

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

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Website: <http://www.ocmafca.org>



IF MY BODY WAS A CAR...

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Notes From Your President Don Miller. . .

August 2006

President's Letter



It has been 2 months since our last meeting and a lot has happened in these 2 months, the Boston trip, Wings and Wheels, swap meets, and 2 breakfasts. You will be hearing a lot about these events at the meeting.

Remember this meeting is a “Pot Luck” meeting starting with food at 6:00pm and a short Board meeting at 7:00 and the business meeting at 7:30. Members with last names beginning with A-L bring a salad or desert and M-Z bring a main course. Please be sure to bring your own utensils.

The Whittier club has cancelled their Palm Springs meet but our Orange County Palm Springs event is still on for November 16-19. Be sure to sign up at the meeting. Glenn Johnson will have more information at the meeting.

We have one Jim Beam bottle left to be sold and there will be some model A books and manuals for sale at a good price.

Be sure to sign up for the Progressive Brunch that is on Sunday, September 17. Unless the Board makes any changes, there will be a \$10.00 charge per person to be paid in advance.

I will be establishing a By-Law committee. Let me know if you are interested in being on the committee. I am going to limit the number of members on the committee so some of you who want to volunteer may not be on it. We all know that large committees do not function as well and as rapidly as they should.

We have many new members and some of the designated sponsors are doing a fine job of contacting the new members. I don't know how some of them are doing so I am going to ask Dick Smith to do some following up.

One final thing, there is a CCRG Annual Grand Tour in the Santa Cruz area on October 11-15. If any of you are interested we will try to get more information.

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

This Month's Cover



IF MY BODY WAS A CAR....

Bud Lacey submitted this month's cover.

Please see accompanying story that goes with it on page 5



Activity Schedule

Glenn Johnson
sgj1942@adelphia.net

(NOTE: * = UPDATED INFORMATION)

✓ **Deadline for next *Distributor* is:
August 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
August 10, 2006

Aug 12 (SAT) Technical Seminar at Tom Endy's.
See article on page 4.

**Aug 19 (SAT) Laguna Hills High School 4th Annual
Car Show & Motorcycle Sports Fundraiser.** There
will be a flyer at the August Meeting for further details.

August 23 (WED) Brunch at Las Brisas

**September 1-3 (FRI-SUN) Apple Hill Meet-
Placerville**

**September 9 (SAT) Perris Railroad/Trolley
Museum Picnic**

September 16 (SAT) Progressive Brunch—
Appetizers at Sheila Plotkin's, Main Course at Pete &
Trish Cruz's with Dessert at Joan & Lew Lewis's. **Be
sure to mark this in your calendars!!!**

September 17 (SUN) Ford Fun Day at Santa Fe Dam

**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

**Oct 29 (SUN) Wings & Wheels Rotors & Expo 9:00AM
to 4:00PM.** This event will be at the Joint Forces Training
Base on the Los Alamitos Army Airfield. Flyer and full
information at the August meeting.

**Nov 16-19 (THURS-SUN) Palm Springs Follies and
Tour—**See Don Millers August President's Message.

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

**August 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

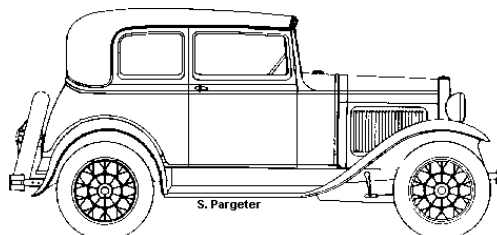
**August 13 (SUN) Long Beach Swap Meet---Veterans
Stadium**

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

**September (SUN) Long Beach Swap Meet---Veterans
Stadium**

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

**October 15 (SUN) Pomona Valley Model A Club Swap
Meet** at Cable Airport in Upland



Technical 2006

by Tom Endy

August Seminar:

A seminar is scheduled for **Saturday, August 12, at 9:00 am at Tom Endy's house.** The subject is an "open shop". The Zenith float valve test stand will be set up, along with the jet flow-testing stand. I encourage everyone to bring their Model A Zenith carburetor and set the float valve to the proper level and make sure it holds there, and to check and re-size the four jets. You will be surprised at how much better your car will run with the proper setting of the float valve and correctly sized jets. The shop will also be available for other Model A projects.

