

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August 1961 – Santa Ana, California

Editors: Peter & Ana Hyland
Email to: newsletter@ocmafca.org

May 2006 Volume 46 Number 5
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THE TOWING SEMINAR®

....."I don't think we're in Kansas anymore Toto!"

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Notes From Your President Don Miller. . .

May 2006
President's Letter



Greetings:

As I write this I am getting over pneumonia so I am taking it easy for a while.

We are so lucky to have such a great place for our meetings. Everyone can help keep CHOC happy with us if we are sure to clean up and put the chairs and tables back the way they were when we got there.

Sheila Plotkin has again offered to have the progressive brunch appetizers at her house. All we need now is a place for the main course and dessert.

All members of our Orange County Club are encouraged to also become members of MAFCA, which is the national organization that our club is a member. Included in your membership is a subscription to "The Restorer" magazine. All officers of the club must belong.

I hope to very soon have a formal Mentorship Program started where all new members will have a club member to call on for help or advice. In the meantime, new members can call me and I will be sure that they get the help they need.

**LET'S KEEP DRIVING THOSE
MODEL A's!!!**



Sunshine & Sorrow

By Jeanne Parrish

Don Miller is on the road to recovery from a bad bout of flu in Paso Robles, returning home, leaving for Laughlin the next weekend feeling pretty good, only to return home, with bad sore throat & eventually being diagnosed with pneumonia. We wish you well, Prez.

Dale McCall is undergoing some tests as you receive this, and we hope all will be well with the outcome. You are "Ford Tough, Dale!!

Gwen & John Riggs continue to attend our meetings & tours. However they had to miss April's meeting due to a small accident with their modern. It seems an Irish tourist, driving an Enterprise rental car, (of course, without insurance) "cut them off at the pass"! Luckily no one was hurt, but the car.

We wish Jo Nichols speedy recovery from a very painful back. Hoping to see you both real soon.

Vince Mariola, the "Godfather" was seen at our breakfast. Joan was unable to make it and we sure miss you both on all our tours and at the meetings. Hoping you will be able to join us again, soon.

Late Flash!!!! Tom Endy is a new Grand Father again. Benjamin Norman Stone arrived April 23rd (two weeks early) weighing in at 8 lbs 13 oz. All are doing well

This Month's Cover

Photo by Tom Endy----This photo appeared on a previous "Distributor." Does anyone know the date but even more importantly does anyone know whose car this is that needed a tow and does anyone know the name of the dog doing the heavy lifting?????





Activity Schedule

Glenn Johnson
sgj1942@adelphia.net

(NOTE: * = UPDATED INFORMATION)

✓ **Deadline for next *Distributor* is:
May 31, 2006**

Type or write all articles and ads and e-mail to:
newsletter@ocmafca.org
Or mail to: 244 No. Goldenspur Way,
Orange, CA 92869-4422

NEXT MEETING DATE
May 11, 2006

May 6 Technical Seminar-Tom Endy's Home—
Valve adjustment

**May 13 (SAT) Lunch at Original Mikes, 100 South
Main, Santa Ana. (714) 550-7764.** We will meet at
"The Village of Orange" at 11:00AM. This is a surface
street tour.

**May 20 (SAT) Huntington Harbor Dinghy Poker
Run and Barbecue.** For details, please call David
Plotkin. At 562-924-2082

**May 21 (SUN) Modet T Club of Southern California
Pancake Breakfast & Ice Cream Social at 8:00AM** at
Tin Shed & Tiny's Auto Body, 8949 S. Santa Fe Springs
Road in Whittier. There will be a flyer at the next
meeting. Reservations: Tel (565) 693-2252, (562) 698-
4929. E-mail: locolarry3@aol.com.

**May 27 (SAT) Visit The Ronald Reagan Library and
Air Force One.** There will be a picnic afterwards.
Details later.

**June 2-4 (FRI-SUN) Lake Arrowhead Wooden Boat
Show** with 30 to 40 boats. More details later.

June 1-4 (THUR-SUN) NCRG-Turlock

June 10 (SAT)- Technical Seminar beginning at
9:00AM

****June 11 (Sun) Henry Ford Picnic at Hathaway
Ranch Museum.** Presented by the **Diamond Tread
Chapter, MAFCA** Location--11901 Florence Avenue,
Santa Fe Springs 9:00AM to 2:00PM **** Note Corrected
date and location.**

June 11 (SUN) Anaheim Home Tour & Car Show

July 12-25 MAFCA NATIONAL CONVENTION to be
held in Mansfield, MA. (Nr Boston)
For details see or call Sharon Johnson.

**July 13-16 (THURS-SUN) Wings & Wheels in Santa
Ynez.** Get your reservations in now---must be in by July 7,
2006. No telephone reservations. Complete application and
send to VAA % Ron & Karen Millman, 1321 Ethel Street,
Glendale, CA 91207-1825

Aug 23 (WED) Brunch at Las Brisas

Sep 9 (SAT) Perris Railroad/Trolley Museum Picnic

**September 23 (SAT) 7th Annual Cruising' for A Cure at
the Orange County Fair and Expo Center, Costa Mesa.**
See or call Dale Mc Call for details.

