

The Distributor

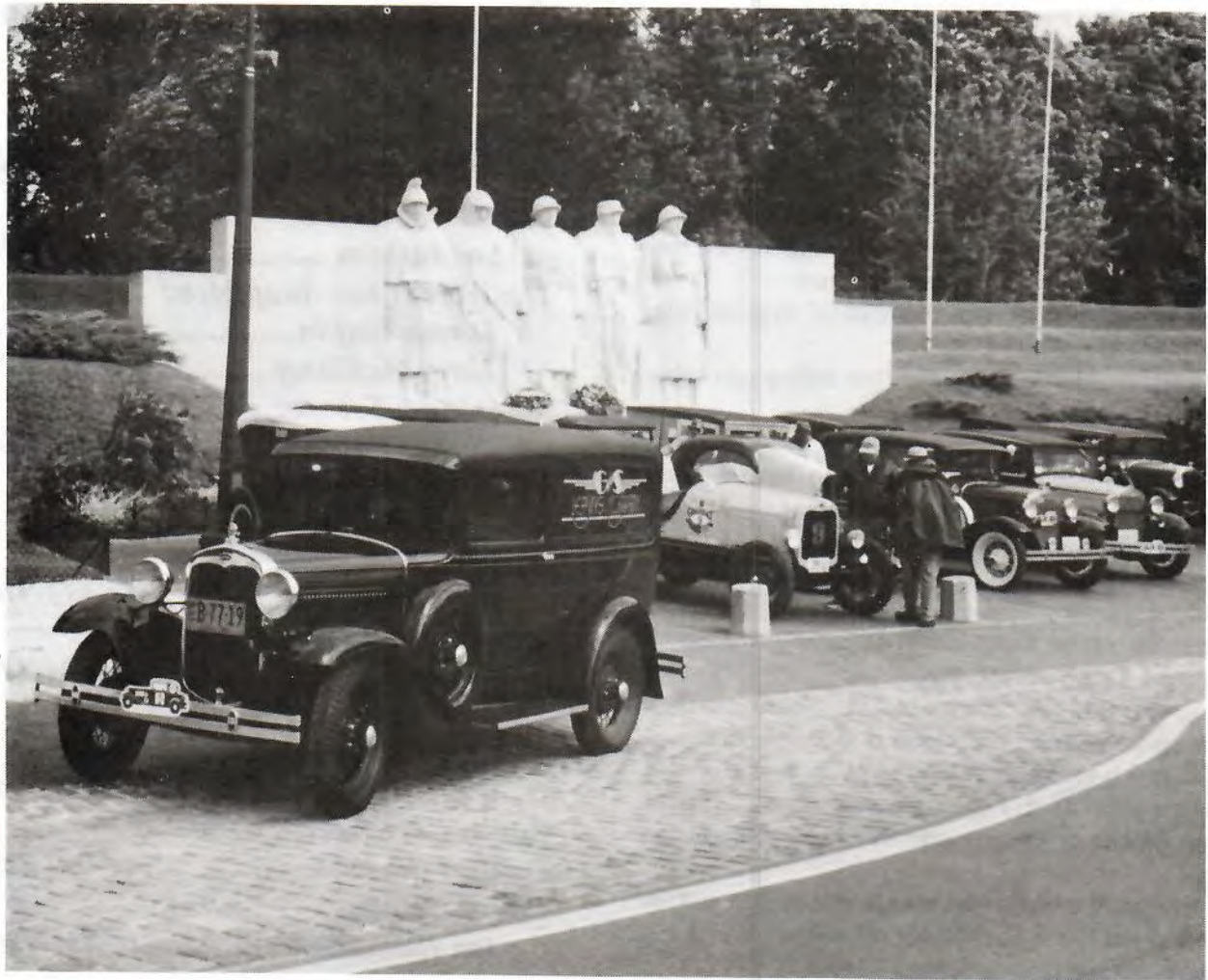
Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961-Santa Ana, California

November 1998
Volume 38, Issue 11

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



A Model 'A' Panel Truck

A long long way from home!

THE OPEN HOOD PREZ!



The ghosts and goblins will have come and gone by the time you read this and hope you all survived.

Betsy and us went up to Frazier Park for the Bakersfield potluck on Oct. 4th and had a great meal and lots of tire kicking.

