

# *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](mailto:newsletter@ocmafca.org)

September 2006 Volume 46 Number 9

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

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***“MAUI YARD ART”***



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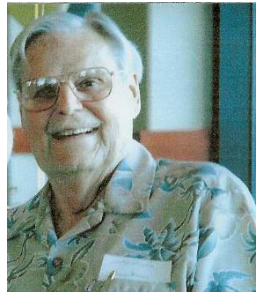
Clay Willis

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## Notes From Your President Don Miller. . .

September 2006

President's Letter



Summer is over and there are a lot of Model A activities coming up this month. Many of us will have just returned from the Apple Hill meet in Placerville and we will be getting ready for the Railroad Museum tour on Saturday the 9<sup>th</sup>, the Progressive Brunch on Saturday the 16<sup>th</sup>, and the Ford Fun Day on Sunday the 17<sup>th</sup>.

Would you believe that it takes from 2 to 6 guys over 4 days to fix a Model A speedometer? Well, it's true. Tom Endy, Gerry Reid, Greg Earhart, Richard Parrish, John Riggs, and I pulled the rear end out of John Riggs's car so the overdrive could be taken up to Mitchell Mfg. to repair the speedometer drive gear. Greg Earhart drove it up to Mitchell Mfg. It was a two-day overnight trip of over 1200 miles. I went along with Greg to keep him company and help a little with the driving. Mitchell fixed the overdrive with a new gear and some upgrades in about one hour and we were on our way back home. The same group of guys put the overdrive back in John's car and, after all that, the speedometer still didn't work. This really bothered Greg so the next morning Greg and I went back to John's to see if we could figure out why the speedometer still wasn't working. After considerable

study we found that the oval speedometer in John's car had a larger square hole for the cable than the newer round speedometer but John had the newer cable with the smaller square end and it just spun in the speedometer without moving it. We were unable to buy the correct cable so Greg built up the small square with solder so it would fit the speedometer and it worked perfectly. If anyone says that Model Aers don't go the extra mile to help each other they haven't met Greg Earhart.

Elections will be coming up soon we hope that you will consider running for an office. If you know of someone that would make a good officer but is too shy to volunteer suggest his or her name to Cathy McCall. There are only 4 elected offices but they are critical to a good running club.

The following people have volunteered to be on the By-Law committee. Piet Dwinger, Dan Adelman, Richard Parrish, Bev Marsh, Lew Lewis, Dick Smith, and myself. We will have our first meeting on Thursday, September 28 at 7:00 PM. at a location to be determined. If this date is a problem with any of you let me know.

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

## This Month's Cover



"Maui Yard Art" was sent in by John Knox who saw this truck while on a trip to Maui.



# Activity Schedule

**Glenn Johnson**

sgj1942@adelphia.net

(NOTE: \* = UPDATED INFORMATION)

✓ **Deadline for next *Distributor* is:**  
**September 29, 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**  
**September 14, 2006**

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

**September 9 (SAT) Perris Railroad/Trolley  
Museum Picnic.** Leave from Denny's on Lincoln &  
Tustin, Orange at 9:00a.m. Bring a picnic lunch.

**September 16 (SAT) Progressive Brunch**—Meet at  
Sheila Plotkin's for appetizers at 9:30 a.m., followed by  
the main course at Pete & Trish Cruz's with dessert at  
Joan & Lew Lewis's. Cost is \$10.00 per person,  
collected at the door.

**September 17 (SUN) Ford Fun Day** at Santa Fe Dam.  
Leave from Coco's on Valley View at 9:00 a.m. Please  
see article from Bev Marsh on page 8.

**September 23 (SAT) 7<sup>th</sup> 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**—This is a potluck  
hosted by the Bakersfield Chapter. There will be more  
information at the September meeting.

**Oct 1 (SUN) All Ford Picnic** at La Palma Park. We  
should meet at the park at about 8:00 a.m. Bring a picnic  
lunch.