Oct 1 (SUN) Frazier Park Picnic

Oct 1 (SUN) All Ford Picnic

Oct 22 (SUN) San Sylmar Nethercut Museum

Nov 16-19 (Thurs-Sun) Palm Springs Follies and Tour

Dec 17 (SUN) Installation & Christmas Banquet
Costa Mesa Country Club

December 10-12 (SUN_TUES) San Simeon to view
Christmas decorations. More details later.

Dec 19 (TUES) Christmas Lights Tour & Party

SWAP MEETS

**May 14 (SUN) Long Beach Swap Meet—Veterans
Stadium**

July 1 (SAT) Model A & Model T Swap Meet.
Location to be determined-see Larry McKinney for details

**Aug 5 (SAT) San Fernando Model A and Model T Swap
Meet** located at Rancho San Antonio, 21000 Plummer,
Chatsworth, CA. Information: Bob Caldwell @ 661-259-
3570

**Aug 27 (SUN) 41st Annual San Fernando Valley Model
"T" & "A" Clubs Parts Exchange**

Sep 1-3 (FRI_SUN) Apple Hill Swap Meet

**Sep 24 (SUN) Paradise Valley 45th Annual Antique Car
Swap Meet** in San Bernardino.

Technical 2006

by Tom Endy

May Seminar:

The May seminar will be held at Tom Endy's house on Saturday May 6, at 0900. The subject will be valve adjustment. We will adjust the valves on as many cars as time will allow. Decide what valve setting you want and bring along a valve cover gasket just in case.

June Seminar:

The June seminar will be held at Mark Showing's shop on Saturday, June 10, at 0900. We will attempt to get Mark's roadster running and on the road. The location is The North Point Business Center at 22605 (Suite 516) E. La Palma Ave, Yorba Linda.

Technical Tip:

During the Model A era it was common for the ignition condenser to fail. As a result folklore has come down to the modern era that Model A Ford condensers are prone to failure. This is not necessarily true anymore. There are good quality condensers on the market that will perform indefinitely. Unfortunately there are also some poor quality condensers on the market. Condensers that have the ground tab soldered onto the base of the condenser are poor quality. The condenser is located in a very hot environment just above the exhaust manifold; the solder can easily melt and lose the ground connection. The good quality condensers have the ground tab spot-welded on. These are easily discernable by the three dots, or stake marks, where the tab attaches to the base of the condenser. ☺



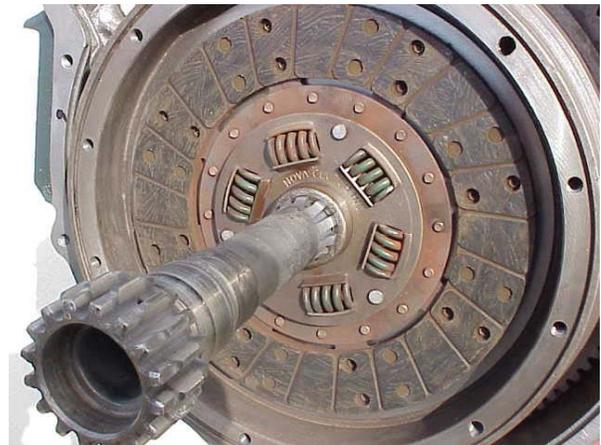
A quality condenser with stake welds

A Quality Clutch Disk!

by Tom Endy

A vanished breed:

Take a close look at the photo below of a good quality Model A Ford clutch disk. Notice that the sides of each of the six springs are retained by perforations in the metal plate riveted to the center of the disk. On the backside there is a similar plate with similar perforations. The springs are held very securely and it is difficult for them to become dislodged. This disk was apparently on the market 15 or 20 years ago. The original Model A single disk clutch did not have springs. Springs are a product of later clutch development.



Manufactured by Nova Clutch Inc.

The current market:

The disks being sold today by every Model A parts supplier I have contacted are very different. There is no perforated plate holding the springs in place. The springs merely sit in a rectangular window held in place by their own compression at each end of the spring. The springs are not held in place adequately and it is very easy for one or more to become dislodged.

Clutch failure:

A number of people have experienced a clutch disk failure when one of the springs dislodged and jammed between the pressure plate and the disk.

A new clutch:

When it comes time to replace that clutch. It would be prudent to try to locate one of these good quality clutch disks. ☺

OCMAFCA General Meeting

April 13, 2006

Submitted by Doris Marshall

The meeting was called to order at 7:35 P.M.
Charles Cohen led the flag salute.

Mr. Jim Elliott from the Orange County Model T Club (and a new member of OCMAFCA) requested our club to join them for a swap meet on July 1 at a high school. There are 220 spaces. Larry McKinney will mail to all our vendors and past participants of our Vintage Swap Meet. We will split with them.

