

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961-Santa Ana, California

August 1998
Volume 38, Issue 8

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



AND THE WINNERS ARE.....

BOB AND PATTY FERAZZI

1998 Board Members

President:

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

Secretary:

Colleen Schmidt.....714-524-2659

Treasurer:

Diana Stewart.....714-892-8612

Technical:

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

Paul Steed.....714-289-0931

Activities:

Greg Carcerano.....949-645-2254

Editors:

John & Alice Graves.....949-497-3067

Special Events:

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

Committee Chairpersons

Pancake Breakfast:

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

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:

Peter Mastro.....714-534-5792

Raffle:

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

Walter Deutsch.....714-693-1914

Buttons, Patches & Logos:

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

Club Greeter:

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

The Open Hood Prez



Our club has been having a great time so far this summer. There has been lots of great things and trips planned.

We had four cars that went to a Father's Day car show at Beverly Manor Convalescent Hospital in Seal Beach. The residents enjoyed the cars very much and they sent us a nice thank you note. Our thanks to Lou Spielberger and Joe and Lydia DeLeon for bringing their cars.

Then there was Reno and all of the great people we met up there. We lost some money and gained some wonderful friends. We had great people to travel with and some of us really got high (8980 feet) but we all made it safe and sound.

Next was our meeting at Hart Park. Excellent potluck and surprise entertainment from guests of Ken and Janet Zittler. Two couples visiting from New Zealand came complete with a bagpipe and kilts and entertained us royally. Really delightful people and we thoroughly enjoyed them.

Next was our trip to Santa Inez and Wings 'n' Wheels. Good turnout, good food and lots of fun. We're all looking forward to returning next year. Clara once again decided she doesn't like PCH and spent the night at our house with Betsy. John Graves did some sweet talking and she returned home Monday (with a little help).

The trip to Surrey is moving along nicely but sad to say Betsy and us will be home chauffeuring.

We will have the Imperial Rose Mall Show and the Poker Run after this is written and I'm sure they will be well attended.

Vince Mariola is still looking for a few good men or women, so, give him a call.

Don't forget the August meeting, potluck at Hart Park and remember A-L salads and desserts and M-Z main courses. Hope to see you all at the meeting.

The O.H. President

Board Meeting Orange County Chapter Model A Club of America

July 16, 1998

The meeting was called to order at 7:45 by John Riggs at the home of Don and Colleen Schmidt. Members present were John and Gwen Riggs, John and Alice Graves, Diana Stewart, Greg Carcerano and Colleen Schmidt.

Secretary's Report: The following is a brief summary of the General Meeting held at Hart Park on July 9th. Jon Heiland introduced our visitors, including two couples from New Zealand. Minutes were approved as printed in the *Distributor*. Glenn Johnson reported a great time at the Reno tour with 6 Model A's and 3 moderns from our club. Greg will be getting mileage patches for those who went on the tour. John announced that Dan Simmons will be canceling the web site since so few have shown interest in it. If you think you might be interested in running for an office, please give Vince Mariola a call. He is still looking for volunteers. Articles to editors due July

23. If you missed the July meeting, you missed something special. Members and visitors were treated to a bagpipe concert given by one of our guests from New Zealand, Daggy Sperry. He looked mighty impressive in his kilts and full parade regalia. The August meeting will be at Hart Park, beginning with a potluck at 6:00pm. A-L salad or dessert, M-Z main dish.

Announcements: Rim of the World in Big Bear Sept. 11-13. The banquet will be held at a new location this year. Placentia Car Show Oct. 10. See Greg for entries.

Treasurer: Diana reported two more new memberships. A six-month C.D. was purchased with surplus money, leaving enough in the bank account to cover monthly expenses. It will mature in time to plan December activities and next year's pancake breakfast. All taxes and expenses have been paid to date. The report was approved. Statement attached.