November promises to be another busy month. Don't forget the Bates Nut Farm, put on by Lori and Rudy Perez, on November 8th. Its a great run, lots of beautiful cars and a great craft show. If you are planning to go, give us a call as Greg will not be going and we want to be sure we don't leave anyone at the Mall. There is also a possibility some may go Saturday and spend the night at Motel 6. We need to leave Sunday around 7:00AM. And some of our members are not early risers. We need to support our other clubs events if we want them to support ours.

Hope everyone is signed, paid and rarin' to go to Palm Springs. We had a ball last year.

Next a Happy Thanksgiving and then before you know it -December will be here.

Glenn Johnson will be sharing pictures, slides and stories from their European trip so we hope to have a short meeting and lots of time to enjoy their trip.

We heard a rumor that our tour leader has a Model A running. Hope to see you out on the road soon.

I understand Dale McCall has been a bit under the weather and we hope things are better soon. Another of our members, Don Schmidt, was practicing his skills as a bungee jumper and fell off of a ladder. Nothing broken but a bad sprain and he's on crutches. Get well soon.

Election is this month so be sure and vote as this is your club and the new officers will need your support. Either mail your ballots to Vince Mariola or bring them to the meeting.

Don't forget the Christmas train ride and tree cutting December 6 and the annual dinner, December 13. Bring your checks or mail them to Jeanne Parrish.

Meeting will again be in bungalow #30.

See you there! O.H.

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.....714-373-9769

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

BOARD MEETING

ORANGE COUNTY CHAPTER

MODEL A FORD CLUB OF AMERICA

OCTOBER 15, 1998

The meeting was called to order by President, John Riggs at the home of Lee Jackson.

Members present were John and Gwen Riggs, Beverly Marsh, Diana Stewart, John and Alice Graves, Greg Carcerano, and Colleen Schmidt.

Secretary's Report: The following is a brief summary of the General Meeting held at Hart Park on Oct.8. Jon Heiland introduced visitors/new members, Hall and Sue Brand. Minutes were approved as printed. Expenses for the month included cost of new T-shirts, stamps and *Distributor*, and centerpieces for the Christmas Banquet. Coming events were reviewed. The Hard Luck trophy again goes to John and Alice Graves. Mike Kuester invited members to bring parts to work on at the Fix It Seminar at the Marston Barn on Friday, Oct. 9th. A copy of the roster was circulated during the meeting for noting changes and corrections. Two members from our club will be escorting Rafer Johnson and a former Miss American (age 91) at the Sr. Olympics. Larry Conkol reviewed some of the recent ACC changes. You may contact Larry if you have any questions regarding taxes, registering or licensing your Model A. Pieter Dwinger shared some of the experiences they had on their European tour, including a visit to an ostrich farm. Gathering by his enthusiasm, it sounded like he really enjoyed the trip. If you're interested in a new Mitchell overdrive, see Jim Nichols. Bob Ferazzi introduced Erica, Ellen and Adam, members of the Associated Student Body at University High school, who asked for drivers to parade their cars at the Home Coming game Nov. 6. Several drivers volunteered. McMillan and wife volunteered to head up a team to organize the gymkhana at the Southern Calif. Regional div. Meet next year.

Treasurer: Diana Stewart reviewed expenses for the month and reported September ending balance

(see attached). Report approved as read. Anticipated expenses for next year's Pancake Breakfast were discussed.

Activities: Greg reported 56 people at the Progressive Dinner. Aside from the Plotkins experiencing a little mishap when exiting the freeway, everything went well. Thanks to the Plotkins, Zittrers, and Petersons for putting on a great dinner. Coming up in November: Bates Nut Farm Tour & Craft Show, Diamond Tread Swap Meet, and Palm springs Follies. In December we'll be joining other clubs in the area on an old-fashioned train ride to Heritage Valley Tree Farm where you can cut down your own Christmas tree. It will be fun for the whole family, so be sure to bring the kids.

Editors: Membership cards will be going out soon. You must have your dues paid in order to be included in next year's roster.

New Business: Plans for next year's Progressive Dinner were discussed. It was recommended that everyone pay in advance at the time of sign up. Another suggestion was to have a brunch in place of the dinner to avoid driving home after dark. The next board meeting will be held at the home of John and Alice Graves.

Submitted by: Colleen Schmidt, Sec.



Classified.....

Needed: '30-'31 steering assembly-rebuildable. Steering must be in good shape.