**Oct 7 (SAT) Technical Seminar**—Transmission  
Tower rebuilding. See Tom's article on page 4.

**Oct 22 (SUN) San Sylmar Nethercut Museum.** We will  
leave from Coco's on Valley View at 9:00 a.m. We will stop  
for lunch at a restaurant in Sylmar before going to the  
museum.

**Oct 29 (SUN) Pumpkin Tour and Manifold Cooking  
Picnic.** We will leave from Denny's on Lincoln & Tustin, in  
Orange at 9:00 a.m. There will be more information  
regarding manifold cooking at the September meeting.

**Oct 29 (SUN) Wings & Wheels Rotors & Expo 9:00 am  
to 4:00 pm.** This event will be at the Joint Forces Training  
Base on the Los Alamitos Army Airfield.

**Nov 4 (SAT) Technical Seminar---To Be Determined**

**Nov 16-19 (THURS-SUN) Palm Springs Follies and  
Tour**—We leave from Denny's at 9:00 a.m. 60 tickets have  
been ordered for the Follies on Saturday night. We will tour  
to other desert attractions on Friday & Saturday. You must  
make your own reservations at the Royal Sun Resort.  
Telephone: 800-619-4786 or 760-327-1564. You should tell  
them you are with the Orange County Model A Ford Club-  
ask for a discount. Join your fellow club members for a  
happy hour at poolside at 4:30 each afternoon. **Sign up  
soon!**

**\*\*November 30 (THURS)- Dec 2 (SAT) San Simeon** to  
view Christmas decorations. Please see complete details on  
page 10. **Note Date Change!**

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

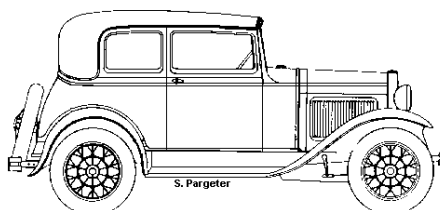
**Dec 19 (TUES) Christmas Lights Tour & Party.**

## SWAP MEETS

**September 10 (SUN) Long Beach Swap Meet**---Veterans  
Stadium

**September 24 (SUN) Paradise Valley 45<sup>th</sup> Annual  
Antique Car Swap Meet** in San Bernardino. Meet is at the  
Little League Head Quarters.

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



# Technical 2006

By Tom Endy

## September Seminar:

The September seminar will be held on Saturday, **October 7<sup>th</sup>** at Tom Endy's house starting at 9:00a.m. The reason it is being held in October is because the September calendar is too crowded. The subject will be **transmission tower rebuilding**. Everyone in the club who drives a Model A Ford with a standard "A" transmission can benefit from this seminar by improving the condition of the shifting tower. Through the efforts of several club members we have welded up and machined a sufficient number of shifting forks, which will be available free of charge on an exchange basis. There will also be a few reasonably serviceable used shifting rails available. However, you may want to consider buying a new reproduction set ahead of time from Bratton's, cost is about \$20.00 for the pair (part numbers 10990 & 11010). I also have about ten tower housings that have been bead blasted and painted Ford green. These are also available free of charge on an exchange basis. Numerous other serviceable miscellaneous tower parts will also be available free of charge.

Those who wish to participate should give thought to the condition of your shifting lever. If the finish is shot you may want to have it re-plated or purchase a new one. I suggest you obtain a new reproduction one from Bratton's, as the quality issues are fewer. Cost is \$38.50 plus shipping (part number 10730). You should also inspect the condition of the .490" ball on the end of the shifting lever inside the transmission if you plan to use your existing one. Many are worn flat on the sides. They can be welded up and filed down to the shape of a round ball. **This effort should be accomplished before the seminar.** I have a gas-welding rig in my garage, but I am a terrible welder. If there is an experienced welder in the club who would like to step forward an offer to weld up shifting levers on the day of the seminar, please let me know.

The proper tools and know-how will be available at the seminar. You can drive your Model A to the seminar, easily remove the tower, rebuild it, reinstall it, and drive home with a perfect functioning transmission tower.

## November Seminar:

The November seminar will held in November, not in October. The date will be Saturday, **November 4<sup>th</sup>** starting at 0900. The location and subject will be announced at a later date.