Activities:

Greg reported a good showing at the Steam Engine

tour in Vista. The guys especially enjoyed the miniature engines on display. Coming events were reviewed. Tickets to the Palm Springs Follies are sold out, but Greg is taking names for a waiting list in case of a cancellation.

Technical: The August technical seminar will be a tour to a Ford shop Aug. 14., ladies welcome. There will be lots of interesting cars to see.

Motion: In response to a letter from the Ford MAFFI Foundation, Alice Graves moved that the OCMAFCA join as a club with a \$25 donation. MAFFI is dedicated to the preservation of the Model A Ford. Motion carried.

New Business: The board recommends that we hold the Children's Christmas Party at our regular meeting place with club members putting on the party and Santa as our special guest. Other items discussed were club shirts and new member packets.

The next board meeting will be held at Lamp Post Pizza on Beach and Garden Grove near the home of Diana Stewart.

Meeting adjourned at 9:00PM

Submitted by: Colleen Schmidt, Secretary

Classified

For Sale:

1928 Fordor Leatherback Sedan: Light and dark brown, Black fenders, orange stripe. Trunk. California Registration 1928 vintage plates. Very nice car, drives beautifully. **\$11,500.**

Wade Roberts

(714)675-5457

Corona del Mar, Ca

For Sale:

1930 Deluxe Coupe. Yellow and Black. **\$6,500.00 obo**

Steve 949-768-3763

For Sale:

Misc. Model A engine parts-used cams, new pistons, call for prices.

Jim Nichols

949-546-2969

Schedule of Activities

August 1998

13th Thursday

General Meeting
Hart Park in City of Orange
6:00PM Potluck
A-L Bring salad or dessert
M-Z bring main dish
7:00PM meeting
(see map on back cover)



14th Friday

Technical Tour
Everyone welcome
see article for details and map
7:00PM

20th Thursday

Lamp Post Pizza, Stanton
on Beach just off the 22 Fwy.
7:30PM Earlier if you get hungry!

23rd Sunday

70th Birthday picnic and Miniature Golf
Women's driving tour (Men, too!)
Bring picnic lunch to share and if you wish, bring a wrapped present (not over \$10) for a 1928 owner. You may say who it is from but don't designate who it is to.
Depart from Sears (South coast Plaza) 11:00AM

September 1998

11-13th Fri- Sun

Rim of the World Tour



20th Sunday

Harbor "A" Antique & Classic Car Swap Meet
7:00AM-3:00PM, TRW parking lot in Manhattan Beach

October 1998

3rd-Sat.(the first Saturday!)

Progressive Dinner

4th Sun. (The first Sunday)

Frazier Park

November 1998

7th Sat.

Diamond tread Chapter-Parts Exchange
6:00-2:00 Vintage Auto Parts in Stanton.

8th Sunday

Bates Nut Farm, Tour & Craft Show

13th-15th fri.-Sun

Palm Springs Follies



Diana left part of car at home

Bev Marsh is no longer homeless. It's in escrow!





We head home -ready for those freeways

ANTIQUE GAS & STEAM ENGINE MUSEUM TOUR

Four Model A's and 3 moderns took off from South Coast Plaza headed south for the museum. Everyone arrived with no mishaps. The weather was great. The display of tractors, harvest equipment, steam engines, etc., was overwhelming. There were many unusual and unique items to be seen, even Model A tractors!

The most interesting display of engines, I thought, was one a gentleman had in one of the barns. His collection was an accumulation of many miniature engines. Each different in its own way, one that heated water, one that was a 6 cycle (never heard of such a thing), a few hit and misses, and many others. He was quite an interesting fellow in the stories he had for each one.

Most of us settled under the shade for lunch around noon and indulged in some fantastic BBQ pork and beef sandwiches. We all had a great time and enjoyed the event, as well as each others company. See ya on the next one!