Ted Loeffler
(949)644-5136



SCHEDULE OF ACTIVITIES

November 1998

7th Saturday

Diamond Tread Parts Exchange
6:00-2:00 Vintage Auto Parts in Stanton

8th Sunday

Bates Nut Farm Tour and Craft Show
Food Booths, Hayrides, oodles of crafts.
Plus a back road tour from Temecula to the farm.
Leave promptly from the Mall of Orange parking lot at 7:30AM. We will meet the touring group in Old Town Temecula at 9:30 and then 35 miles on non-freeway driving to the Nut Farm.



12th Thursday

General Meeting
Santiago Elementary School-7:30PM
(see map on back cover)
Remodeling is still going on so we will park in the same area but will meet in the music room.
(See map in newsletter)

13th-15th Friday-Sunday

Palm Springs Follies
Depart from Mall of Orange
(Sears)10:00AM



21st Saturday

Lube-em-up Seminar at Cypress Auto Body
(Plotkin's). 21800 Bellshire, Hawaiian Gardens.
9.00AM. See article on Technical page and map.

5:00 PM Board Meeting

This is a special time! The Board and Committee members and their significant others are invited to a Bar-b-que and Meeting. Bring the meat you want to bar-b-que, all else supplied. A little meeting and a celebration of the past year. You must RSVP! By Tuesday the **17th**.
John & Alice Graves
970 Summit Dr.
Laguna Beach, Ca. (949)497-3067
Car pooling a must (only 8 parking places)!

26th Thursday

Thanksgiving



December 1998

6th Sunday

Xmas Tree Train Ride
Fillmore & Western Railway Co.
Antique Train Ride through Heritage Valley.
You must pay in advance. See article.
Depart from Cocos (Valley View & 22 Fwy)
7:30AM

13th Sunday

Annual Installation\Awards Banquet
5:30 PM. Must be prepaid by Dec. 1st
Call Jeanne Parrish (714)534-8129 or Bev Marsh (714)373-9769. Cost \$25 per person.(see Article)

1999

March 12, 13 & 14

CCRG Jamboree in Bakersfield

October 7,8 & 9

MAFCA Western Divisional Meet
Temecula

October 15-17

Back in Time, Yuma Arizona

Fillmore and Western Railway Antique Train Tour

By Greg Carcerano



"All Aboard" What a great tour to end the year with. Come and take a ride on a vintage train. For twenty five years the Fillmore & Western Railway Co. Has been known as "the movie train", compiling a list of over 200 feature films and TV commercials. We will ride in an antique train car on a historic rail line which dates back more than 100 years. You can sit back on a park-bench aboard an open air railcar and take advantage of the view, or relax inside a restored passenger coach, circa 1930, or a 1929 parlor car, or one of the 1950's streamlined dinning cars. The train departs from Fillmore at 10:00AM and returns about 1:00. The 3 hour trip starts with a 45 minute train ride through the Heritage Valley to a local Xmas tree farm where you will be able to go and cut down trees. We will be at the farm for about 1 1/2 hours. We will then load up the trees on the train and make out return trip which takes about 45 minutes. The train has a snack bar on board which serves drinks, snacks and some food items like hot dogs. It also has a gift shop. Round-trip coach fare: Adults \$13.50, seniors \$11.00, children thru 12 years \$5.50. If you buy a Xmas tree the cost is \$28. Items to bring: pair of gloves, sweater or light jacket, and old blanket and rope to tie down Xmas tree. We must pay coach fare in advance, so if you'd like to go you must send your money in to me or pay me no later than the November meeting on the 12th. Make checks payable to OCMAFC. Bring family and friends, you don't want to miss this one, it will be a lot of fun. **"I guarantee it!"**.

Past Adventures



Part of the aquarium group.



Cars awaiting our return.....



Does Progressive mean "take your chair with you"?

The Model A's Invade Europe!

When I first started writing about the Early Ford Tour, I soon realized that there was way too much to tell in the *Distributor*. Besides, it was so much fun that I'll probably be talking about it for the rest my life. The truth is I'm not really very interested in Europe. I went because I like Model A's, Model A people and Model A tours, and this trip had the best of all 3.

Before we left I imagined that all 27 cars would tour together, all stop at the same places and see the same sites. Reality was that every morning we had breakfast in the hotel dining room. During breakfast our guide, Carla, would hand out our written instructions for that day's tour. By 8AM we were all on the road trying to follow the instructions, getting lost, finding our way again and enjoying the countryside and scenery. We mostly traveled with 2 or 3 other cars and helped one another interpret the instructions. When we were really lost we'd stop and ask the locals for directions. Sometimes they spoke English and sometimes not, but they all loved our cars and tried to be helpful. Somehow we all managed to find the next hotel each afternoon where we shared stories about our day's travel.

