

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@ocmafc.org

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



MEMORIAL DAY
Fairhaven Memorial Park
May 26, 2008

2008 BOARD MEMBERS

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Web Site Info Entry-Les Lewis

949-916-6622

Notes From Your President Mark Schwing. . .



June 2008

President's Letter

Last month I provided an overview of the history of the famous Ford Rouge plant in Michigan. This month I'll convey a little of what a visitor to the plant will experience today.

The tour begins at the Henry Ford Museum in Dearborn where adult tickets for the Rouge tour are \$12. Buses leave the The Henry Ford every twenty minutes except in Sundays and certain holidays. The trip from the museum to the Rouge takes about 20 to 30 minutes and includes an introductory video shown on the bus before arriving at the Legacy Gallery. The bus is met by a docent who explains how the tour is self guided and may be done in any sequence.

The five featured tour areas are the Legacy Theatre, the Art of Manufacturing Theatre, the Observation Deck Tour, the Assembly Plant Walking Tour and the Legacy Gallery.

The Legacy Theatre provides a 13 minute wide screen history of the Rouge using rare, historic footage showing both the triumphs and tragedies of the Rouge. Included were scenes of the clash between labor unionizers and Ford goons in 1937 on the very same bridge entering the plant the tour buses use today.

The Art of Manufacturing Theatre is a 14 minute 360 degree multi-sensory surround showing how automobiles are built today. The special effects are fascinating by providing visitors with the feel of heat and steam from the blast furnaces and the flashes of light and noise from the robotic welders to actual vibration of the swiveling seats. There is so much to see in those 14 minutes that I would recommend seeing it twice.

The Observation Deck and its large windows provide a sweeping vista of the entire Rouge facility including a plant building whose roof is covered with grass.

The Walking Tour is about 1/3 of a mile in length and goes along a rectangular observation platform about 20 feet or so above the serpentine assembly line below. Observation stations along the way manned by docents offer both visual and vocal information of the assembly steps taking place below. They were assembling four door SuperCabs the day I was there. The cab is already assembled and painted when it arrives in this area of the assembly line. Doors are removed and sent down a separate line for their assembly before mating up with their parent body later on.

The truck cab bodies rest on a height adjustable pedestal on a moving platform that affords 3 or 4 feet of room all around the body. This permits assembly workers to ride the platform while performing their task as it goes by their station. The platform was level with the work floor and no unsafe gaps were visible between platforms or the floor as the line moved forward. Most stations seemed to be limited to only one or two tasks and were carefully choreographed to be completed in the amount of time it took the line to pass that station. Most stations had two workers with one on each side of the body. Some had only one working from the driver's side while the headliner station had four people installing the molded headliner through the windshield opening. A separate line added the tailgate and lights to the truck beds.

The door line installed wiring harness, window mechanisms, glass, operating hardware as well as the upholstery panel to the doors. The docent explained that the driver's door could have 18 different possibilities of electrical harness depending on model, ordered options, etc.

(Continued on page 4)

LET'S KEEP DRIVING THOSE MODEL A's!!! This Month's Cover



Photo by Pete Hyland



Activity Schedule

Don Miller

Donfmiller1@verizon.net

(NOTE: * = UPDATED INFORMATION)

✓ Deadline for next *Distributor* is:

June 30, 2008

Type or write all articles and ads and e-mail to:
newsletter@ocmafc.org or prhyland@att.net

Or mail to: 244 No. Goldenspur Way,
Orange, CA 92869-4422

NEXT MEETING DATE

June 12, 2008

7:30 PM

* Indicates Change

2008 TOUR/ACTIVITIES CALENDAR

June 7 (Sat) Emerald Car Show 10AM-2PM This has been an annual affair at Richard Parrish's father's home. There will be a free lunch for those who bring their cars. For more information call Richard Parrish.

June 8 (SUN) Antique Nationals in Fontana

Jun 22-27 (SUN-FRI) 3rd MAFCA/MARC World Meet National Convention, Addison, Texas -- Hosts: Dallas Model A Ford Club

Meet will be held in Addison Texas, a few miles north of Dallas. This is the third joint meet of both MAFCA and MARC and looks like it's going to be one of the best attended meets ever! Check your "Restorer" for more information.