Technical tip:

For those of you who have never seen the inside of a Model A Ford gas tank, the photo below shows a cut open 30-31 gas tank. Notice the many baffles inside. On the left side of the tank where the horizontal baffle runs across is where the clamp for the steering column is riveted on. This is a chronic source of a leak in many cars. The driver grabbing hold of the wheel when entering the car and using it as a means to hoist his weight into the car further aggravates the situation. On the later 31's the steering column clamp is attached to the dash rail and not the gas tank. ☺



30-31 Gas Tank Cut Open

Scholarship & Restoration

by Tom Endy

The MAFCA National at Mansfield:

At the MAFCA awards banquet at Mansfield, Massachusetts this past month two prestigious award programs benefited the youth of the Model A hobby. Two members of the Orange County Model A Ford Club were recipients.

Restoration Award:

Jonathan Hughes and **Keith Munson** (Richard & Jeanne Parrish's grandson) each received \$1,168.00 in cash, gift certificates, and new parts to aid them in the restoration of their Model A. Nine recipients made application to the program and all were accepted and each received an equal award amount. The awards are given every two years at the MAFCA National and are supported by eleven chapter clubs and a host of Model A parts suppliers. The Orange County Chapter is a participant with an annual donation of \$250. The Restoration Awards program has a goal of encouraging nine more chapters, for a total of 20, to agree to participate before the next MAFCA National in 2008. Each and every qualified youth applicant under the age of 22 who applies is accepted and participates equally in the distribution of the total value of the collected fund.

Scholarship Award:

Five young people applied for the annual scholarship award. All five qualified and there was enough money in the fund to award each a four year \$4,000. scholarship. This very successful national scholarship is administered by the Victoria Association (a MARC\MAFCA Region\Chapter) and is a tax-deductible 503c program. The Orange County Model A Ford Club has supported this program for a number of years with a minimum donation of \$500. annually. Numerous chapters and individuals support this program. MAFCA makes a generous annual donation to the program and just recently MARC has indicated they wish to also provide support. Orange County Model A Ford Club member **Jonathan Hughes** was a scholarship award recipient in 2005. ☺

Election Time is in the Near Future

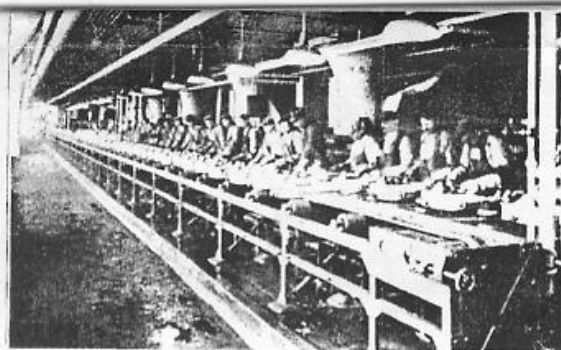
To all members: Please begin to think about becoming more involved in our local MAFCA Club by volunteering to run for office, or by serving on a committee. It won't be long before the fall months roll around and time will fly by until it's time to vote for new officers once again. Call me with ideas for a fellow club member you feel is interested and enthusiastic (perhaps it's yourself) and I'll take it from there. Also, I'm looking for volunteers to serve with me on the nominating committee.

Kathie Mc Call (714-633-0946)
Evenings after 6pm.

IF MY BODY WAS A CAR...

(This article along with the cover picture was sent in by Bud Lacey. Unfortunately, there just was not enough room to include this story on the front page. Enjoy!!!! Ed.)

If my body was a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull, but that's not the worst of it. My headlights are out of focus and it's especially hard to see things up close. My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather. My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently. But here's the worst of it... Almost every time I sneeze, cough or sputter....either my radiator leaks or my exhaust backfires!!



