

The Distributor

Volunteers?



Chef "Lee Jackson" encourages all club members to get involved and help at our club's signature "Pancake Breakfast" event.

INSIDE THIS ISSUE

- 2 BOARD MEETING
- 3 CLASSIFIED AD'S
- 4 SCHEDULE OF ACTIVITIES
- 6 HEAD BANGING
- 8 DISASSEMBLY OF FROZEN HARDWARE
- 10 GO WITH THE FLOW
- 11 FEBRUARY'S TECHNICAL SEMINAR
- 11 THANK YOU

**DON'T
FORGET**

1999 OCMAFC due's are due by Feb. 15th! Please submit Chapter and ACCC fees if you have not done so already.

President's Column

Although the new year is upon us, we have had somewhat of a quiet January. Sounds like things will pick up this month. Ken has a great tour set for us in San Pedro at the Fire-house. The sign-up sheet has filled up quickly and should be lots of fun. Sounds like John also will be having a Tech Seminar this month; so, join in on the fun.

Thanks to all who have signed up on the volunteer sheets at the January General Meeting to help out with the Pancake Breakfast. As you know this event is the backbone for our club and we cannot lose sight of the importance of this event. We still need more volunteers to help out. If you would like to help please give Lee Jackson a call or sign up at the February General Meeting. Lets make it easy for all by being ready early! Don't forget donations for our raffle. **The club sincerely thanks all that give so generously!**

There will be no raffle at the February meeting; instead, we will have our annual White Elephant Sale. So dig into your closets and garages and bring in those treasures you'd like to part with so we may auction them off to help support the club.

I'd like to welcome all new members who have recently joined us! A reminder to all, come join in the fun and camaraderie by participating in the tours and seminars. After all, what's better than sharing your friendship and meeting new and old friends that all have something in common, the love of Henry's Lady, the **Ford Model A!**

Greg Carcerano

Board Meeting

Orange County Chapter
Model A Ford Club of America
January 21, 1999
by Colleen Schmidt, Secretary

The meeting was called to order at 7:45 P.M. at the home of Greg and Leslie Carcerano. Members present were Greg and Leslie Carcerano, Rick and Deena Peterson, Alice and John Graves, Gwen and John Riggs, John and Jeanne McMillan, Bev Marsh, Carl Erickson, Ken Zittler, Lee Jackson, and Colleen Schmidt.

Secretary's Report: The following is a brief summary of the General Meeting held at Santiago Elementary School on Jan. 14. There were about 50 members present. Jon Heiland introduced one new visitor, Sam Craig. The annual audit of the books was conducted by Mike Kuester and Greg Carcerano. Books balanced to the penny. Thanks to Diana Stewart for a job well done. Thanks and congratulations also went to John and Alice Graves for putting out such a great newsletter. At next month's meeting we will be having a "White Elephant" sale in place of our regular raffle. (Bring your white elephants). Signup sheets were available for volunteers for the pancake breakfast. If you would like your shirt or jacket embroidered with a patch or logo, see Carl Erickson.

Treasury: We have 125 paid members at the present time. Alice Graves has switched from the Excel program to Quicken in anticipation of having a clearer accounting of our expenses.

Activities: Ken Zittler reviewed coming events. Fifty-seven members have signed up for the Firehouse tour in San Pedro on Feb. 14. There will be two groups leaving from Coco's

Special Events: Lee Jackson reviewed plans for the Pancake Breakfast. Volunteers are needed to help with setup, cleanup, and cooking. Prizes or cash donations are also needed for the raffle. Shirts and buttons will be ordered for the event.

Editors: Rick Peterson requested approval of ad-

ditional pre-press expenses to output our newsletter directly to film. He explained that the additional cost would be offset by reduced fees from the printer. The new process provides the editors more control, eliminates a lot of the labor for the printer, and should improve the overall quality of our newsletter. The board approved the additional expense for the next issue (March) of *The Distributor* and will discuss the matter again at the following board meeting.

Rick Peterson established free e-mail addresses for the club and its board members. Board members will evaluate the service and discuss their findings at the next board meeting.

Rick Peterson asked if the club wanted a Web site. The board expressed interest and Rick agreed to provide a demonstration at the next board meeting.

It was suggested that our 1999 club roster should include member photographs. Rick agreed to look into the expenses and to report back at the next board meeting.