June 29 (SUN) Red White & Blue Car Show at the Orange County Worship Center, 1440 E. Santa Clara Avenue, Santa Ana CA. The show runs from 3:00 pm to 7:00 pm. The car set up is between 1:00 & 3:00 pm Please register by June 23. The cost is \$15.00 and that includes a Tee shirt and a goodie bag. Go to www.ocwc.org for information.

Jul 10-13 (THURS-SUN) Wings & Wheels in Santa Ynez Registration forms will be available at the general meeting. You need to make your hotel reservations at Andersons Split Pea Soup in Buellton as soon as

possible. Their phone number is 1-800-732-7687. We will meet at Coco's on Valley View at 9:00 am on Thursday.

***July 26 (Sat) Santiago Oaks Regional Park Tour and Picnic.** This is also a celebration of National Model A Ford Days. Details will be announced at the June General Meeting and will also be included in the July "Distributor".

Sept 5-7 (FRI-SUN) Feather River A's Rally in Quincy, CA. Several members have already signed up.

Sep 7-12 (SUN-FRI) Nevada Grand Tour II Host hotel is the Carson Valley Inn in Minden, NV. 1-800-321-6983 ext.1. Our group number is 501217. The tour is limited to 65 Model A's. and includes Virginia City, a ride on Truckee Railroad, a paddle wheel boat on Lake Tahoe with breakfast and much more. For more info please call John Riggs.

Nov. 13-16 (Thurs-Sun) Palm Springs Follies. We have reserved the pool side rooms again this year at the Royal Sun Motel 760-327-1564. You must call ahead to reserve your room. They are being held until October 1st but we will need a count for Follies tickets as soon as possible so sign up at the next meeting.

SWAP MEETS

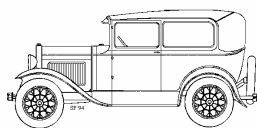
June 8 (SUN) Long Beach Swap Meet at Veterans Stadium.

June 28 (SAT) 6:00AM-2:00PM 3rd Annual Orange County Model T & Model A Ford Clubs Combined PRE WAR (WW 11) Parts Exchange & Car Show. El Dorado High School, 1651 Valencia Ave, Placentia. For information call Ronnie Eliot-714-542-0905, Larry McKinney-714-963-2724

July 6 (SUN) Long Beach Swap Meet at Veterans Stadium

August 24 (SUN) Parts Exchange sponsored by the Model A & Model T Clubs of the San Fernando Valley—6:00 AM-1:30 PM at Rancho San Antonio, 21000 Plummer, Chatsworth, CA. For information please call Dave Petterson at 818-648-6982 (Cell) or 818-347-3202

Sep 28 (SUN) 6:00AM-3:00 PM 47th Annual Antique Car Swap Meet presented by the Paradise Valley Model A Ford Club. Location: Western Little League Regional headquarters, 6707 N. Little league Drive, San Bernardino, CA. Flyer & additional information later.



MAY TECH SESSION

The month of May has endured 4 sessions of “fender repair”. Activities have included items other than fender refurbishment. Paul Steed managed to weld on a “frame horn” for Les Redfield’s pickup and, patch a large void in the “fire wall” of Rick Hall’s Vicki. A few activities involving engine tune up and door rattle elimination also have been executed. All went well and no 9-11 calls were necessary. During the preceding sessions we have witnessed some of the various techniques of “metal shrinking”, hammer welding, arc welding and metal forming. Most of the major fender defects have been repaired and the time seems right to move on to “fender-prep”. I should also mention that a “few” donuts and a quantity of coffee have been consumed in accordance with current safety standards. In addition, I should mention that the local Fire Station thanked us for those excess donuts donated in the Clubs name.