The radiator is filled with compressed air and immersed in water to detect leaks

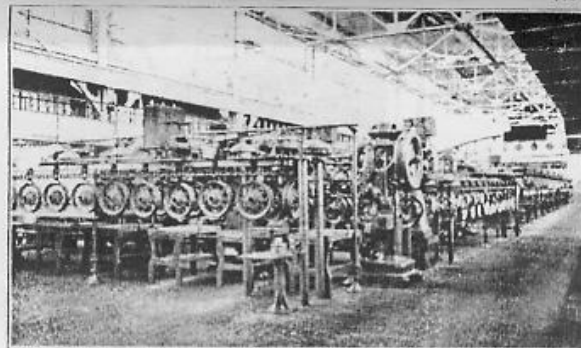
RADIATOR MANUFACTURE

THE Highland Park plant at one time housed the largest radiator factory in the world, capable of producing approximately 9,000 radiators a day. There being a very large number of parts in a radiator and many operations required in its manufacture, a production of this volume was no small achievement.

In 1929 this production was transferred to the Green Island plant of the Company on the Hudson River near Albany, New York, and to the Rouge plant in the north end of the Motors Building.

Every part of the radiator which is touched by water is made of either copper or brass which will not rust and resists corrosion to a high degree. Severe tests are given the radiator after it is assembled, in one of which it is filled with compressed air and submersed in a tank of water as shown above.

L7



Steel wheel welding department, Hamilton plant

STEEL SPOKE WHEELS

THE Ford steel spoke wheel was evolved by welding into one piece the 110 pieces usually found in the "wire" wheel. More than 25,000 of these wheels are being made daily at Hamilton, Ohio. Nearly three miles of conveyors are required, handling a total of 450 tons of material daily and traveling a total distance of six miles.

All raw material is unloaded directly from cars by conveyors; and the finished material is delivered by conveyors directly to point of shipment. In the entire process of building steel wheels, from raw material to finished product, not a single part is allowed to touch the floor but is kept constantly moving.

Introduction of the Ford steel spoke wheel marked a radical departure in both design and manufacture. The rim is of the drop-center type, adding to its strength and greatly facilitating tire changing.

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Both Articles were written in *Ford Industries* in 1931

OCMAFC Military Veterans

Terry Hardgrave USAF 1967-1971

I enlisted in the Air Force in October 1967, after selling my first car, a 1930 Ford Model A Coupe, and also meeting my future wife on a blind date. I left San Diego on a bus, and was sent to Los Angeles for processing, and then found myself at Lackland AFB in Texas for Basic Training. I was eventually sent to two other bases for further training, Keesler AFB in Biloxi, Mississippi, and Goodfellow AFB in San Angelo, Texas. The Air Force had determined that they needed me to work in their communications area, which required getting a Top Secret Crypto clearance, so everyone at home wondered what I had gotten myself into.

After coming home to get married I was then given my first assignment, Shemya AFB in Alaska. Since I was a hunter and loved the outdoors, I figured this wasn't too bad, until I quickly found out it was in the *remote* Aleutian Islands. It was not only in that remote chain, but it is just about the last island, much closer to Russia than the US (in fact, the International Dateline was bent around it, so that it stayed in the same time zone as the rest of the US). The island was only one mile wide, and about 3 miles long, and almost totally flat.

The Aleutian Islands are very windy places, with awful weather most of the year, the local joke was there was a naked woman behind every tree, however, trees could not grow there. The outpost was manned by 1,000 men, and due to its remote location, no women were stationed or allowed there, and no one could leave until their one year tour of duty was up, so it was quite an experience for a newly married young man. This was a listening post, and we monitored Russian communications during the Viet Nam war. When my year of duty was up, I could not leave fast enough; we all joked that being at Shemya was the "armpit of the world". The rest of my enlistment was spent at Elmendorf AFB in Anchorage, Alaska, which was great as I flew home and drove back up the Alcan Highway with my wife Cindy and all that we owned. That trip was quite an adventure, as the Alcan Highway was still unpaved then, about 1,200 miles of dirt and gravel road. We saw lots of wildlife on the way, and we thoroughly enjoyed our stay in Anchorage.