Technical: John McMillan announced plans for a water pump rebuild seminar Friday, Feb. 12. Bring your own kit, or contact John for more information.

New Business: A motion by Alice Graves for the board to sponsor a party for club members in appreciation for their contributions throughout the year was seconded by Lee Jackson. Motion carried. Lee also brought up a discussion on having a centralized meeting place for the monthly board meetings. John McMillan reviewed three gymkhana events he has planned for the Western Divisional Meet in October.

Look for these people mentioned in *The Restorer*: Olive Moore, Tom Endy, Richard Perrish, and John and Alice Graves.

Next month's board meeting will be held at the home of Rick and Deena Peterson; see next page.

**Orange County Chapter
Model A Ford Club of
America**

Chartered 1961 - Santa Ana, CA

Board of Directors

President

Greg Carcerano
949-645-2254

Secretary

Colleen Schmid
714-524-2659

Treasurer

Alice Graves
949-497-3067

Technical

John McMillan
714-730-0544

Activities

Ken Zittler
949-770-3260

Editors

Rick & Deena Peterson
714-968-7950

Committee Chairpersons

Pancake Breakfast

Lee Jackson
714-521-8460

The World Class Swap Meet

Larry McKinney
714-963-2724

Sunshine & Sorrow

Jill McDonald
714-633-3771

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 Helland
714-836-4244

Historian

Deena Peterson
714-378-9042

Publishers

Bob & Karyn Sitter

Classified Ad's

For Sale

Mitchell Overdrives

Those interested in participating in a group purchase of Mitchell overdrives are requested to contact Jim Nichols at (714) 546-2969. Next purchase will be in April, 1999.

Suzie

1929 Model A Sport Coupe (MODIFIED). A/C, A/T, Stereo, CB, seat belts, hydraulic brakes, turning lights, sealed beams, Kelsey-Hayes wheels, and more. Body-off restoration 1980, no rust. New rebuilt 2.3 liter Ford engine and trans 1994. She's a real freeway flier. \$9,950 Merle McClellan (949) 470-1929

Parts

Complete set of 1948 rear hydraulic brakes, with extra parts \$100. Starter, rebuilt, never used \$60. Muffler, new \$40. Emergency brake handle, new \$50. Original Joe Lokey Model A engine stand, low miles \$35. Set of 4 Model A shocks \$20. Rear fender brackets, sedan \$15. Hood prop, chrome \$15. Rear space tire mount, sedan \$15. 4 blade fan with pulley \$25. Speedometer cable housing & cable \$15. Generator and cut out \$15. Pinto 2300 cc engine, 4 speed trans, etc. \$250. Call Ron Smith (562) 425-5231 Lakewood CA.

Equipment and Tools

South Bend lathe, 5 in swing used less than 30 times, also 4 "H Gerstner & Sons" machinist tool boxes and 1 Kennedy roll away full of machinist tool and miscellaneous. \$3,00.00 Dan Simmons WK: (714) 968-7466 HM: (714) 960-7456

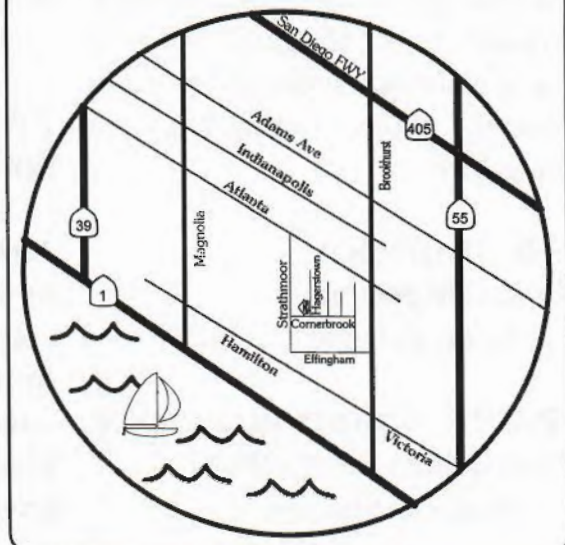
Model A

1929 Model 'A' Closed Cab Pickup Truck. 12 volt electrical system. Four new tires and five powder coated rims. Truck is painted in "Southern California Telephone Company" green with yellow lettering on both doors. This truck was pictured on the front cover of the 1973 *The Restorer* magazine for March/April. Truck is in real good condition, runs good and has excellent wood in truck bed. Price is \$8,000. Contact Jim Nichols at (714) 546-2969 or (949) 380-1067.