On some days we were joined by the Dutch Ford Club and The Royal Belgian Automobile Club who invited us to participate in their rally on Saturday morning. We met in the town square with about 50 local vintage cars and after some ceremony and speeches by the officials and the mayor, we got our rally instructions and drove off following the instructions and green arrows on signposts. The rally was my favorite day of the trip. Lots of interesting old cars and their drivers - some who didn't speak much English but all had a common interest in vintage cars.

We drove between 50 & 150 miles for 19 days in a row but every day was different. We saw medieval towns, war memorials, WWI and WWII museums, battlefields, the French wine country, a wooden shoe factory, 2 car museums and on and on.

Did we have fun? Was it worth the money? Are we going on the next overseas tour?

Yes! Yes! Yes!

Glenn Johnson

Note: share in this exciting trip with Glenn and Pieter at our Nov. Meeting. Pictures and more!



Dwinger-tire kicking in Belgium.



Singin' in the rain. (France)



It's Tuesday-this must be Holland.



THE FASHION COMPETITION MODEL A NATIONAL MEET RENO BY PATTY FERRAZI

The planning for this competition actually took place about three years ago when I purchased 10 yards of white linen that would make a great suit for Bob. House of Fabrics in Tustin was closing out much of their fabric, and I bought the fabric remaining on the bolt of linen. I also bought some navy blue silk at the same time, with the plans of constructing a blue dress for myself. Around this time Vogue came out with a great double-breasted, 30's lapel, jacket pattern. I ordered in March, 1998 from the National Club through Pat Watson in Washington State, two era dress patterns. In referring to the National Judging Standards, I learned that a man's linen suit was considered casual, so my blue silk would not "match" Bob's linen suit.

I began construction on the suit before Easter Vacation. There were over 100 pattern pieces for the jacket and pants when considering the outer material, inner lining and lining. I had to "double" and interline the pockets, for the striped lining material "showed" through the linen. I had separate "piles" of each type of material and sections of each garment together to create some semblance of order. I attended some of the tailoring classes at Orange

Coast College and called upon the instructor for expert advice. I had taken a tailoring class 14 years ago when I constructed the grey wool suit for the Portland National Meet. Linen is more difficult to work with because it does not "mold" as easily as wool. I remember working on the pad stitching on the collar on the train ride to Santa Barbara for the club weekend in May. I used era construction techniques which included pad stitching (this procedure gives structure to the lapel area so it will "Stand stiff"); this enables the lapel to "roll" at the break line. With each step of the jacket, I would say to myself, "OK, that's one more hurdle, Now let's take on the next step!" I finished the jacket before June 1. I was in Hawaii for one week on vacation. I needed that rest!

It took one week to construct the pants. I used another Vogue pattern, and I had the grey wool pants to refer to (the ones made 14 years ago). I remember at that time I borrowed Glen Johnson's double-breasted suit so I could be authentic in my construction of the suit. I had to pattern-draft the watch pocket, and check the type of pockets on the pants. I also referred to the National Judging Standards.

It was now 8 days before we were to leave for Reno. I found some 100% cotton, navy blue with white dots material, at House of Fabrics. I pre-shrank it and used the era pattern for the dress. It took only two days to make! I needed that job to go fast, because I was beginning to stress. The jacket was a Vogue era pattern that I purchased 14 years ago when we were in Portland. The only thing, it was a size 14 years. This means it was 4 inches too small in the bust, and around 3 inches too short. I had to drop the shoulder area and add inches all over! I completed the outfit by covering with matching white material the era type purse I used at the Portland fashion judging in 1984. I finished two days before departure!

We traveled with Dennis and Merle, thank goodness, because we could not have transported everything in the roadster. I had to take along an iron, for linen is notorious for wrinkling. We were very fortunate and won best of show--reproduction and the Marshall and Veta Lewis Couples Fashion Award--Reproduction.

Bearing The Brunt!

by Tom Endy

Transmission Horror!