After being discharged in 1971 we returned to Southern California, and lived in Westminster for several years before moving to Fountain Valley where we have lived for the past 30 years. We have now been married for 38 years, and have two children, both married, and parents to our 5 lovely granddaughters.



Terry Hardgrave 1968

HISTORIANS CORNER

By Dick Smith

This month I'd like to respond to a request from a member of another Model "A" Club. The request was made at the Model "T" & "A" Club swap meet, which was held in Placentia. He requested that I Research and write an article on shift tower lever installation.

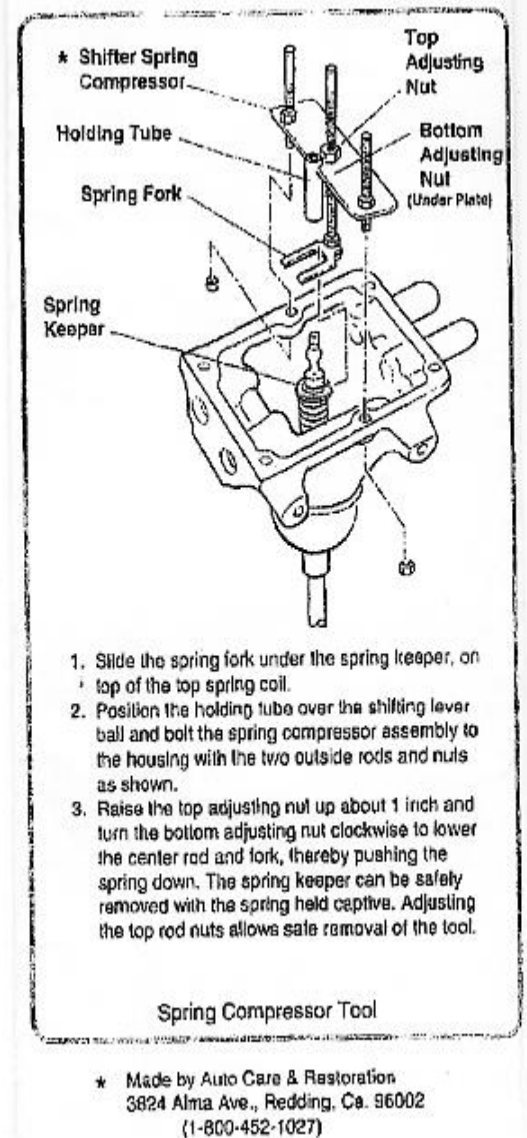
- 1) "Tiny Tips" ("Restorer" Sept-Oct 1958)
When replacing the gearshift lever after replating, a problem arises in compressing the spring in order to install the keeper. This may be done by carefully compressing the spring in a vice and tying it with a heavy string or safety wire at three or more places. The compressed spring may then be installed, the keeper slipped into place and the string or wire cut and removed. This article was located by using the 1956-1966 "The First Ten Years Index."

- 2) "Tiny Tips" ("Restorer" Jan-Feb 1974)
I have a solution for installing Model A gearshift lever springs. This method works better for me than any other I have tried. First, run two pieces of wire through the center of the spring. Wire must be flexible enough to twist, but strong enough to hold a compressed spring.
Next, compress spring in a vice until all the coils are together. While spring is compressed, twist the two pieces of wire to hold the spring compressed. Space the strands of wire 180 degrees apart on the spring to prevent spring from twisting when released from the vice.
Taking the tied, compressed spring from the vice, drop it into the transmission cover, push gear shift lever through the spring-install clip on lever pulling lever back toward spring to keep the clip in place. Position shifting forks. Finally, clip the wires that are holding the spring compressed and pull the wire out of the cover.

Be careful while handling the compressed spring as it is holding a firecracker with the fuse lit.

Paul Harless, Minot A.F.B. North Dakota

- 3) The last article appears in the "Model A Ford Mechanics Handbook" by *Les Andrews*. This book is a "must have" to me. It shows the use of a shift spring compressor available through A.C. & R.