Wanted

Looking for Gasoline, Oil or Automotive related signs. Will trade for Model A parts, accessories or pay cash. Dennis Griffin (714) 832-4112

Rick & Deena Peterson
21061 Hagerstown
Huntington Beach, CA 92646



Schedule of Activities

February 1999

11, Thursday General Meeting

Santiago Elementary School,
7:30 PM

12, Friday Technical Seminar

Water pump rebuild for the guys. Scrapbooking for the ladies. See blurb on page 11 for more information and directions. 7:00 PM

14, Sunday Bring your favorite Valentine

Tour to Fire House #112, Berth 86, San Pedro (Ports-of-Call). Leave Coco's Garden Grove at 9:00 AM and drive to San Pedro. Meet up with Captain Stan Jones at 10:00 AM and tour the fire station, see the fire boat, and the huge pumps below decks. Picnic in the park across the street and then shop around Ports-of-Call. We will have a surface street group and a freeway group. Return home on your own.

18, Thursday Board Meeting

At the Petersons, 7:30PM

27-28, Saturday-Sunday San Diego Swap Meet

Qualcom Stadium

March 1999

11, Thursday General meeting

Santiago Elementary School,
7:30 PM

12-14, Friday-Sunday C.C.R.G. Jamboree

MAFCA Bakersfield Chapter-
Seventh Annual C.C.R.G. Jamboree. This years theme "Oklahoma Dust Bowl". Dig out your bib overalls, get your high top work boots, grab your honey and do-si-do up to Bakersfield. Tour, gymkhana, Bar-B-Que, what more could you want. Jamboree HQ at Travelodge, Hwy 99 at California off ramp. Rates are \$59.00 per night, phone (805) 324-6666. Mention CCRG when calling. Flyers available at our February General Meeting.

18, Thursday Board meeting

Location TBA, 7:30 PM

28, Sunday Pancake Breakfast

8:00 AM Sign up with Lee Jackson. We need gift donations for the raffle. Gift certificates for your favorite restaurant, anything car related, anything Model A related, anything!! The club has printed request letters for you to give to the business owner.

April 1999

8, Thursday General meeting

Santiago Elementary School,
7:30 PM

15, Thursday Board meeting

Location TBA, 7:30 PM

17-18, Saturday-Sunday Laughlin Nevada Tour

An annual tour put on by the Arizona A's. Many of our members begin leaving Thursday of that week.

May 1999

1, Saturday Vintage Ford Swapmeet

11318 Beach Blvd, Stanton.
6:00 AM to 1:00 PM

2, Sunday Regional Ford Fun Day

Santa Fe Dam Recreation Area,
San Dimas

13, Thursday General meeting

Santiago Elementary School,
7:30 PM

20, Thursday Board meeting

Location TBA, 7:30 PM

June 1999

5-6, Saturday-Sunday
Antique Nationals
Palmdale

10, Thursday
General meeting
Santiago Elementary School,
7:30 PM

13, Sunday
Henry Ford Birthday Picnic
Downey

17, Thursday
Board meeting
Location TBA, 7:30 PM

19, Saturday
End of the Great Race
We're trying to get involved as
a club somehow; work in progress.

27, Sunday
Surprise, Surprise
Keep this date open and keep
looking for more information.

July 1999

8, Thursday
General meeting
Hart Park, 7:00 PM. (Pot Luck
at 6:00 PM)

15, Thursday
Board meeting
Location TBA, 7:30 PM

16-18, Friday-Sunday
Wings and Wheels
Santa Ynez

August 1999

12, Thursday
General meeting
Hart Park, 7:00 PM. (Pot Luck
at 6:00 PM)

19, Thursday
Board meeting
Location TBA, 7:30 PM

September 1999

9, Thursday
General meeting
Santiago Elementary School,
7:30 PM

10-12, Friday-Sunday
Rim of the World
Big Bear Lake

16, Thursday
Board meeting
Location TBA, 7:30 PM

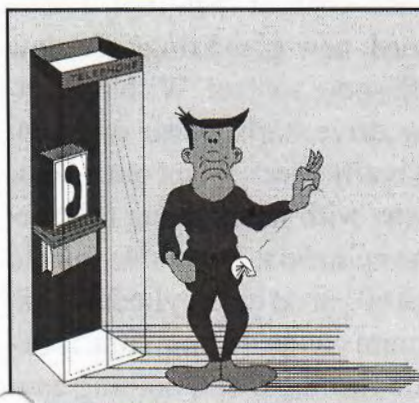
October 1999

7-10, Thursday-Sunday
Western Divisional Meet
In Temecula. Our club is host-
ing the gymkhana. See John
McMillan, he'll need some help.
We will put on three events.