## Technical Tip!

Every once in a while the starter drive gear on the end of the starter on a Model A Ford will want to lock up against the ring gear teeth on the flywheel. Why this happens I do not know, but every once in a while Miss Vic does this to me. I will hit the starter; she will crank over a few turns, but instead of lighting off the gears will jam. At that point it's like they used to say in the navy, "you are dead in the water". They probably still say that.

What to do? Don't panic, there is an easy way out of the situation. Place the gearshift lever in high gear, release the hand brake, and grab hold of the car by the head light bar and rock the car fore and aft as hard as you can. This has always unlocked the gears for me. **A note of caution:** Before you attempt this, **turn off the ignition.** It is just possible that while you are rocking the car fore and aft with it in gear, and if the ignition is turned on, the engine might light off and the car could run over you and you will then be a candidate for the hard luck trophy. ☺



**The Heavy Cruiser USS Los Angeles CA135 "dead in the water" at the Seal Beach Naval Weapons Depot in the 1950's.**

## **OCMAFCA General Meeting**

August 2006

*Submitted by Doris Marshall*

The meeting called to order at 7:43 p.m.

**Peggy Nunes** led the flag salute.

**Doris Marshall** sang her Orange County Club Song.

The Minutes of the June 8<sup>th</sup>, 2006 Business Meeting were approved as printed.

**Greeter: Ken Dierken** introduced **Ginger and Tim Stone** and baby, **Benjamin**. Of course Grandpa **Tom** was happy! Member **Dale Kingma** was there with his '29 Roadster.

Certificates:

**Sharon Johnson** gave "train certificates" to the brave souls that survived the 3-day train ride to Boston. They were: **Wayne and Martie Wiedle, Richard and Jeanie Parrish, Sheila Plotkin, Bev Marsh, Dale and Kathie McCall, Lynn and Tom Endy, Joanne and Gary Discher**. They also received a train memento.

**Treasurer's Report.** The sale of the decanters from Marion Wavra resulted in \$382.00 for the Club Treasury.

**President Don Miller** admitted he finally made a mistake. The Progressive date in his article was incorrect. The correct date is September 16<sup>th</sup>.

**Technical: Tom Endy** Seminar at his home at 9:00 a.m. August 12<sup>th</sup>. Subject: Open Shop. Will concentrate on Zenith carburetors and distributors. Advised members where to park. The Oct 7<sup>th</sup> seminar will be on transmission towers. More information will be in the Distributor.

Nov 4<sup>th</sup> Subject to be determined

### **Activities: Glenn Johnson**

August 23<sup>rd</sup>: Brunch at Las Brisas. Go to the restaurant directly. Meet at 8:00 a.m. Cost: \$10.00 each.

Aug 27<sup>th</sup>: San Fernando Model T & Model A Clubs swap meet.

Aug 31<sup>st</sup> to Sept 4<sup>th</sup>: Placerville

Sept 9<sup>th</sup> **Lew Lewis** will be conductor at the Trolley Car museum. Meet at Denny's-Lincoln & Tustin in Orange. Lew advised that the new web site is now working. Check it at: **WWW.MAFC.ORG**

Sept 17<sup>th</sup>: Progressive Brunch. First stop will be at **Sheila Plotkin's** at 9:30. The cost will be \$10.00 per person. The second stop will be at **Trish and Pete Cruz'** home, the third will be at the home of **Lew and**

**Joan Lewis**. Glenn Johnson will collect the money at the first stop.

Oct. 1<sup>st</sup>: Frazier Park Potluck

Oct 14<sup>th</sup>: Nethercut Museum in Sylmar

Oct 29<sup>th</sup>: Pumpkin Tour and Manifold Cooking

Nov 16<sup>th</sup>-19<sup>th</sup>: Palm Springs Follies

Dec 1,2,3 Hearst Castle.

**Ford Fun Day: Bev Marsh:** Would like to collect \$5.00 from members that will be attending. If they go they will be reimbursed their \$5.00 at Park at Santa Fe Dam. The Orange County Club will be in charge of the Gymkhana.