Our “greeter”, **Kenny Dierken**, introduced our guest, Mr. Bob Jeffries who is also a new member!

The minutes were approved as corrected. Kenny Dierken’s name was misspelled.

Treasurer: **Diana Stewart**, we do not have a complete count of the financials from the pancake breakfast. Anyone with receipts to submit is requested to bring them to her at the break. She will be on vacation and will be back on My 1.

Activities: **Glenn Johnson**

The Laughlin trip was rather lengthy on the return as my (Glenn’s) overdrive decided it no longer wanted to function properly. We attempted to fix it but without any luck

April 29th, Floral Park in Santa Ana –There are six (6) houses to tour. If you bring your Model A there will not be any charge. From there we will travel to Garden Grove Historic Park for a picnic. Bring your lunch and something to share.

April 30th: Vintage Swap Meet at the warehouse site

May 6th; Technical Seminar at Tom Endy’s House. 9:00AM

May 13th Lunch at Original Mikes Meet at The Village of Orange at 11:00AM

May 20th Huntington Harbor Boat Poker Run (Sheila Plotkin)

May 27th Ronald Reagan Library & Air Force One

June 1st Arrowhead Boat Show

June 10th; Technical Seminar at Mark Schwing’s shop

June 11th Henry Ford Picnic at Hathaway Ranch

July 1st: Model A & Model T Swap Meet

July 12-25 Boston Trip (MAFCA NATIONAL)

July 13-16th Wings 7 Wheels

It was decided to go to Palm Springs two weeks later this year

Technical: **Tom Endy**

May 6th: technical Seminar to adjust valves starting at 9:00 AM. Know what the settings should be and bring gaskets.

June 10th: technical Seminar at Mark Schwing’s shop. His roadster needs help. Tom also said that he is planning a tower restoration seminar in the fall. They will be painted prior to the seminar. He also has about 60 shifting forks and got some volunteers to weld them and then mill them to specs.

Pancake Breakfast: **Mark Schwing**--Mark asked all who helped at the breakfast to stand so they could be thanked for their hard work in helping to make the event so successful. There will be a follow-up meeting at his home on April 22nd at 9:00AM. Tom Endy donated buttons and Peggy Nunes donated pens. Mel Collings said that he counted over 300 A’s and also mentioned his recent trip to the Henry Ford Mansion Don & Wade Ratzlaff were thanked for their help in transporting the stoves.

Sunshine and sorrow: **Jeanne Parrish Announced** that **Warren Hogan** is back on the mend. **Jo Nichols** hurt her back but is getting better. The **Riggs** had an accident in their Toyota. John is OK. Our President has also been ill but is getting better.

Editor: **Peter Hyland** The deadline for items in “The Distributor” has to be changed, as he will be out of town as of the 29th. Please get all items to him prior to the 23rd the new rosters are here so please see me and pick them up before you leave. Please feel free to take those rosters for any friends, neighbors of family who are not here this evening.

Monthly Breakfast. **Terry Collings** Will be at Arthur’s Restaurant on the 27th of April on Tustin Ave in Orange at 8:30 a.m.

Historian: **Dick Smith** Tom Endy brought in a picture of the youth in the National Convention at Tacoma in 1994. Larry Mortensen asked for copies of “The Restorer” and six of the seven he requested were furnished by Vince Mariola, Doc & Darlene Ingwersen and Dick Smith. Glenn Johnson requested and received a “Restorer” from 1992

Scholarship: **Dorothy Knox** not present so scholarship donations were tabled until the next Board meeting in May.

The Regional meeting will be held on April 30th at Bev Marsh’s clubhouse.

Don Miller asked for volunteers to work on the Finance Committee. Richard Parrish, Mark Schwing, Dan Adelman and Lew Lewis were appointed.

Refreshments: Were provided by **Carolyn Ratzlaff & Pam & Dean Berto**

Badge Prize: **Charles Cohen** Car Prize: **Dale McCall**

Raffle: **Sharon and Glenn Johnson**

The Meeting was adjourned at 9:35 p.m.

OCMAFC Military Veterans

Tom Endy USN 1953-1957

My military experience began when I was 15 years old. I joined the California National Guard and was assigned to L Company, 223rd Infantry Regiment, 40th Division, located at the old Alhambra airport. When the war in Korea started in June 1950 the 40th was activated into the U.S. Army; those of us under age were honorably discharged for “minority concealed”, which was a kind way of saying we had lied about our age and they found out. I had joined with two of my school friends and for most of the six months we served we were not old enough to drive a car. A parent or older classmate would have to drive us to the Wednesday night meetings.