See you at the August meeting---Hope you are driving you're A's.-----Dick

Fourth Thursday Breakfast Bunch
There will not be a
breakfast this month as we
are scheduled for Las Brisas
on August 24th
Info: Terry Collings (714) 970-7194

MODEL A BASEBALL CAPS

Special order baseball caps with year and car style. These prepaid special order baseball caps have both the year of your car and your type of Model A (Coupe, Fordor, Pick-Up, Phaeton, etc) embroidered on the front of the cap. Caps are available in either navy or tan with contrasting stripe around bill rim. Embroidery is available in navy, cream, orange, or light blue. These caps are only \$10.00 each. Special prepaid orders will be taken at the August meeting only. Those who ordered at the June meeting will be able to add their car style at the August meeting. Please see a picture of the cap below.

To order: See Dan Adelmann



Wings and Wheels Tour

(Submitted by Joanie Harris)

On Thursday, July 13, we all met at John and Gwen Riggs home for our trip to Buellton..... The "A" Train included the Riggs, Bruce and Joanie Harris and our "Fearless Leader" Don Miller, with Sally as Co-pilot.

We arrived at the motel, after a stop for gas and lunch, but not before we had to stop again after Johns A was leaking gas from the fuel gauge inside the car... (oh oh) Gwen was not even nervous.....After John and Don worked on siphoning a gallon of gas out of the tank..... the fuel leak stopped.... Hooray for the "A mechanics Patrol".

After arrival at the motel and check in.... It was time for Happy Hour Party Time (as usual). We had lots of goodies.... Friday "Up and at 'Em " had breakfast in the gazebo and then headed for the airport in Santa Ynez.... to register. I drove and Don and Sally joined us.... We had to make a stop at the Chumash Indian Casino where Sally and I did just great... We won some big Bucks.... (yahoo). Then off to the airport, registered and visited with other Model A'ers...

Back to the motel after a quick stop at a yard sale.... via a road that was really for Model A's.... (not kidding)... Nothing interesting to buy so back to the motel, just in time for Happy Hour AGAIN.....

Drain and Doris and their friends Paul and Rhoda (from Harbor MARC) arrived late due to problem encountered with Drain's Model A. Drain ended up driving his modern truck... (I'll let Drain tell this story)! Sat. It was Tour Time on Saturday.... We lined up for "take off" at 9:30 a.m. Had a good tour, lots of stops with the last being at a park for delicious hamburgers with all the trimmings... Great Day... Great Fun.

Back to the motel ... Time for Joanie, Doris and Sally to go to the Chumash and win more money... (yeah right)... we stayed awhile and came back just in time to leave for the airport for the BBQ. Good food as usual...It was sure hot... (the weather that is)... But we survived it...

Back again to our home away from home, and off to "La La" land... (sleep time) We got up Sunday a.m. packed and left for our trek back to our homes and back to Reality World.

All of us had another FUN MODEL "A" TIME
 (See Photos by Joanie Harris on page 10)

THE GREAT TRAIN RIDE & MAFCA NATIONAL CONVENTION

Article & Photos by Glenn Johnson
(Additional photos on Page 10)