President Don said we are staying at the Royal Sun in Palm Springs and recommended every one call very soon to get their reservation. Phone: 800-619-4SUN or 760-327-1564.

Peggy and Clay will make the maps for the Progressive travels.

**Merchandise: Gary Discher** has hats for sale. Window decals are now available.

**Editor: Pete Hyland-** August 31<sup>st</sup> deadline for articles in the Distributor.

President Don stated that the many rosters that have not been picked up would be available tonight for \$1.00. He read a letter from the Model T club thanking us for the use of articles needed for their pancake breakfast. We have to arrange for the prizes we will need for Gymkhana. Bev will attend regional meeting and will advise Don.

**Sunshine and Sorrow: Jeanne Parrish** announced the Anniversary of the Marshall's

**Thursday breakfast: Terry Collings.** There will not be a breakfast in August.

**Historian: Dick Smith** told us all that Warren Hogan was feeling better but tires easily. He has a five-gallon can of gear compound. If anyone would like some advise him and he will bring it to next meeting. He told us of gear compound mishap in Ken's truck bed. He is trying to match members with new members. And is hoping that if members have an extra seat on a tour they invite the new member to ride with them. Will do the raffle starting in January.

At the Mansfield meet, **Jonathon Hughes** and **Keith Munson** received over a thousand dollars each from the Youth Restoration Scholarship.

Hard Luck Trophy: There were 4 nominees for this prestigious award. **Glenn Johnson, John Knox, John Riggs and Drain Marshall.** John Knox and Drain seemed to tie, but John Knox was declared the winner.

Ken Dierken told members that there was a new catalogue from Vintage Ford.

Meeting adjourned at 9:05 P.M.



# OCMAFC Military Veterans

## Wayne Wiedle USNR 1966-1972

My childhood and young adult years were spent in the Long Beach, Lakewood Village area. My mother continues to live in the same house she and my father purchased in 1947. After graduating from Lakewood High School in 1964, I worked a part time job at the Village Road Pharmacy in Long Beach as a delivery boy while attending Long Beach City College. I started my first full time job in September 1966 as a timekeeper at the Long Beach Douglas Aircraft Plant, which later became McDonnell Douglas, and much later Boeing. When I became eligible for military service, world events were heating up in Vietnam, so I decided to enlist in the Navy Reserve rather than wait for Selective Service to draft me into the army. After many trips to the Long Beach Naval Station, I was finally accepted into the US Naval Reserve (USNR) in June 1966. I went on active duty a year later and was immediately sent to Storekeeper "A" school in San Diego. After graduation, I was the only member of the class who received orders for shore duty Stateside. My assignment was to the Fleet Anti-Warfare Training Center Pacific, located on Point Loma, California. I performed clerical duties including outside storekeeper driver and forklift operator. As a young newly married man, my wife and I lived off base in very affordable housing. We rented an apartment in National City for \$85.00 a month, including utilities, which was very close to the \$90.00 a month paid by the navy for married enlisted personnel to live off base. We drove a very clean 1954 Chevrolet Bel Air 4 door sedan we had purchased from my in-laws for \$150. We really enjoyed living in the San Diego area. In 1968 President Johnson ordered deactivation of a large number of active duty military personnel. In November 1968, after fifteen months of active duty, I was returned to inactive reserve status with the rank of SK2 (E-5). For the remainder of my reserve time I spent two weeks a year at the Long Beach Naval Station at Terminal Island. I received an honorable discharge in June 1972.

Since I was on a military leave of absence from Douglas, I returned to work there when I was released from active duty. In June 1971 I went to work for Southern California Edison (SCE) and served a 3-year Instrument Repairman Apprenticeship at the El Segundo Steam Plant and was then assigned to the Ormond Beach Steam Plant as an Instrument Technician. For the past 28 years I have been assigned to the San Onofre Nuclear Generating Station (SONGS). I was privileged to work the start-up of SONGS 2&3 as a Nuclear Instrument Technician (NIT), and then in 1982 as a NIT Supervisor. In 1989 I moved on to become a NIT Training Instructor, and in 1997 I became the SONGS Measuring & Test Equipment Supervisor. I am planning to retire on my 60<sup>th</sup> birthday December 1, 2006 after 35 years of service with SCE.