In July 1953, a few weeks after I graduated from Mark Keppel High School in Alhambra, I enlisted in the navy for 4 years. I was 18. My goal was to be a photographer’s mate and serve on a cruiser, but it didn’t happen. The Korean War ended while I was in boot camp. I went through 11 weeks of boot camp at San Diego, 9 weeks of airman school at Norman, Oklahoma, and 28 weeks of avionics school at Memphis, Tennessee. My first fleet assignment was to Patrol Squadron Forty (VP-40) at North Island, San Diego. I arrived there in December 1954 and was assigned to crew 8 as a radio operator on a P5M Martin flying boat. In February 1955 the squadron was deployed to the Philippines. Our missions were to patrol the China coast from the Philippines to the Formosa Strait. When the squadron returned to San Diego in November 1955, I was sent to an 18-week radio operator’s school at Keesler Air Force Base, Biloxi, Mississippi. Upon completing the school I was transferred to Early Warning Squadron One (VW-1) at Barbers Point, Hawaii. I was assigned to crew 2 as a radio operator on a WV-2 Lockheed Super Constellation. For most of 1956 we were deployed to Japan and the Philippines. Our missions were to fly as tactical reconnaissance for carrier task forces operating in the Far East. In January 1957 we returned to Barbers Point where I flew training and ferrying missions between Hawaii and the US Mainland, and Hawaii and Guam. I was honorably discharged from the navy in July 1957. I was rated an AT3. It had been a great adventure and I am appreciative of the technical training and direction the navy provided me.



Sangley Point, Philippines, August 1955, Crew 8, VP-40 (Tom Endy, top right)

HISTORIANS CORNER

By Dick Smith

This month I'd like to share some tips from an article from July-Aug '82 Restorer, Tinkering With Our Toys by Arnold "Bud" Dodge, which as you know can be checked out FREE by calling me 949-770-6847.

WATER PUMP

New or rebuilt water pumps take a while to settle down and stop leaking. The leverage afforded by a large screwdriver on the gland nut can break off tightening lugs especially if you run out of threads. Back off and add a packing ring or two. Tighten slowly over several hours of operation. This can be done very effectively while motor is idling if due respect is given fan blade and tightening is not overdone. Leaking will stop.

WATER OUTLET

Save your nerves and the flanges on the upper water outlet. File head (usually not needed) and outlet mating surfaces square. Use a thin layer of non-setting Permatex. No gasket. You can now tighten all head bolts without wincing. Replacement outlet gaskets often squeeze out on the ends and can eventually cause a break in the outlet casting as the head is drawn up.

OVERHEATING

Many Model A's have been accused of overheating just because a leaky radiator cap gasket permitted windshield spotting from expanding coolant from a normal operating engine.

Air bubbles showing at the radiator filler neck may not be a leaky head gasket, but air pulled in through the water pump grease fitting or past pump packing. Always use capped type grease fitting at pump base fitted with a gasket under screw cap. Properly packed and maintained pumps should not leak air.

COOLING SYSTEM

A leaky gasket on the water inlet on the side of the engine is just in the right place to trickle coolant on the dipstick and into the crankcase. This can cause an unfounded worry.

No use trying to fill your radiator to the top as it will just bubble out the overflow tube to seek an operating level. Don't be over confident, though; add a bit of coolant

now and then to assure a safe level. A rubber tube extension on your overflow tube outlet will help keep watermarks off the firewall.

The slight fluid oozing of a head gasket is not uncommon even on trued blocks and heads. Replacement copper head gaskets have a minimum of crimping and can allow capillary action to pull fluid out the sides. One-quarter to a half a can of radiator sealant usually will stop this unsightly condition if the problem persists. Do not exceed normal head bolt torque (50-55 foot pounds). It may make the condition worse.

To-Be-Continued.

See you at the May meeting, hope you drive you're A's.... Dick

Southern California Regional Meeting

The Southern California Regional Meeting will be held at Bev Marsh's clubhouse at 6565 Grand Manan, Cypress. It will be held at 10:00 A.M. on Sun. April 30th. The purpose of the meeting will be to talk about the FUN DAY THAT WILL BE HELD ON SEPT. 17th at the Santa Fe Dam and the installation meeting for the national board which will be held in Dec. '07 in Ontario. Our club will be hosting the Hospitality Room. All are invited and you input will be appreciated. Bev Marsh

VIDEOS AVAILABLE

The following ten (10) videos are available from Gary Discher.

- 1) "HOW TO STOP ON A DIME" by Victor Duncan
- 2) "HOW TO STOP ON A DIME" by DD Productions
- 3) "CARBS & CARBOS"
- 4) "GENNIN ALONG"
- 5) "THE FLASHER"
- 6) "MODEL "A" FORD LOCK & KEYS"
- 7) "MODEL "A" ENGINE"
- 8) "TIMING THE IGNITION"
- 9) "DAIL "D" FOR DISTRIBUTOR"
- 10) "THE NEW FORD)
(Late 1927 promotional film)

X-8 ... Why It Was Never Built

By MURRAY FAHNESTOCK
Member, Society of Automotive Engineers

Even before 1920, Mr. Henry Ford was working on the design of an "X" type engine, to succeed the engine of the Model T Ford when — if ever — that car became obsolete. As proven by the August 2, 1920 application date for Patent No. 624,228, kept under wraps until it was granted on August 12, 1927 as disclosed in the Official Gazette of the U.S. Patent Office.