14, Thursday
General meeting
Santiago Elementary School,
7:30 PM

15-17, Friday-Sunday
Back in Time
Yuma Arizona Tour

21, Thursday
Board meeting
Location TBA, 7:30 PM



Hard Luck Trophy

Greg Carcerano was the recipient of our Hard Luck Trophy for the month of January 1999. The engine in his Model A wants to die when he applies the brakes.

Head Banging

more than the usual amount

By Dan and Sylvia Adelman

It all began when my fiancée said "I want to use the Model A in our wedding"

I have owned my current Model A since I was about 17 years old and that was a long, long time ago. It has undergone quite a number of partial and amateur restorations over these many years; but, this article is not about that, it is about a problem that took more than the usual amount of head banging.

It all began when my fiancée said "I want to use the Model A in our wedding". It was that very day that the car began to run a bit strange. Since the wedding was a couple of months away, I figured that I had time to check it out and get it back in shape. When driving, the car would act fuel starved about thirty five miles per hour. "Dirty carburetor" I thought. So, I proceeded to rebuild the carb and assure its cleanliness. The test drive was less than fruitful as the same symptom reoccurred. So, I went to a backup carburetor. Same problem. A third back up; same problem. Obvious it does not take a full genius to figure out that this was not the problem; but just to be sure, I rebuilt all of them one more time. Same problem. Sylvia said, "You should talk nice to her and maybe she'll act better" as I scowled up from under the hood.

It must be something in the fuel line. So, I proceeded to drain the gas tank and disconnect everything. The fuel shut off valve was cleaned and I noted there was no filter screen. Fuel lines were cleaned. The tank got flushed out and I noted no sediment, flakes or dirt. Well, at least I

have a clean tank. Back to the streets; same problem.

Timing...

It's got to be in the ignition

I remember being told that I should always check fuel and ignition when there is a problem. So the distributor was pulled for rebuild (I felt, I might as well do it right). New points, new condenser, new plugs, new coil, new high tension wire, new cap, rotor and body. If that doesn't cover the ignition, I don't know what w... Set the timing and away we went. Same problem. Except now I cannot get the car to go over 30 m.p.h. and its is running worse.

Air leak?

As I was beginning to question my sanity of what to do next. So, off comes the intake and exhaust manifold. I have them surfaced, new gland rings and new gaskets with some sealant. With trepidation, the test drive starts. Same problem; but, it idles really great!!! Got out a compression tester with some tubing to hopefully test the cylinders. I was able to hold it until about 60 psi on each cylinder. Next adapt a vacuum gauge. Hm... Periodic erratic readings; but, nothing consistent. Now what? Took the old wood dowel to listen to the valves. Couldn't tell anything there. The guys up at Vintage



Ford, who followed this, were also running out of ideas.

Timing Gear

Maybe a broken tooth or worn. I also headed back into my books, the service bulletins, How to Restore series, and many, many years of *The Restorer*. Next comes off the side cover for the timing gear. The teeth look perfect. Now what? Back to the books. One small line in Mary Moline's book "Model 'A' Miseries and Woes" stated that a weak spring at the front of the cam shaft will cause the car to lose power at high speeds.

At this point there is no high speed. Two problems now. One is that I have never changed this spring while the engine was in the car and I was running out of time for the wedding. Well, if it must be done, it must be done. Vintage ran out of timing gears. CV Moss, same thing. Same with several other local parts outlets. I finally found one in a parts shop up north. (By the way, did I mention that this was the day before Christmas. I was also scheduled to be out of the country the week between Christmas and New Years doing outreach in Mexico and the wedding was January 9. I had also just moved into my house and we were having the reception party here. AND I had to move my fiancée from apartment into the house.)

Well I jack up the engine to support it and start taking apart the front cover. I felt very nervous, kind of how a surgeon might feel doing a procedure for the first time. Time gear nut amazingly came off with just a little coaching. Same with the gear. Very slow, easy, don't want to mess it up now. Get the new gear in. Set the spring and plunger. Oh no, the cover bolts won't align! Slowly adjust the engine position, just a hair, and the bolts start to go in one at a time. Finally, its all together and I am a wreck wondering what type of damage I could have done. It's midnight. I set the timing and go to bed.