My wife, Martie, and I knew each other through grade school and high school. After graduation, we went our separate ways, married, and each of us had two kids. Many years later, when we were both single once again, we met at a high school reunion, developed a relationship and were eventually married in 2003.



Wayne Wiedle 1966

# Historians Corner

By Dick Smith

This month we all should look forward to our opportunity to update our clubs bylaws. These bylaws are what govern the operation of our club. Each Board Member & Committee Chairpersons commitment is to support the intent of these bylaws. These bylaws also support & interact with the national Model A Ford Club of America bylaws.

For the Board & Chairpersons to smoothly & efficiently run this large club, these bylaws must be followed. A clear example will again arise with the collection of our 2007 dues. Article III, Section 2, on page 2, which reads, THE DUES payable by members shall be payable in advance of the first day of January each year, and not later than the February meeting. Dues paid by or after the first day of October shall constitute payment of full dues for ensuing year. If dues are not paid by the February meeting, members will be dropped from the roster.

## Deadbeat Deadline (**Appearing, Distributor April 1964**)

Since this publication only reaches paid-up members, maybe this plea will seem a bit ludicrous, anyhow the point remains, there are just too many regular "visitors" at our meetings. Our board members, at last meeting came to a decision on this matter, where by visitors will be allowed attendance at two meetings.

The compliance of this one (example) section of the bylaws would allow the treasurer to pass the completed balance sheet to the board so a budget can be adopted for the upcoming year. Further, the Editor can publish the Roster & distribution can be made in a timely manor, plus the mailing of the Distributor would be mailed to all members choosing to participate in the 2007 season.

I hope by illustrating this one small section of the Bylaw, just how important the accepted guidelines are to so many volunteers that are trying to run the club. A smoothly run club can dissimulate information on events, tours, etc. in a timely manor. This will allow even board members the time to enjoy the very thing we all love, driving our Model A's.

This year lets all support the revision committee, by sending your recommendations to any Revision committee member, listed below, before the Revision meeting on Sept. 28, 2006.

Your Revision Committee: Dan Adelmann, Piet Dwinger, Lew Lewis, Bev Marsh, Don Miller Richard Parrish and Dick Smith

See you at the September meeting (second Thursday), hope you drive you're A's.... Dick

P.S. Lets all pay our dues in the prescribed time frame.



## Sunshine & Sorrow

By Jeanne Parrish

One of our newest members has passed away. Gerald Rapp's wife, Arlene, died on August 23. We offer our sincere condolences to Gerald and family.

"Get Well" wishes to Mark Schwing, who has been in the hospital with surgery & is now recuperating at home. We wish him a speedy recovery.

Patty Ferazzi's dad passed away August 24, after a long illness. Upton Pett was 87 yrs. young. This writer seems to remember him attending a meeting or pancake breakfast many years ago. Our sincere condolences to both of you, Patty and Bob.

We hope that our secretary feels a bit better. Doris Marshall has been having some severe pain in her legs. She will have an MRI beginning of September. We sure hope everything will be all right. She is one tough lady! As of this writing, she is packing for the "Apple Hill" Meet in Placerville.

## FIRST ANNUAL ORANGE COUNTY T & A SWAP MEET

By Larry & Gerry McKinney

We spent time with Jim & Ronnie Eliot, Dale & Barbara Moody working out the details for the 1<sup>st</sup> Annual T & A Swap meet, which was held on July 1, 2006. We started our day at 4:00 AM setting up EZ-UP's for the food and check in areas. The T Club provided the necessary power for the coffee pots and took care of the port-a-pots for the event. They had a great turn out of members working to make it happen. We also had a great turn out of members of the A club to help with the operation. Gary Discher was there bright and early, along with Dick Riha and Dick Smith to help with parking. We sold 45 spaces for the event this year and hope to sell more next year. We will start our advertising earlier and get more flyers distributed. The profit was split equally between the two clubs. We sold plenty of coffee, donuts, cold drinks and hot dogs. Judy Griffin came out early to help with the cooking of the dogs! Our Model A oil pan BarBQ was the hit of the day, lots of pictures were taken of it to be a "Bin gunna project" for a lot of guys.