But when I saw this patent then it seemed to be "too radical" for the long-awaited Model A and, since thousands of Model T Fords were still in the dealer's hands, any premature disclosure of this "dream engine" would have created confusion and hurt sales.

So I hurriedly wrote the story and tucked it away . . . in case I was mistaken and now, when I looked for it, I was unable to find it! But that was far away and long ago . . . so here we go again about the engine that "might have been" the engine used in the Model A.

Mr. Henry Ford's primary idea had always been to produce an inexpensive small car for the masses. He only produced the larger "six-cylinder" Model K under protest and handicapped it with a planetary transmission that was inadequate to handle the powerful six-cylinder engine. And he was quick to drop the six-cylinder engine, when the demand for Model T Fords exceeded the supply. (Incorrect braking, by not momentarily easing up on the brake pedal to let the oil cool the cotton lining would have made these planetary linings last longer. But the Ford factory was located in level country, so this was not explained to those who lived in the hills.) Also, other makers were building six-cylinder engines and Mr. Henry Ford always preferred to pioneer.

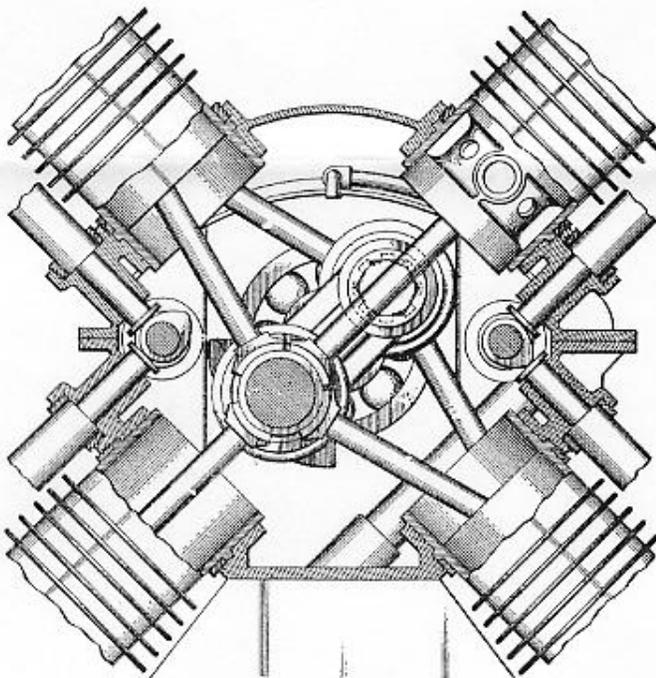
Rather than be an imitator, Mr. Henry Ford desired to make it in one jump to an "eight," an ideal which was not realized until after the Model A.

After achieving spectacular success with the Model T Ford, Mr. Henry Ford naturally sought to produce another spectacular success with the successor to the Model T, when it became obsolete. Luckily, the more conservative counsel of Mr. Edsel Ford prevailed, as the X-8 engine car would have had to be priced so high that few would have been sold during the depression years of 1929 to 1932, when the usual price spread between Ford, Chevrolet and Plymouth was only about five dollars and a greater price spread would have been disastrous to sales.

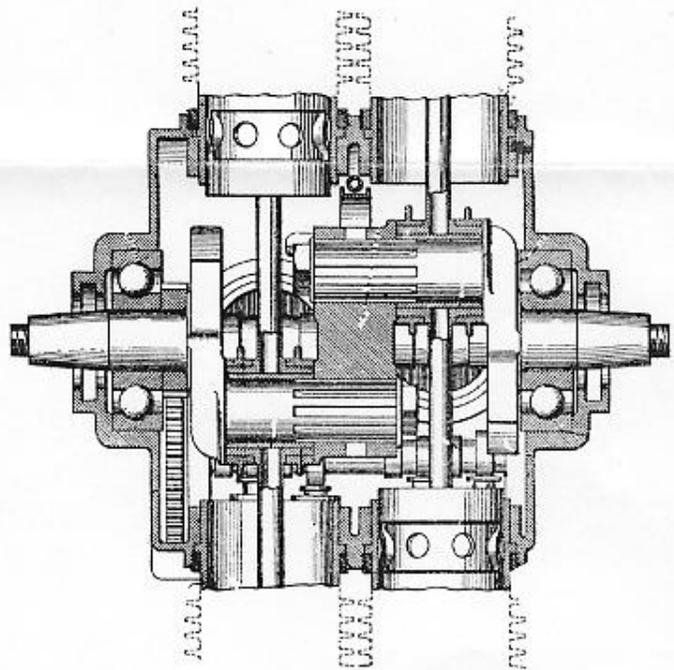
This X-8 was really two sets of four radial cylinders, placed in tandem with each other. Or we might compare it to four sets of the "double-opposed" engines, as were frequently used on earlier cars, where the mechanical balance was good, because each piston was balanced by an opposite piston. The engine had a sturdy crankshaft, having only two throws, placed half a revolution apart.