Next day, the car actually starts. I test out all three carburetors and adjust them. Well at least it still idles good. Acid test... out on the road. I get to 30 m.p.h., 35...40...45... no problem. The old spring measured a quarter inch shorter than the new spring. This was the problem. It is January 7th, two days before the wedding. The car worked great for the ceremony. So, are you going to see us on the road soon. Nope. The car went in for paint on Monday the 11th for the next two months. I hope to have it back and together for the Pancake Breakfast.

Moral

The Model A will keep telling you the same old story, when something is wrong, until you are smart enough to figure it out.

**At least I
have a
clean
tank**

Disassembly of Frozen Hardware

By John McMillan

**Pain,
Blood and
Stitches**

**Another
chapter in
the
love/hate
relationship
called
restoration**

Everyone who has ever restored a car knows the frustration of trying to remove a heavily rusted fastener that was put together some 50 to 70 years ago. Excess torque can snap the bolt, requiring you to try to drill out the stub and then re-tap the hole; or strip the slot out of a screw, causing another drill & tap operation; or the wrench slips causing pain, blood, sometimes stitches and invariably another chapter in the love/hate relationship called restoration.

We also know about heating the fastener, or soaking it in WD40 or Liquidwrench overnight or any other remedy. Frequently these methods usually just postpone the inevitable, at least that is my experience with these processes.

The method I've used over the past 25 years and umpteen cars has worked for me nearly 100% of the time, is relatively fast, (no waiting overnight to find out that the oil soak isn't going to work anyway) is fairly safe, and even if you had to buy everything you need, it would only come to about 10 bucks or so.

Here's what you'll need

1. Acetylene torch with small tip (#0 or smaller). Lacking this a standard propane torch will work.
2. A squirt bottle filled with water. Not a spray bottle. A well washed shampoo bottle or anything that will deliver a stream of water will do.
3. Dark glasses (not essential, but saves some eyestrain). Welding or dark sunglasses OK
4. Fire extinguisher or Garden hose ready to use (not essential if you like the excitement of fire engines at your house).

Here's how to do it

1. Get everything flammable away

from the area. This includes wood, cloth, paper, grease, etc.

2. With torch set for a medium soft flame, heat the head of the fastener until it reaches a dull red. If it's a nut & bolt, heat the nut. Concentrate the flame on the fastener, trying not to heat the surrounding area.

3. As soon as you remove the heat, direct a stream of water on the fastener until it stops hissing and steaming.

4. Remove the fastener in the normal way. If it's still badly stuck, repeat the process.

The reason this process works so well is easy to understand. When the fastener is heated, it expands. When it's doused with water, it rapidly shrinks. This action breaks the rust bond. It's called thermal shock. By the way, that rust on the fastener helps to keep the heat from transferring to the item that the fastener is in. Rust is a lousy heat conductor. The water quench also tends to harden the fastener, so the likelihood of screw slot stripping is minimized.

Now some caveats

1. If it's a brass screw, it won't turn red, so just heat & quench.
2. Don't use on die cast parts, they'll melt.
3. Don't use on a fastener in wood. It'll work, but the wood gets charred.
4. Be ready with the hose or extinguisher in case something starts to burn.
5. Do not heat the surrounding area. Sheet metal can warp and cast iron can crack if overheated and rapidly quenched.

I used this process on a Model A that sat outdoors for 28 years in use as a chicken coop in Texas. Didn't break a single fastener. Try it, after a while it gets to be fun.

Orange County Model A Ford Club of America

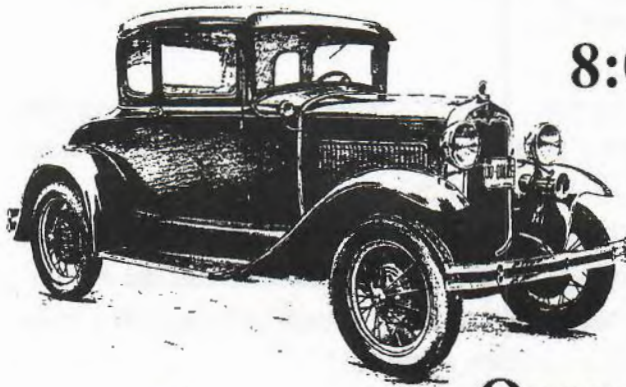
PANCAKE BREAKFAST

SUNDAY, MARCH 28

8:00 - 11:00 A.M.