JUNE TECH SESSION

So having said all that; it seems a good place to mention the sessions scheduled for the month of June. Two follow-up sessions of “fender prep” will be held for the purpose of introducing the artful application of body filler (bondo) products. Here attention must be paid to the proper metal surface preparation. Surface roughness and waviness must be such to minimize the average thickness of body filler. The objective is to create a “dent-free”, smooth, fender surface ready to “prime and paint”. The sessions are “tentatively” (see note) scheduled for 14 June and 21 June; 9am at Paul Steeds residence, 18081 Hallsworth Circle, Villa Park, CA.

Note: Paul Steed will be having “rotator cuff” shoulder surgery on June 3rd. Any change in scheduling will be posted on the web site, so log on and stay informed.

INPROMPTU SESSIONS

John and Gwen Riggs “A” recently experienced an overheating incident while returning from Temecula. Greg Erhart, Pete Hyland, Tom Endy together with John and myself spent most of Thursday (5-29) identifying the probable cause and replacing the affected hardware. Water was found in all cylinders. Damaged items were: cracked head and cracked spark plug porcelain. John

will have the radiator flushed and possibly “rodded” and we will get back together to work toward getting the car operational again.

TECHNICAL CLUE (for those of us that don’t have a clue!)

Ref.: Jim Boehmke, 1978 July-August Restorer

It’s a good idea to never let your “A” sit around with an almost empty gas tank. If there is a relatively large volume of air in the tank it can be a source of water condensation as the temperature changes. The water that condenses on the inner wall of the tank will run to the bottom of the tank and likely result in rust. A semi-annual addition of 1cup methyl alcohol, or a commercial gas additive, to a full tank of gas will remove any water that has collected. The water combines with the alcohol/additive and, that in turn mixes with the gas and is disposed of via the A’s tail pipe. **Do not get the alcohol/additive on the paint as it will degrade the finish.**

PRESIDENTS COLUMN-(Cont. from page 2)

The one robotic operation visible was a tireless robot that picked up the windshield and installed it with laser accuracy to a moving body. Many stations had power assist tools so that one person could insert the complete assembled dash or a seat without lifting any weight only having to push a carefully counterbalanced lift into the right position.

The mating of body to the chassis was not directly below the observation platform but could be seen at some distance. The final test area was also visible in the distance.

Each side of the assembly line was supplied by electric carts pulling loaded wagons of new parts in a constant dance of getting a new bin of needed parts to the right station in time before the last been was emptied.

Model A owners would be fascinated to see the amount of wiring that goes into a modern Ford F150. Wiring harnesses snake all through the cab crisscrossing the floor in special groves to get from one side to another.

The tour ends where it started back in the Legacy Gallery where a completed and fully optioned F150 truck is available to view and sit in as well as a Factory Store with many souvenir items. As I mentioned last month there are five historic vehicles on display including the 20 Millionth Model A Ford, a 160B Slant Window Town Sedan.

The bus ride back to The Henry Ford takes about 20 minutes. If you are ever in Michigan, I highly recommend you schedule a half day in your visit to see the historic Rouge Plant.

OCMAFCA General Meeting

May 8, 2008

Submitted by Jeanne Parrish

Meeting called to order at 7:30 pm by **President Mark Schwing**.

Doris Marshall is absent. **Joanie Harris** welcomed new members, **Frank Reese** and **Carol Howard**, owners of a 1931 Cabriolet and **Tom Stehly**, owner of a 1930 Fordor (Murray). Also welcomed were guests, **Phyllis and Steve Ribeau**, friends of **Jeanne and Richard Parrish**.

Minutes of the April meeting were approved as printed.

Treasurer: Colleen Schmidt stated expenses for the Distributor are less this month. Hopefully, more members are receiving newsletter online, as opposed to mailing.

Activities/VP: Don Miller announced several upcoming activities/tours. The joint Model A/Model T Swap Meet will be held Saturday, June 28. Car Show at Emerald Court Retirement Facility will be held on Saturday, June 7. **(Please see Calendar listed in the Distributor of future activities.)**

Technical: Don Ratzlaff said fender repair seminars are continuing with many participants. **Don** asked if there were other seminar ideas, other than fenders. He also mentioned a Ladies Driving Event. It would be held on a Sunday, maybe on a street in Brea. More information will be forthcoming. **Mark** announced there will be an article in upcoming newsletter asking members what tools, their own or the club's, they might have in their possession. They are to let **Lew Lewis** know what they have and are willing to lend.