The patent drawing shows the crankshaft mounted on two large and expensive ball bearings but, since ball bearings have only a spot contact, they would have dented the crankshaft. So these were later replaced with roller bearings having a line contact. (A car named "Moore" once had a ball bearing crankshaft, but it didn't get far.)

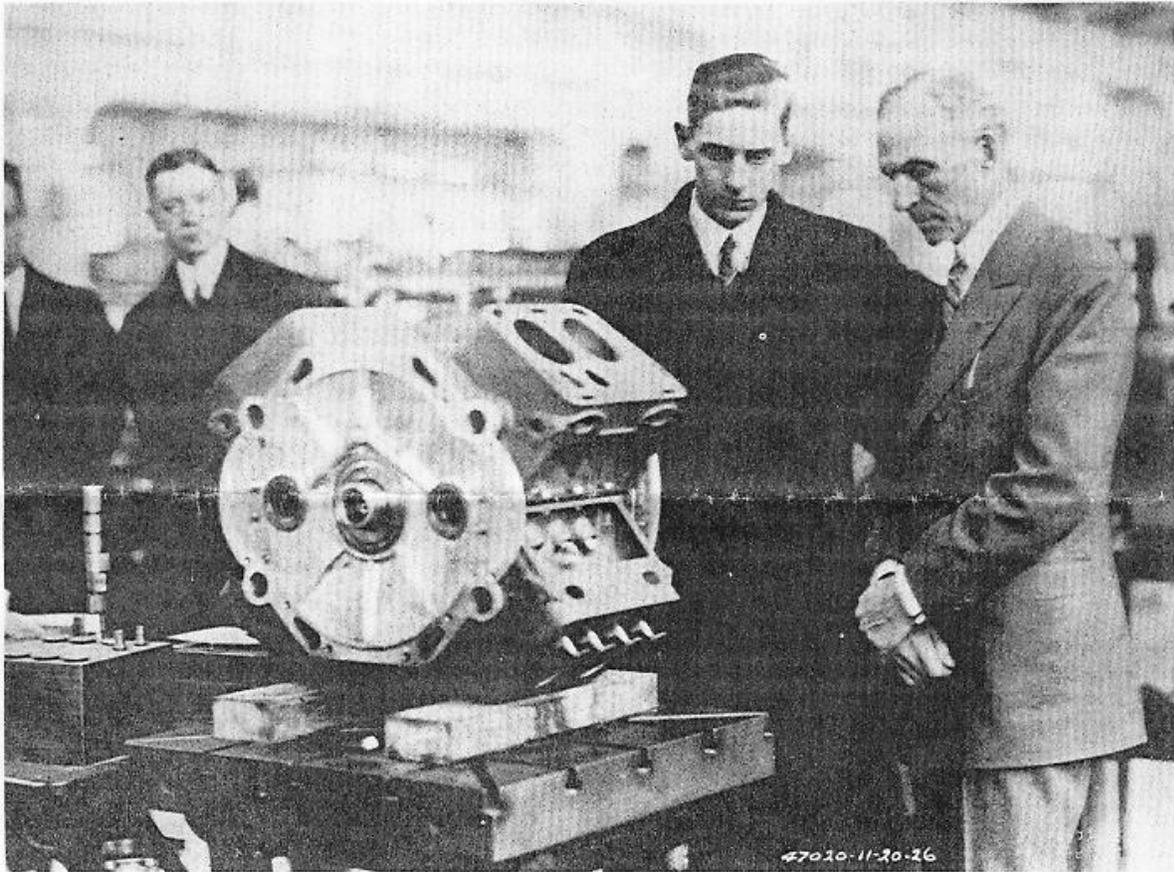
A striking feature of the design was the attaching of four connecting rod big ends to each throw of the crankshaft, there being one primary connecting rod bearing, within which the crank pin revolved, and the other three connecting rods were mounted on the primary rod and only



FRONT VIEW—Henry Ford's X8 engine.



SIDE VIEW—Henry Ford's X8 engine.



RARE PHOTO taken November 1926 of the author inspecting the experimental X-8 engine with Henry Ford. The glum faces seem to reflect a knowledge that this radical design would never see production. Photo courtesy of George DeAngelis.

“oscillated” on it as the crankshaft revolved. Carrying the load of four pistons on one crank pin bearing might have resulted in more rapid wear.

For valve action, each cam operated the tappets for two adjacent cylinders, which simplified the design. Connecting rods were of light tubular steel of airplane design.

Engine had battery ignition, with single unit starter-generator.

“Pressed steel pistons” were designed for use in the X-engine!