### Fourth Thursday Breakfast Bunch

Thursday, September 28

8:30 a.m.

Tartuffles Restaurant

(At Fullerton Airport--under the control tower)

4011 W. Commonwealth Avenue

Fullerton 92833

714 870-9235

(About 1 mile north of the 5 & 91 freeways, between Magnolia & Dale

Info: Terry Collings (714) 970-7194

### FORD FUN DAY

The tour will be leaving Coco's on Valley View at 8 a.m. on Sunday Sept. 17th. Remember to make arrangements with Bev (714) 373-9769 or Don Miller (562) 431-6494 to pay the \$5.00 each deposit for the free lunch at the Santa Fe Dam. This event, which is held every 2 years, will be held in a shady area. No dirt! Free coffee 8:30 to 9:30 and free popcorn from 9 to 11. There is an \$8 parking fee to get into the park. It will be tooooooo late to pay at the meeting. If you want to come anyway, bring a picnic lunch.

Bev Marsh



**The Model A Oil Pan BarBQ**



# Silencing the Horn Rod Buzz.

An article by Lew Lewis

Although the restoration project on my 1929 model 60C blindback was performed with the thought of making the car the tightest, quietest and coolest car going so as to maximize comfort on long tours, it did end up with the typical need for fine tuning that we have all experienced. True, because of the improvements I implemented in the restoration and reassembly process, most of these innovations would actually be point losers by judging standards, but that was not a concern, as my goal was tight and quiet.

Much to my dismay and aggravation, one item I did not think of modifying was the re-pop horn rod that was included with the F-100 steering box assembly I got from Mel Gross. The steering boxes are great, but the horn rods have their own problems. They buzz and vibrate at certain engine RPM's and can at times be really very annoying and very loud. I have come up with a fix that I think is new – but if not, it might be worth repeating as it has truly made the ride in my A much, much more enjoyable without the constant buzz.

What I found was the horn rod buzzes and vibrates at certain engine RPM's because of three things. First, the horn rod is a little too loose where it sits inside of the steering column up at the top where the steering wheel nut holds the steering wheel to the shaft. Second, The horn button itself is too loose and rattles around in its housing. Third, the wire that runs down the middle of the horn rod rattles as bad as a bunch of BB's in a tin can. Take a re-pop horn rod and tap on it with your hand – items two and three are very, very obvious.

The fixes are as follows – and yes folks, they work.

1.The re-pop horn rods are aluminum – the originals were steel and sized better. The nominal 3/8" diameter aluminum tubing that the current manufacturer uses is only about 0.008" smaller in diameter than the original but leaves enough slop to allow the rod to start vibrating up at the top. To eliminate the slop, I wrapped a 1½" wide piece of aluminum tape (air conditioning duct sealing tape) once around the upper part of the tube right up under the bezel that the light switch is part of. Don't overlap the tape as it will make the diameter at that point too thick and it will not go into the steering shaft. Also, as you are laying on the tape, burnish it with a small round shaft or a Phillips screwdriver. The aluminum tape takes up just the right amount of room and when lubricated will last as long as the aluminum tube. As you reinsert the horn rod into the steering column coat, don't forget to lubricate it with grease. I used wheel-bearing grease.

2.The horn buttons are a little smaller than the original and the spring that they use today is really weak compared to the original. There is not much you can do about making the horn button larger or it's housing smaller, but you can eliminate the vibration by either installing an original spring,

or by simply stretching the spring that is in there to twice its present length. To get at the spring, simply bend up the tabs on the underside of the light switch bezel and remove the button retainer, the button, the spring retainer, and the spring – taking note the location of the four parts that are in there. The parts are big; so don't worry about losing them. Stretch the spring and put it all back together. Using a larger socket that goes over the button but sits on the button retainer is a great way to hold the retainer solid while the tabs are bent back in place to secure the retainer. Don't worry; the tabs won't break on one or two bends. Once assembled you will find the button nice and firm but still very operable.