Sunshine and Sorrow: Cards were read from **Roulede McGann**, **Chris Gunst** and **Everett Pearce**. A "Thank You" note from Pomona Valley for our raffle donation to the Laughlin Tour was also received and read.

Merchandise: Gary Discher reported inventory very low with one shirt left from our Pancake Breakfast. Also, he has some water pipes.

Editor: Pete Hyland is absent. **Deadline for June Distributor is May 31st.**

Chris Foster thanked **Joanie Harris and Kathy O'Brien** for the refreshments tonight.

SCRG: Bev Marsh is absent.

A plaque was given to **Kenny Dierken** for his work on the Hubley Derby in Ontario.

Don Ratzlaff announced an impromptu seminar will be held at **Diana Stewart's** house on Saturday, May 10. He asked for volunteers.

David Rivard gave a brief description of the 1930 Tudor sedan he has been working on and is now driving. He told how the car had been his family's mode of transportation for many years and holds many memories of it as he was growing up. It belonged to his Dad, **Leo Rivard**, long time member of our chapter and MAFCA.

Mark announced he received a letter from MAFCA rescinding the decision to enforce mandatory membership for all chapter members. A short video was shown from LeBaron Bonney, on upholstering a Model A Ford.

Meeting adjourned 8:45 p.m.

Fender Restoration (and a supervisor!)

Photos by Don ratzlaff



Orange County Then & Now

Laguna Beach



The above photo is of Laguna Beach looking south along the coast highway toward Broadway and Main Beach. The old cars in the photo suggest the year is in the late teens or early 1920's. The Cabrillo Dance Hall was prominent on Main Beach in those days. Note the Model T Ford parked on the left. The owner is either attempting to resolve a mechanical problem or he has his head stuck between the headlight and the right front fender. His wife and daughter are patiently waiting. The original Laguna Hotel, built in 1898, can be seen behind the second pole from the right, half way up the hill. The hotel was torn down in 1928.

Photo from the historical collection, First American Title Insurance Company of Santa Ana, California #2050



The photo above was taken from the same location in 1993. The new Laguna Hotel, with the bell tower, can be seen on the right. It was built in 1930 and still stands today. **Photo by Tom Endy #2050**

HISTORIAN III

By Richard Parrish

The new Ford burst onto the scene in late 1927 with an impact unseen to this day. Ford couldn't make them fast enough to accommodate everybody. Movie stars, politician's rich and poor, the public just had to have a new Model A. Fifteen million Model T's had put the country, yea, even the world on the road in affordable and reliable motorized transportation and the new Ford was everything the Model T *wasn't*.

She had 40 horsepower, four wheel brakes, a water pump, distributor, three speed transmission, shock absorbers, safety glass in the windshield and above all, style. She was, not coincidentally, compared with the Lincoln in style and exhibited a generous amount of Nickel and Chrome and a multitude of colors.

In keeping with Ford tradition, prices were low and were to go lower as production increased to supply the great demand. There were cars at that time that arguably could be called "better" than The Model A but for overall package and Fords reputation for quality and dependability, The Model A has stood the test of time. Henry also boasted a top speed of 65 mph.

Many today have the opinion that everything was absolute during construction. Every nut, bolt, cotter pin, clevis and screw was a specific finish, parts changed during production on exact dates and an old part was never again seen in production, all sheet metal and paint was flawless, the list is endless.

Nothing could be farther from the truth. The Model T changed continually from 1909 through 1927 with most all parts continuing to fit older models. The Model A was no different. Henry was frugal and threw away nothing that could be used. Model A wheels and fenders were actually *dipped* in paint and were noted for runs and sags. Painted body parts were given a moderate amount of buffing. Unseen area's and most commercial vehicles received no buffing at all.