On the afternoon of July 12th twenty-eight Model A Club members from Orange County, Santa Anita, San Fernando, and Sage Brush As met at Los Angeles, Union Station and boarded The Southwest Chief headed for Boston Massachusetts and the MAFCA National convention. We found our sleeping compartments and settled back with our cocktails while enjoying the view of some of the worst areas of LA. Before long it was time for dinner and most of us stumbled our way to the dining car. The evening's special was country-fried steak with mashed potatoes & vegetables with three other options on the menu. We ate while passing through Orange County, Riverside County, San Bernardino County, & on East into the night. Later in the evening, the train stewards prepared our beds (uppers & lowers) and most of us retired for the night. We slept, off and on, through the night and awoke while speeding across the New Mexico desert. Back to the dining car for a hearty breakfast and then on to the lounge car for sight seeing, reading and table games. The Chief was really rolling now (90 mph +) and soon we reached Albuquerque, New Mexico for our first scheduled stop. Some of our group detrained to look for an ice cream store we heard was near the station. We returned just in time to find that some of our group was worried about us, as the train was almost ready to leave. Sure was good ice cream though. Wow! it's lunchtime already? The tracks are bumpy in some places and we were all struggling to get our train legs. Going to the bathroom and taking showers was especially challenging. The second night most everyone slept better. We had breakfast while speeding across Eastern Kansas and arrived in Chicago late in the afternoon. In Chicago we changed trains from the Southwest Chief to the Lakeshore Limited bound for Albany New York. For this leg of the trip, those of us who had the deluxe rooms switched with the people in the smaller roomettes. Dinner in the diner, a little reading, and off to bed again. The third morning we were rocking & rollin, literally, across New York State and soon we were in Albany for our second train change to a commuter headed for Boston. We arrived in downtown Boston at 8:30 p.m. in the dark. We left our luggage and most of our group at the train station while some of us took the short bus ride to the airport to pick up five, rented vans. We got the vans and began a very confusing, hour long, trip back to the train station where we picked up the rest of the group and the entire luggage. On to Mansfield--almost. The so-called "Big Dig" and its collapsing ceiling problems have turned Boston into a maze of closed tunnels, beautiful bridges, and dead end streets. Eventually we found our way to the right highway and arrived at the host hotel at 1:30 a.m. What a trip! Ahhhhh. A good night's sleep in a real bed.

The next morning Model A's were arriving from several surrounding states and as far away as Arizona and good old California. Most of us boarded buses for the various tours to the surrounding Massachusetts areas of interest. The National meet was every bit as good as I had expected with seminars, car judging, an era fashion show, a swap meet, banquets, great entertainment, tours, a huge raffle, a tour to the Lebaron Bonney factory, and lots of familiar people. Actually, there were more MAFCA members there from California than from any other state, including Massachusetts.

After the meet, twenty-six of us loaded up the five rented vans and headed South to Simsbury, Connecticut for a two night stay at the luxurious Simsbury Inn. While in Connecticut, we traveled to Hartford for a tour of the Mark Twain mansion and museum and the nearby Harriet Beecher Stow ("Uncle Tom's Cabin author") mansion. That evening, my sister, Jackie, hosted a cocktail party at her nearby 1913 farmhouse, after which we went to dinner at the historic, 1780, Pettibone Tavern. The next morning we were off again, about 50 miles, to historic Sturbridge Village. We toured the old village, had lunch, said goodbye to some of our group who were going to continue touring New England, and headed back to "The Big Dig" to try to find our hotel. After following detour signs for quite a while, we finally found it. That evening we had dinner in the hotel bar and a good night's sleep. The next morning we took the hotel's shuttle to the airport for the very pleasant trip home on Jet Blue. Everyone agreed that taking the train to Boston was a great experience, but flying home was a smart decision. Thanks, Sharon, for all your hard work planning this fun vacation. Maybe we could take the Greyhound to the Dallas National in 2008.

JUST KIDDING !!!!!



NEW MEMBER

Nick & Heather Green
4964 Via Alvarado
Yorba Linda, CA 92887
Home: 714-695-1022
1929 Truck

Glad to have you with us!!

E-MAIL CHANGES

Lee & Gloria Jackson
gleejackson@hotmail.com

Gary & Joanne Discher
Coupon-queen@sbcglobal.net

PHOTO'S FROM WINGS & WHEELS

By Joanie Harris



Arrival in Buellton



Getting Ready for the Tour



We know gas is expensive-but -----?

More Photos from MAFCA Tour

By Glenn Johnson



Bus Tour



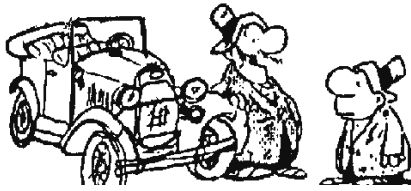
Good Bye, Boston



Kathy & Sheila get Down



Simsbury Group



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 OCMATC Editors 244 No. Goldenspur Way, Orange, CA 92869-4422

Visit MAFCA's Web Site:

www.mafca.com/classifieds.html

For Sale

***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) @ \$20,000.00 each – Steelback Ford maroon with black fenders and reveals, vermilion red wheels and pin striping.