In 1927, this writer was given a set of these for try-out on his Model T Ford Sedan. These were wonderfully light in weight (much lighter than ever aluminum pistons) and gave us no trouble in our use of them. We were glad of that, because these sheet steel pistons were priced at \$3 each . . . while in 1924, the No. 3020 cast iron pistons were listed at 95 cents each! Quite a difference!

With light moving parts and 8 cylinders of $3\frac{7}{8}$ inch bore by 4-14 inch stroke; the X-8 engine might have been expected to develop outstanding power in 1928 . . . but this is only a guess.

Eugene Farkas, the engineer who, with Mr. Larry Sheldrick, did much of the work on the X-8 engine during its later years, said Mr. Henry Ford thought of using the fans, mounted at front and rear of cylinders, as superchargers.

As these X-8 engines were too heavy to install in Model T chassis, an old Buick chassis was used for experimental tests. Water-cooled cylinders, as well as three-speed

planetary and three-speed sliding gear transmissions were tested.

But the fundamental fallacy seems to have been the “upside-down” cylinders that gave the X-8 engine its knock-out blow! (Also the high price.) The Ford engineers said that oil and moisture often collected in the four lower cylinders, fouling the spark plugs which had to be removed and cleaned too frequently . . . an Achilles’ heel that unfitted the engine for reliable use.

Also, it could happen that if too much water or oil collected in the combustion space of a lower cylinder and the engine was cranked, something would have “got to let go” . . . since liquids are practically incompressible.

More than 3,000 makes of automobiles originated in the United States, using from one to 16 cylinders and with the cylinders at almost every angle, from the nearly horizontal to the vertical.

But how many successful auto engines can you recall with “upside-down” cylinders? (Aviation engines don’t count, as they operate under different and special conditions.)

“You are old, Model T,” young Edsel once said
 And your pep isn’t now quite as bright.
 But yet you would stand the X-8 on its head,
 Do you think at your age that is right?” ●

NEW MEMBERS

Jim & Ronnie Eliot

2525 N. Santiago St
Santa Ana, CA 92706
Home: (714) 542-0905
Cell: (714) 296-1909

e-mail: acecarriage@dslextreme.com
1929 2 Dr (Touring), 1931 Victoria (WIP)
1916 Ford (Touring) 1925 Ford Rdg
1933 Plymouth Coupe

Bob & Patty Jeffries

49 Paseo de Toner
Brea, CA 92821
Home: (714) 529-6216
1929 Speedster (WIP)

Glad to have you with us!!

Roster Changes-Please mark your copy!!

Pieter Dwinger---Date Joined: 1979

Paul Steed---Cell Number: (714) 514-1931

Terry Edmondson---e-mail

correction: tnmed29@verizon.net

Larry & Gerry McKinney---e-mail

correction: lmgcspeed@verizon.net

Gary & Joanne Discher---e-mail

correction: couponqueen@att.net

**Join us for good food
and good company...**

Fourth Thursday Breakfast Bunch

May 25, 2006 ☺ 8:30 a.m.

Watson's Drug & Soda Fountain

**116 E. Chapman Avenue
Orange**

(714) 532-6315

Info: Terry Collings (714) 970-7194

ROSTERS 2006

The 2006 rosters will be available again at the General Meeting on May 11th. Clay Willis will be distributing them. Please arrange to collect your copy along with any friends or neighbors who are not able to be present at the meeting.

MOVING THE FOUR POST HOIST

Photos by Don Ratzlaff

Richard Parrish recently purchased a hoist (from Bill Shaner) and our cameraman was on hand to witness the preparations. We have not heard that the hoist did not make it, so we are assuming that all went well!!!



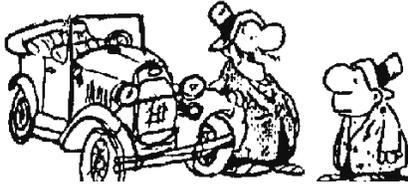
MAYBE WE SHOULD TRY THIS?



I'M SURE THIS WILL WORK!



READY TO GO, I HOPE THE CHP IS BLIND!



CAR BARN SPECIALS

Member ads will run two months unless renewed. Non member ads will run one month unless renewed. All ads must be submitted in writing to: prhyland@att.net or OCM AFC Editors 244 No. Goldenspur Way, Orange, CA 92869-4422

Visit MAFCA's Web Site:
www.mafca.com/classifieds.html



FOR SALE:

***Three (3) 1931 Model A Ford Victorias.** Complete ground up professional restoration. National show cars, many NOS parts, minimally driven. LB interior, indented firewall, all new wood, and Plasmeter cast iron drums, counter balanced crank, V8 clutch and cut down flywheel. Hardened valves, Firestone WW tires, rear spare with SS tread cover & black painted side cover. Chassis restored by Wiley Higgins, wood graining by Bennie Estes.

Two (2) @ \$25,000 each – Steelback Ford maroon with black fenders and reveals, vermilion red wheels and pin striping.