1929 fenders and splash aprons appeared on '30 models, 1930 fenders and splash aprons on 31's. The 1928 through early 30 pickup bodies were actually

1926/27 Model T pickup bodies. *Farmers didn't need style.*

Barely 10% of roads were paved back then so when you left town you were on dirt, gravel or no road at all. The Model A was up to the task and much more. Next month we will look at how people actually used their new Ford. *Hint:* It wasn't sitting in a garage being admired or for that fact being towed to a destination on a trailer to be admired.

Agent Orange

**Join us for good food
and good company...**
Fourth Thursday Breakfast Bunch

June 26---- 8:30 a.m.

Mimi's Café

18461 Brookhurst Street
Fountain Valley 92708
714-964-2533

Info: Terry Collings (714) 970-7194

Don Miller Has a Request

I lost the name of the person that phoned me with information on someone who wanted to get rid of a lot of Model A parts. Will that person or anyone who knows about this matter, please call again.

Thank you!!

2nd Annual Hubley Derby Day

By Gwen Riggs

Photos from Bev Marsh

The second annual derby day was held on May 18th in Murrieta, Ca. The event was organized by Lori and Rudy Perez and sponsored by Orange Blossom A's, Palomar A's, San Diego MARC, Paradise Valley A's and Temecula A's.

Our club was well represented by Greg & Fran Earhart, Sheila Plotkin, Bev Marsh, John & Gwen Riggs and their daughters, Janice Shook (a long time member) and Sheri Tatum. There were 70 plus Hubley Cars and six from our club. Greg & Fran's Taxi finished third overall.

A "charity race" was run between Temecula Valley and Orange County and O.C. won! A \$50 check was awarded for us to give to a charity of our choice. The idea (by Greg) was so well received that they may do the race again next year and hopefully, more clubs will participate.

The only hitch to the event was that the Riggs's sedan (not their Hubley) came home on a flatbed tow-truck.

The event was well planned, good lunch, great facility and friendly people.

Thanks to all for a great day and we look forward to "Hubley Day #3."



Scout-o-Rama 2008

Boy Scout Troop #241 located in Orange with approximately 80 boys are currently working on their "Automotive" badge. Dale (Mc Call) was invited to come and do a presentation at the troop meeting and to participate in the Scout-o-Rama event held at Irvine Valley College on the 17th of May.

Dale related the history of the car and provided before and after pictures he took during the 5 year restoration, at the troop meeting. The boys enjoyed actually seeing the finished project and asking questions.

The Scout-o-Rama was a HUGE event, with 30,000 boys attending. Each troop provided a booth with different projects in a very competitive spirit. Troop #241 got a lot of attention with the 1930 FORDOR on display with parts and automotive paraphernalia on display. There was an actual engine as well provided by the auto shop teacher at Canyon High School. The boys working on this badge had a lot of fun demonstrating how the engine works, safety features, recycling ideas for tires and oil and were able to get their hands good and greasy. There was a short quiz which was a starting point towards the more complicated requirements of the actual Automotive Badge.

Dale had a great time talking about the car to the hundreds of boys, Dads, Moms etc. even with the 100 degree heat of the day. Of course he invited lots of youngsters to look into continuing on with their interest in the Model A as a hobby.

ACCC Legislative Alert: SB1549

Dear ACCC Supporters,

B 1549 has been completely rewritten and is now a DMV study bill. This bill is a study to how to identify the cars in our hobby. This can result in a bill to protect our hobby. The ACCC is supporting this bill and we would like everyone to contact their respective Senator and ask for their support on this bill.

You can find your Senator & their contact information at: <http://www.leginfo.ca.gov/yourleg.html>

We urge you to support SB1549 and contact your Senator to help keep our hobby alive.

Sincerely,

Fred Evenson

President-Association of California Car Clubs

Bits and Pieces
New Member
Frank Reese & Carole Howard
 19931 Glenhaven Drive
 Yorba Linda, CA 92886
 Telephones: 714-970-6262 &
 714-348-2507
 e-mail: rftrust34@yahoo.com
 1931-68-B deluxe Cabriolet

Glad to have you with us!

