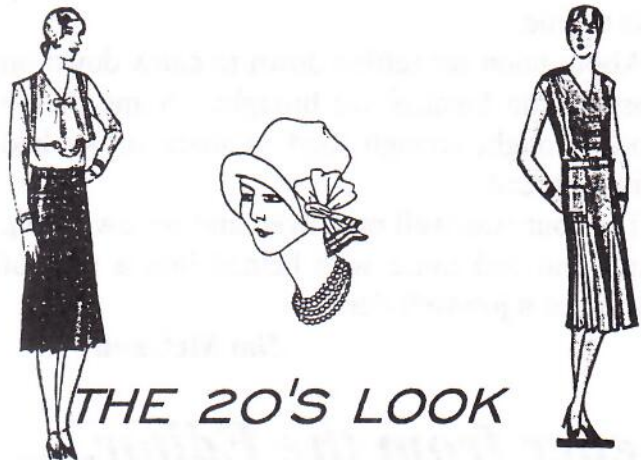
On September 13th in Sacramento and September 20th in Montana the auctions will take place to satisfy an IRS lien. For more information the telephone is (916)442-6902. Model 'T's, Model 'A's and Fords through 1971 will be auctioned. Following is a list of Model 'A's only for the Sacramento auction:

- 1928 Ford Model AR tudor Sedan
- " Model A Pickup
- " Model A sport Coupe
- 1929 Model A Briggs Fordor Sedan
- " " Mail Truck
- " Open Cab Pickup
- " Phaeton
- " Roadster w/Rumble seat
- " Roaster w/Rumble seat
- " Station Wagon
- " Town Car
- " AA Stake Truck
- 1930 Deluxe Coupe
- " Deluxe Phaeton (2 door)
- " Station wagon
- " Town Sedan
- " Tudor Sedan
- 1931 A-400 Convertible Sedan
- " Victoria
- " Cabriolet
- " Deluxe Phaeton (2 door)
- " Deluxe Roadster
- " Fordor Town Sedan



- 1931 con't Tudor Sedan
- " AA Fire truck
- " AA Mail Truck
- " Pickup

The editors have a complete listing of all the cars at both auctions if you would like to look at them. Many attempts were made to keep this collection together but time ran out with not enough money to make that possible.



Attitude was as much a part of fashion as the hemline.

A slight slouch, languorous gaze and air of world-weariness was what the lady in Vogue was wearing in 1929.

Furs were much in evidence and worn with studied casualness.

Skirts rose from a few inches above the ankle in 1919 to a daring inch above the knee.

Chests and hips were flattened to effect a carefree little boy look and locks were sheared. But always- the emphasis was on sleek sophistication.

Roulede McGann

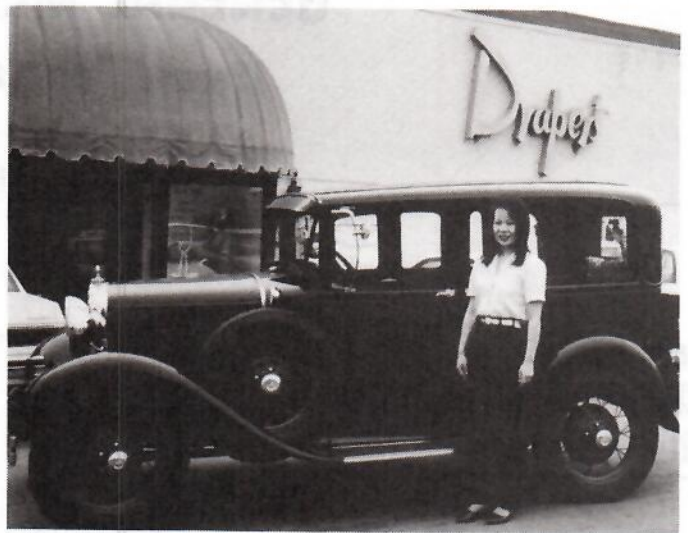
*Thanks to these Businesses
and Many Others for
Helping Make our
Pancake Breakfast a
success.....*



Mimi's 17825 E. 17th St. Tustin, Ca



Polly's 14325 Iseli Rd. Santa Fe Springs, Ca.



Draper's 12515 Seal Beach Blvd. Seal Beach, Ca.



Vintage Ford 11318 Beach Blvd. Stanton, Ca.



Thank You

Thank you for the cards and flowers that were sent to me and my family upon the passing of my father. It is really wonderful to have great friends in the club who are so generous in their support during trying times.

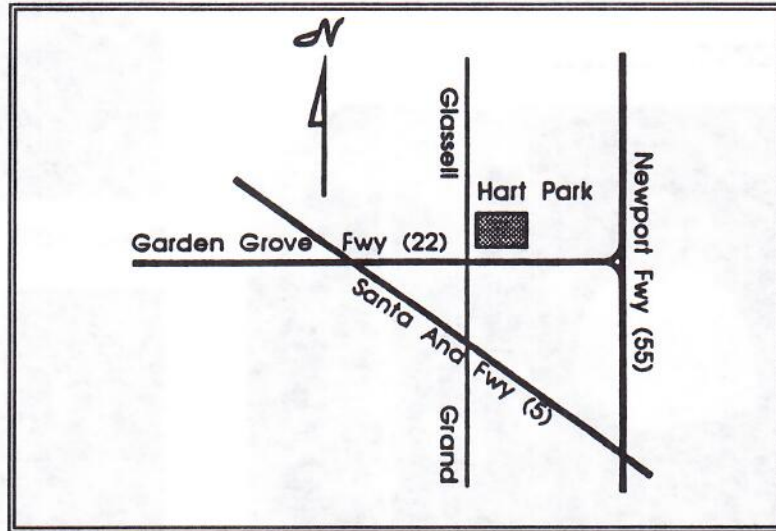
GENERAL MEETING LOCATION

(Second Thursday of every month.)

August 14, 1997 @7:00 P.M.

(Pot Luck @ 6:00 P.M.)

**Hart Park
22 FWY & Glassell Street
City of Orange**



First Class Mail

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