TECHNICAL NEWS

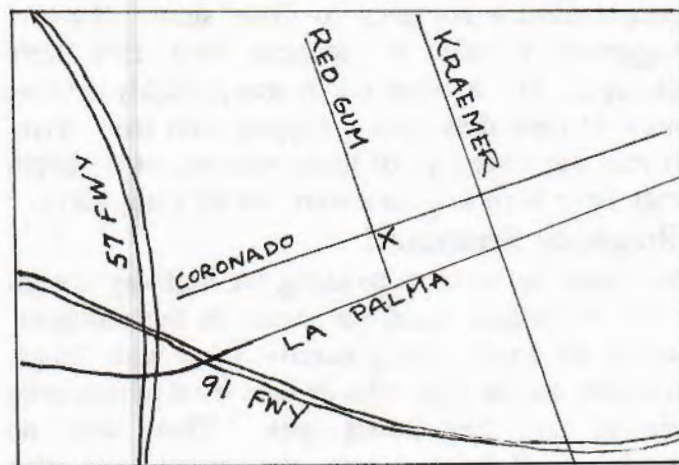
Visit an all Ford Shop

Our next monthly technical meeting will be an Open House at Bud Williams' all Ford Shop in Anaheim. The entire membership is invited to see his Pantera, 56 Pickup and more. There is also extensive Ford memorabilia and other oddities such as a 1935 Midget race car with a most unusual engine and a 1967 Morris Mini Cooper "S". The shop was also the former home of Carl and Nancy's 1930 Model A Sedan. Our thanks to Carl for helping to arrange this very special event.

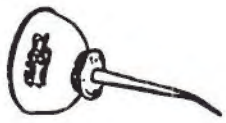
Mark your calendar!

The date is August 14th, beginning at 7:00PM. Refreshments will be provided. The shop address is 2950 Coronado St., #F, Anaheim (see map). Bud and his wife "Maddie" are looking forward to meeting us all, so bring your spouse, friends and whom ever. This is an event you won't want to miss.

Mike Kuester



Map to technical tour



Properly Oiled!

by Ben Hadd

The Reno National, 1998!

The morning we left for Reno and the MAFCA National was full of excitement for the **Orange County Model A Ford Club**. It was the last week of June and there were six Model A Fords backed up by three nondescript jelly bean looking modern irons. It was a 500 mile trip across the hot California-Nevada desert. We planned to make it with one overnight stop in Lone Pine, California. Last minute Model A adjustments were made and we were off. It was great to be out on the open road again in a Model A Ford. All six Model A's were equipped with over drive, so we were able to move along at about 60 mph.

Broken Babbitt!

By late morning we were well into the desert. As we rolled north along highway 395 we overtook another group of Model A Fords headed for Reno. There were seven of them all in a line chugging along at about 45 mph. The last Model A in line had a sign on the back that read "Reno or Bust!". As we blew past them we waived and smiled. It's not too often the modern motorist is treated to the sight of a group of Model A Fords passing another group of Model A Fords out on the open highway. Some of our number contacted the others by CB radio as we were passing them. We learned they were part of the Broken Babbitt Model A Ford Club from Sonoma Beach, California. Later someone asked why they were traveling so slow. One said it was probably because they were old people. Old people have a tendency to drive slow. Another suggested it may be because their cars were decrepid. Still another said it was probably because none of their cars were equipped with over drive. It may have been all of those reasons, or it simply may have been that they were not in a big hurry.

Roadside Seminars!

We made the usual stops along the highway several times so people could put water in the radiators, adjust the points, and generally tinker with things. It seems it's the guys who deviate from purism who always have their hoods open. There were no major breakdowns, just the usual annoying problems. Where is the spark advance handle supposed to be again?

Lone Pine, California!