New Address & Phone Number
Roulette McGann
 18111 Jolly Lane Apt #101
 Huntington Beach, CA 92648
 Telephone: 714-842-0374
Telephone Update
Christine Gunst
 (Please call her on Cell Phone)
 C: 714-926-5452

A Thank you from Chris Gunst

I want to thank the club for the very cute "Get Well Soon" card and the well wishes. I am recovering quickly and even went back to work last week. Just trying to take it easy.

Chris

Oil Filter Cartridges

Provided by Tom Endy

Here is the cross reference for oil filters that will fit the Model A "A-Fordable" oil filter mod.

<u>Brand</u>	<u>Part Number</u>
Pennzoil	PZ1
Fram	PH8A
AC	PF-2, PF-20
Motocraft	FL-1A3
Napa	1515
Lee	LF-2



Golf, Hiking and Riding Suits

[1919] 13

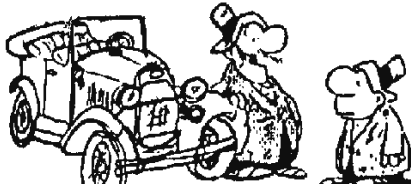
41788—Golf Suit (Brown) \$32.50
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More Photos from Fairhaven Memorial Park

May 26, 2008

Photos by Don Ratzlaff & Pete Hyland





CAR BARN SPECIALS

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Collectors, I'm offering many 1990-2000 Restorers for free to OCMAFC members, from donations received from our members.

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These years are For Sale from a friend in the Santa Anita A's. First come, First choice. I have his collection at my house.

Contact Dick Smith 949-770-6847 if interested.

03/08

FOR SALE: 1931 5 Window Coupe with

Rumble Seat. Engine runs well, all new wiring and the fuel tank has been boiled out and sealed.

\$12,500.00 OBO. Contact: Larry Powell

562-697-7761 or (Cell) 702-285-9550

04/08



FOR SALE: 1930 Model A

Very good shape. Fenders-excellent. No dents. 3rd owner. Asking \$15,000 Call 805-967-7506 Goleta, California



05/08

FOR SALE: 2004 Toyota Avalon 80,000

Miles, Grey Metallic Paint, New Tires and Brakes, Dual Front Air Bags, Front Side Airbags ABS, Air Conditioning (Dual Zone), AM/FM/CD/ XM Radio, Automatic, Electric Windows Leather Interior, Cruise Control, Power Front Seats, 6 Cyl. Extended Warranty still in effect Asking \$12,000 OBO.

Jason Dwinger (714) 803-5110

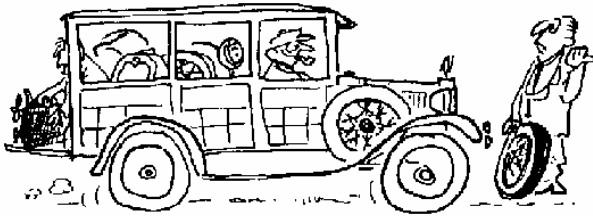


FOR SALE: 1930 155-C Town Sedan,

Touring. Dark Green with black fenders. In excellent condition. Owned by club member James McGann. \$12,000.00 Call Mary @ 949.683.2334

06/08





General Meeting

7:30 PM

June 12, 2008

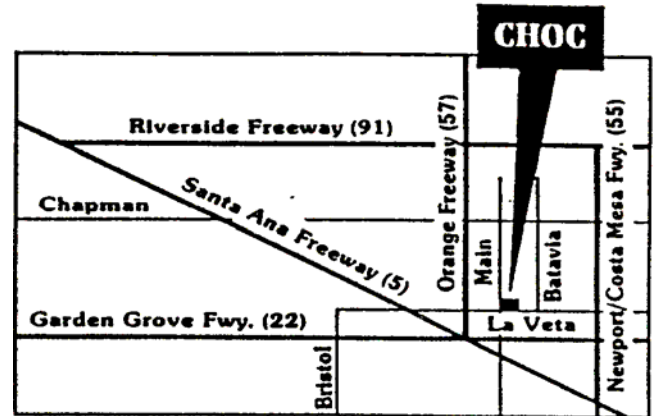
[Second Thursday of every month]

(Board Meeting at 6:00 PM
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