One (1) @ \$22,000.00 – 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:

1928 (Aug) Model A Roadster, low mileage chassis, body added in 2003. \$7500.00

1930 Model A Roadster (Std), amateur restoration chassis, body in prime \$7500.00

1930 Model A Coupe (Std), rumble seat, amateur restoration \$9500.00

Contact: Roger Sowersby (714) 871-5849 eves.

*FOR SALE:

1931 Leatherback Victoria Original, complete & unrestored. This car has been garaged since Purchased in 1963. No rust or body cancer – wood in excellent condition. \$8,500.00 OBO.

Ron Engel

Day 714-335-1567, Eve 949-768-9100

*FOR SALE:

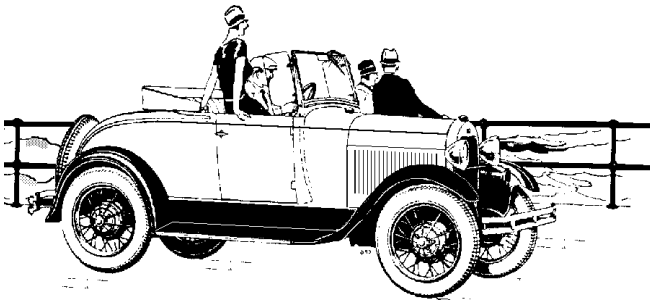
SELECT Vertical Milling Machine
Model OB, includes tool cabinet & tools.
Located in Oceanside, excellent, rarely used
Condition. Make a reasonable offer & enjoy.
Dick Smith 949-770-6847

FOR SALE:

Jim Beam decanter (full)
Model A white ambulance
\$40.00 Proceeds go to the club
Bev Marsh 714-373-9769

MODEL A BASEBALL CAPS

Please see article on Page 8 on how to obtain Model A Baseball Caps from Dan Adelmann



General Meeting

[Second Thursday of every month]

August 10, 2006

(Pot Luck at 6:00 PM in the regular meeting room)

Bring your favorite dish and collect your Roster

A-L Bring Salad or Desert

M-Z bring a main course

CHOC Hospital Complex

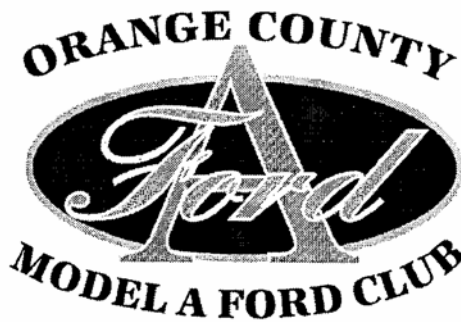
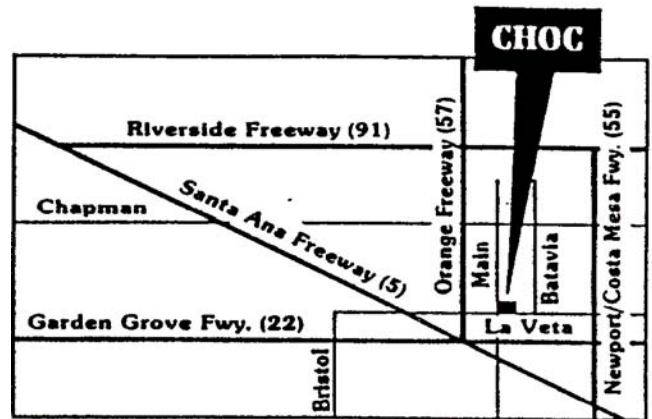
455 South Main St. Orange CA

- **Deadline for next *Distributor***

- **August 31, 2006**

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

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.



Post Office Box 10595
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