A fellow drove a Model A Ford into Jim Nichols' Model Garage for repair. The ailment described was a lot of noise coming from the drive train, hard to shift, hard to push the clutch in, and oil leaking from somewhere in front of the transmission. Jim pulled the rear end out, removed the transmission, and brought it over to my house and asked me if I would go through it. He then went back to his Model Garage to start investigating the Model A. He planned to check the alignment of the flywheel housing, the flywheel and the clutch assembly.

Transmission Disassembly!

The first thing I noticed was when I removed the front bearing retainer (A7050), this is the widget that the throw-out bearing slides on, the whole pilot shaft (A7017) assembly came out with it. The front ball bearing (A7025) was wedged tight inside the front bearing retainer. The next thing I found was the front roller bearing (A7118) that goes inside the pilot shaft was the wrong one. It is supposed to be the "short" bearing, instead it was the "long" bearing (A7121) that goes inside the back end of the cluster gear. Because of the added length the previous transmission rebuilder must have discovered that he was unable to seat the front bearing retainer, so to compensate he removed the main shaft pilot bearing spacer (A7063). This spacer is shaped like a key ring and slips over the end of the portion of the main shaft that sticks inside the pilot shaft and acts as the inside bearing race for the roller bearing (the "short" one). The purpose of the spacer is to keep the roller bearing inside the pilot shaft in it's proper position. With the spacer removed the rebuilder was almost able to seat the front bearing retainer (but not quite). However, while attempting to do so, the pilot shaft was jammed tight against the main shaft. These two shafts turn at different speeds except when the gears are shifted into high gear. This probably caused much of the noise. The front bearing retainer was also not fully seated against the gasket, hence an oil leak out the front of the transmission. The front bearing retainer was also sitting at an angle to the clutch which meant the throw-out bearing was not aligned to push against the clutch correctly, this contributed to the hard clutching and shifting.

But Wait! There's More!

The resultant damage was that both the front and rear ball bearings (A7025-front, A7065-rear) were very rough, probably because of the extreme side loading they were subjected to. There was a witness mark on the end of the main shaft right where the A7063 spacer was supposed to be. This was where the end of the incorrect "long" roller bearing had been jammed against it. There was also a witness mark on the front bearing retainer where the throw-out bearing mount (A7561) had been scraping along the side due to the mis-alignment. Surprisingly there was no other real damage done to the transmission. I don't know what the condition of the throw-out bearing was, but Jim planned to replace it anyhow. It was an easy task to correctly re-assemble the transmission with some new bearings. A correct "short" roller bearing was installed in the pilot shaft, and the missing spacer was installed on the main shaft.

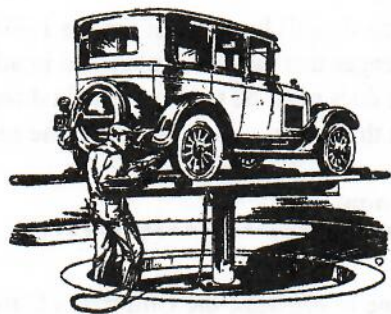
Complex Simplicity!

The Model A Ford transmission has been described as being "simple". Anything is simple as long as a person understands it. Complexity is when you don't understand something. If you take a Model A Ford transmission apart and put it back together about a dozen times the task will pass from complex to simple. It is helpful if you have some documentation as a guide. The best source I have found is in Bratton's Antique Auto parts catalog. On Page 42 is a complete illustrated breakdown of the transmission assembly along with a part number call-out. Just remember when you order the three roller bearings, the total quantity is two short and one long, not the other way around.

Jim's Model Garage!

Jim Nichols garage is located in Costa Mesa at 1366 Logan Ave. "H". (walking distance from FedCo.) Phone 714-546-2969. This long standing auto repair business has of late become almost exclusively dedicated to Model A Ford repair. Many of the Model A's coming in for repair do not belong to Orange County Model A Ford Club members. Jim's excellent reputation has been passed word-of-mouth to where many non-members who have Model A's squirreled away in their garages are beginning to bring them out of the wood work to get them road worthy. The car described in this story was one such Model A. ☺