HART PARK, ORANGE

(RAIN OR SHINE)



Orange County Model A Ford Club

invites you to bring your car, your friends, and your appetite for a morning of fun, food and companionship.

FUN

CARS

FOOD

Pancakes, eggs, sausage, juice & coffee

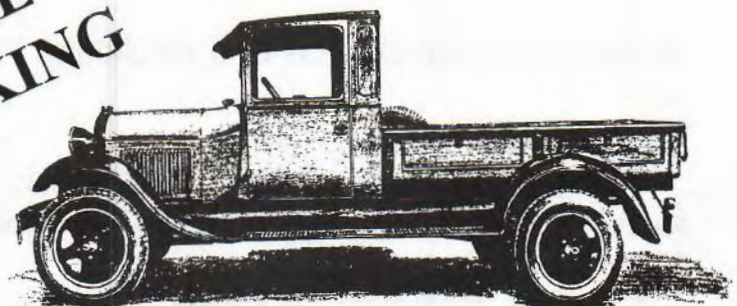
Donation: Adults - \$3.50 Kids - \$2.00

ERA FASHIONS

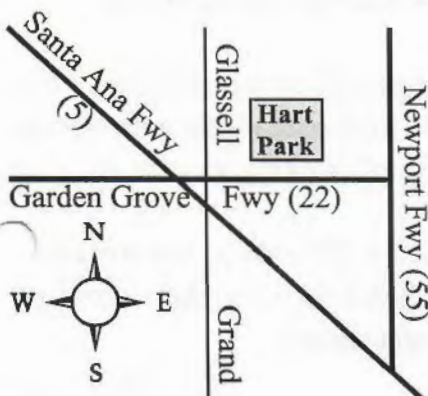
RAFFLE GRAND PRIZE

Set of 5 (19" or 21") Blackwall Tires

TIRE KICKING



More information call Lee Jackson (714) 521-3240 or
E Mail LeeJ@FAFCU.ORG





Just about all of us have experienced that first really long steep hill in our freshly restored Model A. It ran just fine around town and we thought we were ready to go anywhere. The Grapevine, the Cajon Pass, The Rim of the World all bring out the best and the worst in our Model As. I've overheated at least once on all of these hills and I've seen lots of non-stock overheating remedies that just Band-Aid the real problem. Really it all boils down (pun intended) to a clean, good flowing cooling system. The following are a few cooling system problems and remedies that worked for my Model As.

Engine runs hot

Cause: When you first run that rebuilt engine rust scale in the old block loosens and dumps into your new radiator top tank restricting the flow.

Solution: The fix is to take the car to a radiator shop and have the cooling system backflushed. Back-flushing is most successful within the first 200-300 miles. If you wait much longer the radiator tubes may become too clogged for Back-flushing to do much good. The next solution is to remove the radiator and have the radiator shop rod the tubes, which literally means pushing rods through the tubes to clean out the rust scale. The best solution and a way to avoid all of the above is to take your bare block and head to a chemical rust tripper before you rebuild the engine.

Water comes out of the radiator top

Cause #1: The radiator tubes are partially clogged and the water pump is pushing water into the top tank faster than it can go down.

Solution: Back-flush the system or rod the radiator.

Cause #2: The baffle is missing in the radiator top tank.

Solution: Take the radiator to a shop and have a baffle installed.

Cause #3: Engine compression is leaking into the cooling system through a cracked block or head or a blown head gasket.

Solution: Check for compression in the system by removing the radiator cap and revving the engine. If the water level rises, compression is probably leaking into the cooling system.

Water level will not stay up

Cause #1: Once again too much water is being pumped into the top tank and it is escaping through the overflow pipe.

Solution: Clean the radiator.

Cause #2: Something is leaking like the water pump hose clamps, hole in the radiator, cracked block or head or blown head gasket.

Solution: Find and fix the leak.

Engine runs cold and never really warms up

Solution: Install a 160° thermostat in the water outlet.

Other comments and solutions

Leakless water pumps will eventually leak. The best ones combine some kind of rear seal with a stock packing nut with plenty of packing in case the rear seal fails.