The motel at picturesque Lone Pine was a welcome sight as we pulled in late in the day. We were all weary and hot and had enough Model A fun for one day. A dip in the pool and a cold beer were in order. Early the next morning we were up and out in the parking lot. Early mornings in the desert are always a great time. The weather is cool, the air is still, and I love the smell of Model A's in the morning. Before long we rolled out for the last part of the journey to Reno. During the day we encountered other Model A Fords headed in our direction. We even saw a number of pampered blue ribbon Model A's being hauled by trailer. As we rolled past them we waived and smiled (and quietly sneered).

Reno, Nevada

As we neared the Reno Hilton you could sense the excitement and almost smell all those Model A Fords. The smell is sort of a musty, oily aroma. There must have been close to 1,000 Model A Fords in the parking lot. It was interesting to see the different license plates of the various states they had come from, especially those that had been driven the distance. The maintenance tents were busy with Model A's that were in need of repair. One car had thrown a rod clear through the block, and another had torn up a ring and pinion gear.

Judging The Standards!

On car judging day I entered my Model A in the red ribbon touring class. Since the rules required that owners participate by assisting the judges, I was assigned as a helper to a judge by the name of Jack Daniels. He was a nice old fellow with white hair. I thought maybe I knew him, the name certainly sounded familiar. After the introductions he said, "come on kid, lets get busy". For the rest of the day I wondered why he kept calling me kid. I had at least five years on him. Maybe it was an authority thing, or maybe it was my youthful enthusiasm. At any rate, I was eager to get started. We were going to be judging the red ribbon cars. The first car we were assigned was a 1928 Tudor. I recognized it as one belonging to the Broken Babbitt folks from Sonoma Beach. It had been with the group we had passed on the highway.

Ravens & Pigeons!

Our field of expertise was to be the undercarriage. We hadn't gone far when Jack pointed to the banjo and deducted some points. He said the fill and drain plugs are supposed to be "raven" finished, these are painted black. Wow! I thought, these guys are really into it. If they are looking for detail that close I better get busy helping. I immediately went and got all my tools. When I returned Jack asked me what the tools were for. I told him I thought we would have to pull the differential, transmission, and bell housing out and disassemble them. If we hurried we could have everything apart by dark. "Why in the world would we do that" was his response. How else, I told him, can we determine if the spider gears in the differential were correct with no oil holes, or if there was a little oil grabber on the end of the idler shaft in the transmission. It could also be that there are modern neoprene O-rings installed around both the cluster and idler shafts, Henry forbid. And how about the bell housing. The throw-out bearing fork is supposed to have a small retainer pin with a woodruff key. Chances are it has the larger shaft with the larger pin. "Hold on", Jack said, "we can't go tearing this guys car apart, we just have to assume all that stuff is correct". I was totally confused. All that stuff seemed more important to me than the finish on the banjo fill and drain plugs. I wondered to myself how they could tell if a Model A Ford didn't have a Pinto engine in it unless they opened the hood and looked.

The Final Tally!

When we were finished with the 1928 Tudor Jack tallied up the points. I thought the results were a poor showing for the car. I asked Jack if we couldn't add a few points for the fact that the car had traveled over 500 miles across the hot California-Nevada desert from Sonova Beach to get here. That ought to be worth something, after all the car sitting next to it had been brought here on a trailer, and it had scored much better. "Rules are rules", Jack said, "nothing in the judging standards talks about how far the car was driven to the meet, it just has to be able to be driven around the parking lot and into the judging hall". I wondered if maybe they ought to think about changing those rules for the touring class. After all the Model A Ford was built to be driven.

Time To Start Back!

The departure day arrived all too quickly for us and it was soon time to head for home. It had been a fun week filled with Model A Fords and sight seeing, Model A Fords and seminars, Model A Fords and banquets, and sometimes just Model A Fords. We had renewed acquaintances, made some new ones, seen a lot of different Model A's, and we had a great time. The anticipation of leaving was anticlimactic, the excitement we had experienced on the day we left from home seemed to be missing. It could be that no one was anxious to jump out there into the hot California-Nevada desert.

Broken Babbitt Again!