3.The last one is the major fix and one has to be careful. The original horn rod had the wire in it, just like the re-pops, that runs from the button contact at the top down to the contact point at the bottom of the rod. The problem is, the insulation on the original wire was thicker in diameter than the new wire and also softer. The original wire had a thick rubber jacket over the copper, which was then covered in a woven cotton jacket. The insulation took up more room allowing for less vibration (Motion) inside the tube. The new wire has a single, relatively thin, plastic or Teflon covering which is electrically fine, but mechanically vibrates and because it is harder, rattles all over the place inside the tube. Try it, grab a re-pop and shake it. The fix here is a little trickier. Since you can't really disassemble the horn rod (unless you have the special tools to redo the ends), you have to get at the wire through the sidewall of the tube. I did the following. I divided the tube length; starting about 8" from the contact end, equally so that I ended up with Five (5) equally spaced wraps of 1½" blue painters tape on the rod with the first and last tape being about 8" from the ends. Masking tape is also OK. With a Dremel tool and a 1/8" diameter "ball" bit, I was able to put in five (5) 1/8" diameter holes in the tube side wall using the tape as a guide. Although it probably isn't necessary, I rotated the placement of the fill holes ¼ turn around the tube as I went along the rod. After I got the holes open, I then pumped in black roofing caulking into the holes so as to immobilize the wire. I am sure that any caulking or RTV silicone sealer would also work just fine. After pumping in the compound, remove the tape, which saves a lot of cleanup. The idea of the caulking is to simply immobilize the plastic coated wire in the tube to keep it from rattling.

The above method works and I am pleased with the results. So if the horn rod buzzing bothers you, there is a way to fix it. If Tom Endy wishes to make a seminar out of "silencing the horn rods", I am available to help.

Respectfully submitted, Lew Lewis.

## **TWO MESSAGES REGARDING San Simeon (Hearst Castle)**

The response to the Heart Castle tour has been tremendous. Sharon is going to order more tickets and needs to know how many people are positive they want to go. A check for \$30 a person must be sent to Glenn ASAP, this will guarantee your ticket to the evening tour. Please call or e-mail Glenn or Sharon ASAP and confirm that you want to go on this tour. The phone number is 714-528-0891 or the e-mail is [sgj1942@adelphia.net](mailto:sgj1942@adelphia.net) or [gsleasing@adelphia.net](mailto:gsleasing@adelphia.net)

If we don't answer the phone just leave your name and number of tickets you want to the tour.

Thanks, Glenn and Sharon

### **TOUR DATE CHANGE**

I spoke with Hearst Castle today regarding our tour on December 1,2,&3. It seems that the December 2nd evening tour, that I was planning on, is already booked up. So I made reservations for the 6:30 p.m. evening tour on Friday December 1st. What this means is that our tour will leave for San Simeon on Thursday November 30th. I have reserved 30 tickets for the Friday Dec. 1st evening tour at 6:30 p.m. If you want to join us, please send a check for \$30 per person (\$60 per couple) to Glenn Johnson ASAP. The tour home will leave Cambria on Saturday, Dec. 2. Hotel reservations at the Bluebird Inn should be made for Thurs., Friday, Nov. 30th & Dec. 1st. Sorry for the confusion but I didn't think they would book up this early. The phone number for the Bluebird Inn is: 800-552-5434. The reservations are under the Model A Club.

## **NEW MEMBER**

**Dave & Susie Russell**  
2665 Pala Way  
Laguna Beach, CA 92651

**Glad to have you with us!!**

### **A Recipe from The Cook Book of Olive Moore (Last Tasted at the July 4<sup>th</sup> Party at the Johnson's) South-Western Cheese Dip**

8 oz cheddar cheese, grated  
1 cup mayonnaise  
1/4 tsp. garlic powder  
1 small can chopped green chilies (drained)  
1 small can chopped black olives (reserve 1/3 can for topping)  
Hot pepper sauce (Tabasco) to taste

2 tomatoes (chopped)  
4 sliced green onions  
1/3 can reserved chopped olives

Mix first 6 ingredients together and place in a baking dish. Let set overnight to let the flavors blend.