Stock two blade fans will break at the sustained high speeds we drive. Stock looking cast aluminum fans are my favorite replacement.

Thank You

By Vincent Mariola



Our club is like a close knit family, never before has this club seen the members enjoying each others company as they have during the past two years. It is such a pleasure to see members, who are personal friends of each other, mixing with the newer members at the meetings and making them feel comfortable. You also see this happening on our tours, everyone is enjoying themselves.

In my heart, I believe the honor belongs to our Past President and our First Lady, John "O.H." and Gwen "long distance" Riggs. Long distance because she is always on the phone making reservations for a lot of the club members who have partaken of the wonderful tours and trips, that our new President Greg had put together for us.

John and Gwen, I say this for all the club members of our great Orange County Model A Club. Thanks you for making a great club even greater. Without all of your hard work and phone calls and devotion to each member, we could not have been one of the best Charter Members of the National Model A Club.

Coolant is not necessary in a Model A and will stain your paint if it leaks on your hood. Plain water with a rust inhibitor works just fine.

If you are climbing that big hill and getting hot, the first time you stop for water, remove your front license plate to allow more air to pass through the radiator.

The fins cool the tubes so when you order a new radiator core ask for 1 extra fin per inch. You'll get 25-30 extra fins depending on whether it's a '28-'29 or '30-'31.

If you spring a leak, try Alumaseal. It usually stops the leak and will not clog your radiator.

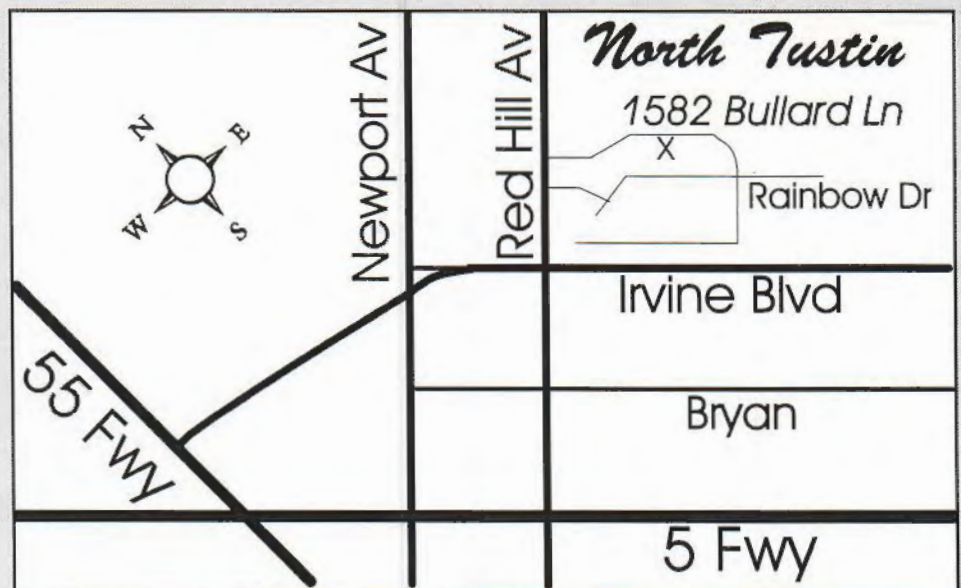
If your petcock is leaking, take it apart and lap it with fine valve grinding compound.

If your cooling system is clean and flowing free, your Model A will run cool even on the steepest hill in hot weather.

February's Technical Seminar

For the guys, water pump rebuild. Bring your own pump and rebuild kit. Sandblasting will be available.

For the ladies, scrapbook workshop. Please contact Deena Peterson to RSVP. Will be held at same location. You will need to bring 8 photos relating to a common theme or subject. Material fee of \$8 for supplies is payable to Deena at the workshop.

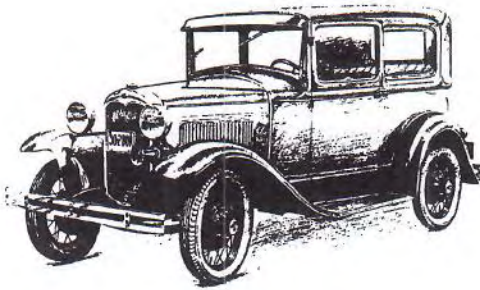


General Meeting Location

[Second Thursday of every month]

January 11, 1999 @ 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