About an hour down the road we overtook the Broken Babbitt folks again. You remember, the ones from Sonova Beach? They were all pulled over to the side of the road and had the back end of the 1928 Tudor Jack Daniels and I had judged jacked up and several guys were working on the differential. We stopped and offered assistance. They thanked us, but declined our help. They said that the Tudor had refused to go any further, but they had found the problem. It was the banjo fill and drain plugs, they were painted black instead of having a raven finish. Someone in their group had been wise enough to bring along a spare set of raven finished banjo fill and drain plugs, and they were in the process of changing them out. As we rolled on, my thoughts were of Jack Daniels and how he had been right. The correct finish on banjo fill and drain plugs is not to be taken lightly. I thought too of the 1929 Model A Ford Coupe I had once owned as a young teen-agger. I remember it had sealed beam headlights, a horn from a 1939 Chevy, a Brody knob on the steering wheel, and an authentic piece of bailing wire held the tail pipe to the frame. It even had a wolf whistle. But, for the life of me, I could not remember what kind of finish was on the banjo fill and drain plugs. ☺

Author's Note!

There was some artistic license taken in the writing of this article. Events and characterizations were sometimes fictionalized. Jack Daniels was a fictional person, and there is no Broken Babbitt Model A Ford Club. However, I have heard of a place called Sonova Beach. ☺



Doc Ingwersen!

by Tom Endy

The Right Place!

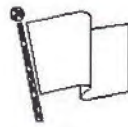
Being in the right place at the right time has its advantages. For Doc Ingwersen and his wife Darlene, being in the right place at the right time with a Model A Ford breakdown was extremely fortunate for them. Doc and Darlene were on their way to the 1998 MAFCA National at Reno, they were traveling with a group from a local Model A Ford club. Doc was driving his famous "Around The World Victoria". The engine in the Victoria had recently been rebuilt. During the first day of the journey the famous Victoria was not running too good. It was over heating and tossing water out the top of the radiator. Well intentioned efforts to remedy the situation by his Model A Ford traveling companions included tinkering with the carburetor, the distributor, and the timing. By the time they reached Bishop, California, the original problem had been compounded.

Stranded!

The next morning there was some confusion about the departure time and place after breakfast. Doc and Darlene departed for the last leg of the journey to Reno, and were not with their traveling companions. A few miles down the road the Victoria quit running. Doc was stranded. A short while later a young couple by the name of Rod and Gina Miller, and their little boy Jason, happened by. They were headed for Reno, and just happened to be driving a four-door pick up truck towing an enclosed car trailer **that was empty**. Rod had just delivered a restored 1957 Chevy to Los Angeles for his employer and was headed back to his home in Reno. The couple stopped to offer assistance and loaded the Victoria into the trailer and delivered it and the Ingwersen's right to the Reno Hilton. The Victoria was rolled into the very well organized MAFCA maintenance tent for repair.

The Good Luck Trophy!

If there was such an award the Ingwersen's would be the winners. A much better award would be "The Good Samaritan Award", which without question would go to the Miller's. Doc just happened to be standing in the right place in the universe at the right time, and there are some really nice people in it by the name of Rod and Gina Miller and their little boy Jason. ☺



MAFCA National!

by Tom Endy

Reno 1998!

The Orange County Model A Ford Club was well represented at the MAFCA National at Reno. There were a number of individual groups that made the trek. The group I traveled with included The Riggs', the Nichols', the Parrish's, the Johnson's, the Dwinger's, the Mariola's, and Merl McClelland. The total mileage on my Model A figured to 1203 miles. I also averaged 18.1 mpg on gasoline. All of us made it up to Reno and back with no serious Model A problems. We are not sure about Merl, he disappeared about mid-week. We think he was in pursuit of a good looking woman.

Era Fashions!

Bob and Patty Ferazzi swept the field in the reproduction category of the era fashion judging. They took best of show for a couple and won the Marshall and Veta Lewis Award. Both of their outfits were made by Patty, which were a daytime dress with matching jacket for her and a double breasted linen suit for Bob. Congratulations to the Ferazzi's.