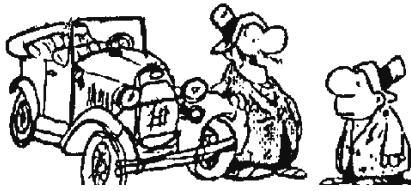
Bake in 350 degree oven for 20 minutes.

Top with chopped tomatoes, sliced green onions and chopped olives.

Serve with tortilla chips.

### **A NOTE OF THANKS FROM THE FERAZZI'S**

What a thoughtful remembrance! Bob and I thank you for the lovely plant basket the club sent us on the recent passing of my Father, Upton Pett. He was 87 years old and enjoyed the old cars and remembered them growing up. He always commented that the club was a wonderful group of individuals. This was an uplifting gift at this difficult time. We thank you again, Bob and Patty Ferazzi



## **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  
OCMAFC Editors 244 No. Goldenspur Way,  
Orange, CA 92869-4422*

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### **\*\*\*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

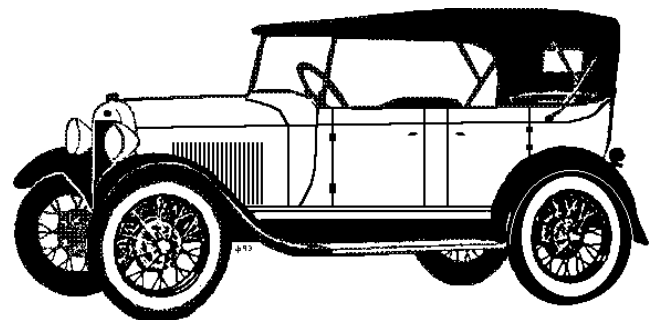
**Contact: Roger Sowersby (714) 871-5849 eves.**

### **\*\*FOR SALE:**

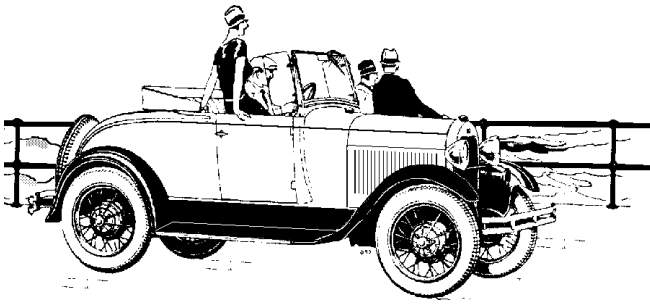
**1931 Leatherback Victoria Original**, complete & unrestored. This car has been garaged since Purchased in 1963. No rust or body cancer – wood in excellent condition. \$8,500.00 OBO.

**Ron Engel**

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







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

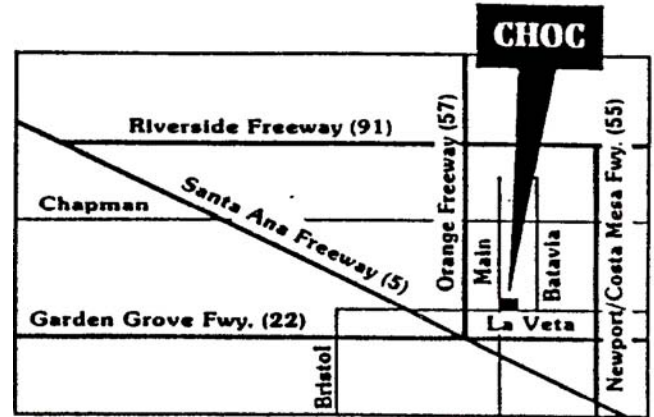
## General Meeting

[Second Thursday of every month]  
(Board meeting at 6:00 PM  
in adjoining meeting room)

**September 14, 2006**

**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.



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