TECHNICAL NEWS



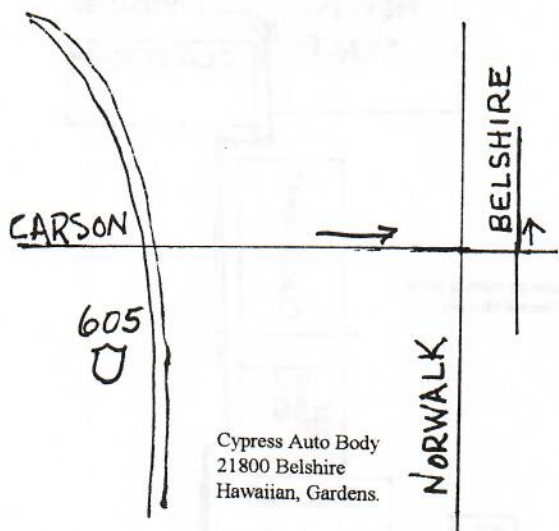
OCTOBER'S BARN/SHOP TOUR & SEMINAR

The recent barn/shop/fix it seminar at the Marston's in Yorba Linda was well attended and lots of fun. Unfortunately the area is somewhat rural and the city fathers aren't big on street lights, so some folks got lost. Eventually everyone made it-even the Prez! It was a great night and thanks again to Bernie and Ginny for hosting the event.

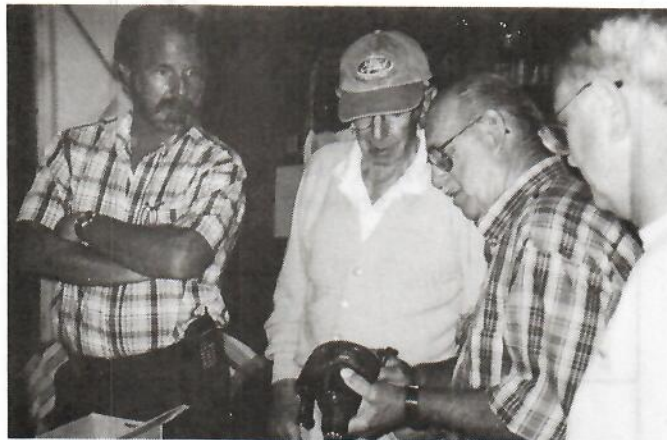
Mike Kuester

LUBRICATION & OIL CHANGE SEMINAR

Saturday, November 21st at 9:00AM we will be conducting a lubrication seminar at Dave and Stephanie Plotkin's in Hawaiian Gardens. You supply the motor oil and we will change it for FREE! We'll also show you the ABC's of proper greasing and what goes where. What a slick deal! Chances are you probable haven't checked all the fluid levels for quite a while, right? Be sure and come early cause the line might get kinda long rather fast! See map for directions.



"I don't think prayers will help!"



Expert Help!

This and That.....



This month the cards will be sent out for the 1999 dues. Please note any changes that may have occurred in address, phone or cars. The dues must be paid by Jan. 31st for your name to appear in the roster. You can pay at the meeting or mail them in.

Dues are now Due!

Needed: Someone to organize the Children's Christmas party. Call John or Gwen Riggs if you would like to help.

Wings and Wheels will be July 16th-18th this year. Get it on your calendar early.

Remember the new area code 949 went into effect for South Orange County. If you have a problem getting through that might be the reason.



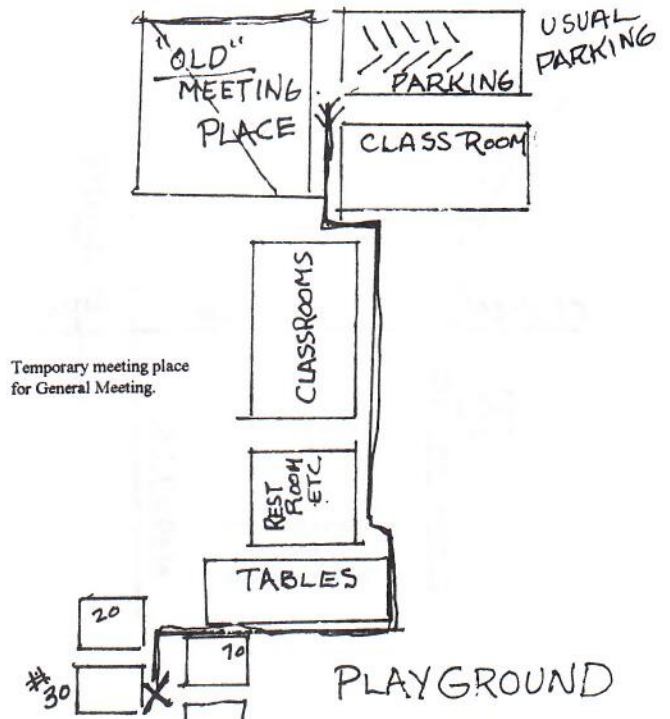
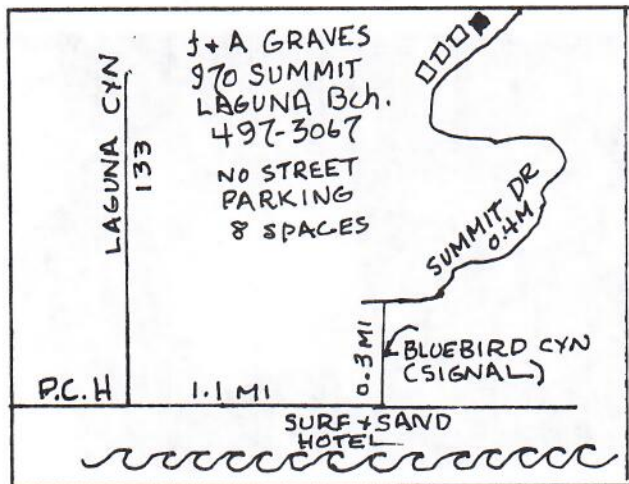
It's that time of year again and the ballot is on the next page. Bring it to the Nov. Meeting or mail it to Vince Mariola.,1524 W. Tonia Ct.,Anaheim, Ca. 92802.