Purple and Fast!

Olive Moore was the hit of the hill climbing event. She didn't have the fastest car there (she almost did), but her super purple go fast machine and the way she drove it outshone everyone. Attired in everything purple including nail polish, she had a ball blasting off from the starting line in a blaze of smoke, purple, and squealing tires. The purple four-banger was built by her husband Art Moore. It features a Model B engine with a Riley overhead, a Chevy auto transmission, a T-Bucket body, and a bunch of other stuff that was all chrome and certainly purple.

Miss Vickie!

My 1931 Victoria won a respectable second place award in the touring class, it was just three points shy of a first place. The judges were certainly kind. It's a great car, I figured it would earn a second place, but not quite so high in points. A lot of stuff is incorrect, much of it on purpose. Glenn Johnson says that the rubber valve stems cost me a first place. That's okay, Miss Vickie made it to Reno and back with not so much as a hick-up. ☺

RENO TOUR



Leaving for Reno



**Summit 8900 feet
(Are we lost?)**



"The Kid" Wins a trophy



The scenes were great



Banquet time



The A's head home

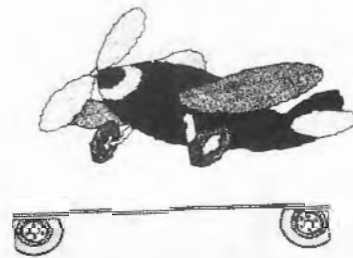
Wings and Wheels-- July 10, 11, & 12

by Terry Collings

Our super weekend began early Friday morning at Coco's in Garden Grove where 11 Model A's and 2 moderns were anxious to head out to Solvang for our annual Wings and Wheels tour. Participants included the Collingses, Graveses, Knoxes, Mariolas, McCalls, McDonalds, McGanns, McMillians, Parrishes, Riggses, Shooks, Wilsons, and Bev Marsh & Sheila Plotkin. We were later joined by the Trumans and Shaners.

We followed the Riggs' directions until we discovered that John had a hard time with left vs. right. In spite of a small miscalculation, we all made it safely to lunch (our group's second reason for going on tours), through the picturesque San Marcos Pass, to registering at Santa Ynez Airport, and on to Buellton and our hotel (which had the world's warmest swimming pool!). The Riggses also led several of us out to Nojoqui Park which featured the 160' high Nojoqui Falls—a secluded, cascading waterfall hidden a short hike off Alisal Road. Later that evening we all had a nice dinner together at the Hitching Post where at least one of us tried (and survived) an ostrich dinner.

Early Saturday morning we all headed back out to the airport where several of us met with the pilots who were to tour with us that morning and afternoon. The tour included a nice trip through back-country roads and around Lompoc and the scenic and fragrant fields of blooming flowers. For our lunch we converged upon a verdant park complete with a running stream where we feasted on super-sized burgers, watermelon, brownies, etc. At the end of our lunch we were free to head back to Buellton/Solvang/Santa Ynez for shopping, swimming, napping, checking out additional scenic spots, and viewing the miniature horses and the ostrich farm. Many of us also were able to catch a ride with our pilots that afternoon. (We did overhear many plane passengers request a flight over



Michael Jackson's nearby Never Land Ranch).

Saturday evening's activities featured the Wings and Wheels Barbeque back at the hangar at the airport--barbequed beef and more yummys to tempt us off our diets again.

We all enjoyed Sunday morning's breakfast at the hangar followed by more plane rides offered by our pilot buddies. A few members (Jim McGann, Mel Collings, and Richard Parrish) were treated to rides in the 1941 Stearman bi-plane after they promised not to "wing walk" during their flights. Larry and Jill McDonald flew in an experimental plane (Long EZ) and were heard asking the pilot to reach Mach 1 speed "like their A does." Bill and Eleanor Shaner took their chances flying with a 78 year old female pilot who was flying the same craft that she had flown around the world.