One (1) @ \$27,000 – Leatherback Washington blue with Riviera blue reveals, black fenders and Tacoma cream wheels and pin striping. Tan vinyl top.

Health forces sale:
Lanny Hudson
350 Coal Creek Rd.
Redstone, CO 81623-9155
Phone: 970-963-3239 (after 6 PM Mountain time)

**FOR SALE:

1931 (Late) Deluxe Coupe, Black with brown Le Baron Bonney Co. interior. Restored 5-6 years ago. It has a Volvo Overdrive and six volt alternator. Back window rolls down. Good condition. \$15,000.00 OBO

Call Rick Copeland
Home (805) 907-4784, Cell (805) 659-4775

**FOR SALE:

California date of Manufacture plates

For 1928, 1929, 1930 & 1931

Bill Figge (805) 498-1013

(Note Corrected Phone Number)

***WANTED:** I'm looking for someone who can weld wheel wells in the fenders. Please call **Mark Schwing** at 714-970-1696 (H) or 714-692-1393 (W)

FOR SALE:

20 TON PRESS (made in USA) like new \$125.00

12 TON PRESS \$65.00

CRAFTSMAN DRILL PRESS (15 variable speed, floor model, 1/2" chuck) \$75.00

SELF STANDING 6" BENCH GRINDER (like new) \$45.00

BENCH MOUNT 6" BENCH GRINDER \$20.00

2 ENGINE REBUILDING STANDS \$25.00 each

ENGINE HOIST \$75.00

ENGINE HOIST \$100.00

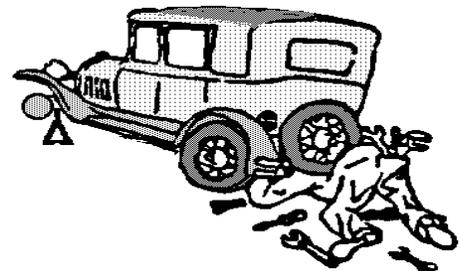
20 GAL. PARTS WASHER (never used) \$50.00

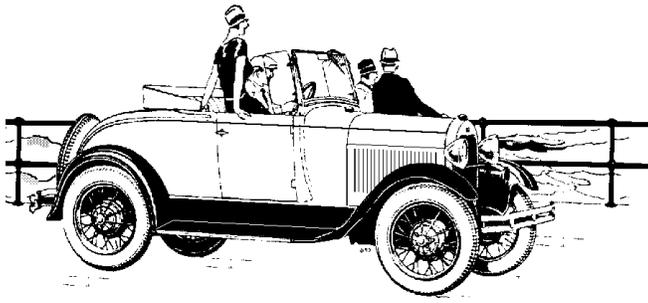
2 METAL ENGINE STANDS on casters \$15.00 each

SPARK PLUG CLEANER (new) \$8.00

These tools are from an estate sale and are very nice.

Al Zannino Home (714) 539-2915, Cell (714) 329-3220





General Meeting

[Second Thursday of every month]

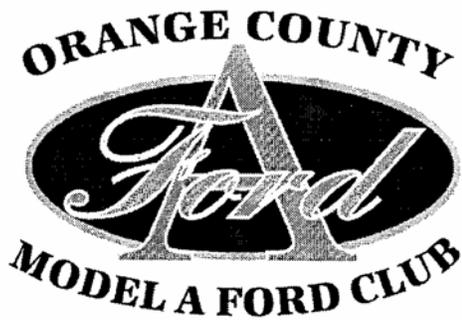
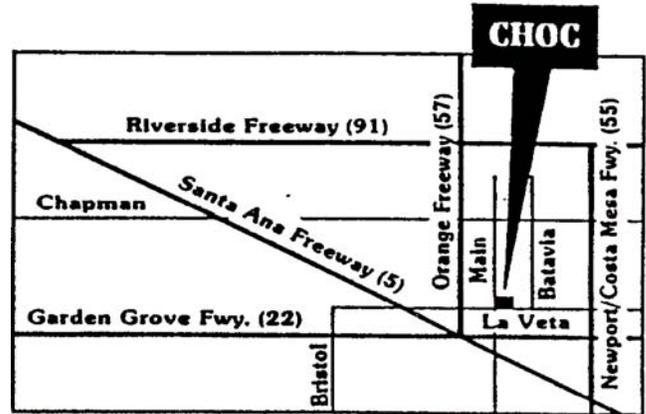
(Board Meeting at 6:00 PM
in adjoining meeting room)

May 11, 7:30 P.M.

**CHOC Hospital Complex
455 South Main St. Orange CA**

From Main Street, turn east onto Providence Ave. and immediately, on your right, enter the structure and park on the second level. Meeting room accessed from parking structure.

- **Deadline for next *Distributor***
 - **May 30, 2006**
- Type or write all articles and ads and e-mail to: newsletter@ocmafca.org
Or 244 No. Goldenspur Way,
Orange, CA 92869-4422



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