MARK YOUR HOLIDAY CALENDAR!

Sunday, December 13th will be our annual Awards/Officer Installation Banquet held at the WestCoast Anaheim Hotel in the Tiffany terrace, beginning at 5:30PM with no-host cocktails and dinner served at 6:30. You will not want to miss this event!

The following entrees will be offered and all dinners are \$25.00 per person. Loin of Pork, stuffed Chicken Breast, and Vegetable Pasta.

Reservations must be made and pre-paid by Tuesday, December 1st. Call Jeanne Parrish (714)534-8129 or Bev Marsh (714)373-9769 if you are planning to attend.



1999 Election Ballot

Orange Co. Model A Ford Club

Turn in your ballot at the November
General Meeting or mail to:

Vincent Mariola
1524 W. Tonia CT.
Anaheim, CA 92802-3922
or Fax to: 714-530-9683
by November 20th

President:

Greg Carcerano

Secretary:

Colleen Schmidt

Treasurer:

Alice Graves

Activities:

Ken Zittler

Technical:

John McMillan

Editors:

Rick and Deena Peterson

Special Events:

Lee Jackson

Member of The Year:

Marsh Family Award:

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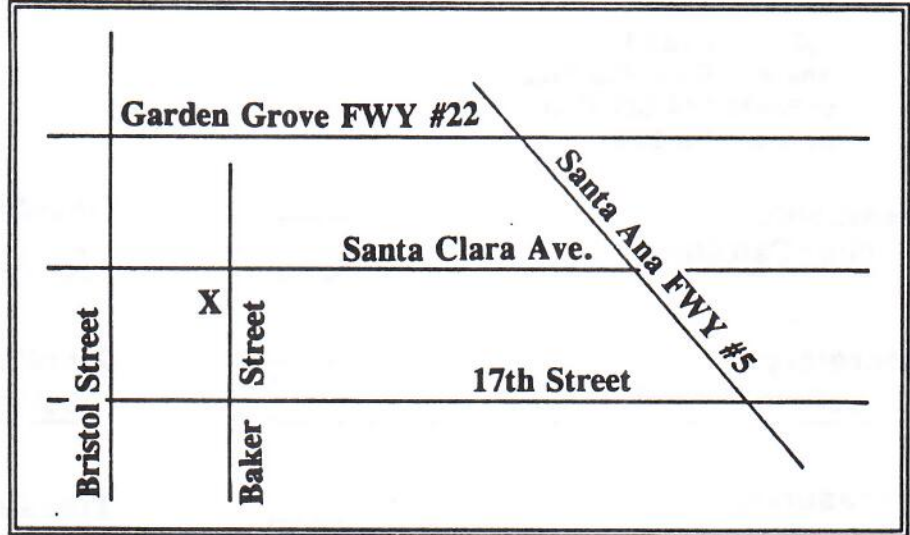
GENERAL MEETING LOCATION

[Second Thursday of every month]

November 12, 1998 @ 7:30 P.M.

Santiago Elementary School

2212 N. Baker Street
Santa Ana, CA



First Class Mail

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