Since we all had had just about as much fun as we could handle, we decided to depart Sunday instead of waiting until Monday. The trip back south went well until just north of Ventura where the Graves' Model A decided it didn't like our company anymore. Rumor, of course, has it that John and Alice have designed a special Hard Luck Trophy shrine in their home and couldn't bear giving back the trophy which they've so proudly "owned" the past few months. Good ole "Triple A" transported the Graves' Model A--which evidently is suffering from a broken drive shaft--to the Riggs' house (would you believe the mileage was 99.2 miles!!). Hopefully the Graveses will be back in their healthier A again soon.

Wings and Wheels—a super tour!! Consider joining us next year for another great weekend which one pilot described as his favorite show--great people, great cars, and great airplanes.



Up - Up and Away!

By Kathie Mc Call

What a fun weekend! Even though our Model A is still under construction, we didn't want to miss this, after hearing about it from the previous year. The Collings graciously allowed us to ride in the back seat of their Ford for the grand tour and off we went. Santa Ynez Valley is beautiful and not at all as we pictured it. Lots of rolling hills, trees, and flower fields everywhere. All types of cars participated, Model T's, A's and other vintage cars, even a Chevy two. While Mel, Dale and Richard observed from the ground, Terry, Jeanne Parish and I finagled our way onto a great 1959 vintage sea plane with Jim (our pilot of the day) and up we went. Terry was so excited to be on her first small plane, she leaned over to the pilot and shouts over the noise of the engine...."gosh, we're so high up already, those people down there look like ants". Jim, trying to be polite, then explained that they were ants since we hadn't left the ground yet! Terry was pretty quiet after that. Jim took us over Michael Jackson's 'ranch' and much of the rural hillsides and then over Lake Cachuma and back down to our anxious husbands. They still wouldn't go up, in spite of our enthusiasm and descriptions. All in all a pretty great time. Of course, in between flying and driving we spent a great deal of time eating and even got some shopping time in at Solvang. Don't miss it next year.

One more thing, for Sandy and Jeanne...I finally remembered the story about "involvement" and "commitment"...Think of ham and eggs. The chicken was involved, the pig was committed. Apropos for relationships in today's world.



Larry wonders if he'll fit in there



Planes have open hoods, too!



Richard flew the Stearman?

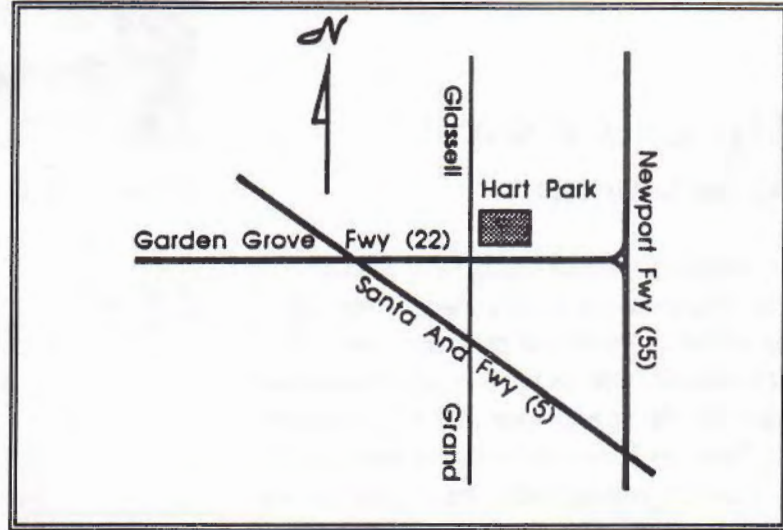
GENERAL MEETING LOCATION

(Second Thursday of every month.)

August 13, 1998 @ 7:00 P.M.

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

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



First Class Mail

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

