

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>



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949-916-6622

Notes From Your President Mark Schwing. . .



July 2008

President's Letter

Here are a few of the highlights of the 3rd MAFCA/MARC Joint National Meet just held in Addison, Texas, June 22-27.

Addison is a suburb of Dallas and is located about 12 miles north of downtown Dallas. The city covers just 4.35 square miles but has 172 restaurants. The entire population of 15,830 residents could all be seated at once in the town's restaurants. Many of those restaurants were within a few blocks walk from the meet headquarters Intercontinental Hotel. Yes, one could have an excellent Texas steak dinner for only about \$20!

There were 877 separate registrations for the meet with over 500 Model A's present. There were 105 youths attending indicating that there is growing youth interest in our hobby. Attendees from OCMAFC included Tom Endy, Lynn Neal, Tom's daughter and grandson; Richard and Jeanne Parrish with grandson Dakota Parrish; Larry and Gerry McKinney; Pieter and Judi Dwinger; Drain and Doris Marshall; Glenn and Sharon Johnson; and Eileen and myself.

There was plenty of activity for all including indoor and outdoor swap meets, numerous technical and fashion seminars for both men and women; daily raffles and tours to such place as the Dallas Book Depository building from where Lee Harvey Oswald shot JFK, the Fort Worth stockyards and the Bureau of Printing and Engraving.

The highlight tour of the week was a forty plus mile (one way) tour to the Texas Motor Speedway. Those Model A drivers that participated could take

three laps around the 1/5 mile speedway following a pace car that limited speeds just a little. It was neat to see those daring individuals go nearly to the top of the high banked turns at each end of the oval.

Our own Tom Endy assisted by Pieter Dwinger gave the final meet seminar on overhauling a Model A rear end. The overhauled but not assembled rear end Tom used during the seminar was then sold through a silent auction to benefit the national youth scholarship program. It raised \$950 dollars.

The winning fine point judging Model A was a 1930 Deluxe Roadster owned by Marco Tahtaras that scored 495 points. Unfortunately fine point judging ran over the scheduled time period and people could only view them from a balcony and not close up as had been the plan.

Richard and Jeanne Parrish's grandson Dakota won one of several youth restoration awards presented Friday evening at the grand banquet. Congratulations, Dakota.

Two of our members donated prizes to the raffle in the name of OCMAFC. The Parrish's donated a Model A afghan and I donated a restored distributor. I was lucky enough to win a restored generator donated by the Dallas club.

One of the highlights for me was a chance to see close up the 20th Million Ford again as well as to attend a seminar on the car presented by the historian of Ford Motor Company.

The next MAFCA national meet is in Vancouver, BC, Canada in 2010. Make plans to attend.

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

This Month's Cover by Mark Schwing





Activity Schedule

Don Miller

Donfmiller1@verizon.net

(NOTE: * = UPDATED INFORMATION)

✓ **Deadline for next *Distributor* is:**

July 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

July 10, 2008

7:00 PM

Please see meeting changes on Page 12

There will not be a Board meeting

*** Indicates Change**

2008 TOUR/ACTIVITIES CALENDAR

Jul 5 (SAT) Window replacement Seminar will be held at Paul Steeds beginning at 9:00 am

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 this issue. **Please see page 9. Departure if from The Village at Orange at 9:00 am**

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

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

July 25th & 26th (FRI-SAT) Long Beach Model T Club 54th Annual Vintage and Classic Parts

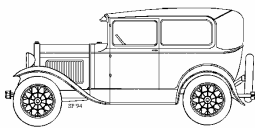
Exchange located at Veterans Memorial Stadium. For more information please contact Bob Speaks at 310-542-3315. There will be a flyer at the next meeting.

August 10 (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.

Please see "POT LUCK" nformation on page 12!!!



JUNE TECH SESSION

Note: Technical sessions are not exclusive; if you have a problem needing attention, bring it on down and let's see if we can't work it.

So here we are at the end of June. Did anyone notice the 100 degree days? I thought we were promised June Gloom! In spite of the temperatures we managed to schedule two sessions dealing with the continued saga of "fender repair". Dick Miller has been bringing a fender back from the scrap-metal grave-yard and it is beginning to take shape. Meanwhile Bob Jefferies, Les Redfield and Rick Hall have applied body filler to their projects and are well into the surface smoothing routines. Paul Steed oversaw these activities while performing his post "rotator-cuff-surgery" therapy exercises. Paul is doing well with his therapy and the fender restorations are looking, uh, er, good (nobody promised perfection, did they?). As usual coffee and bagels were put out and seemed to disappear. With consideration given to health and longevity we occasionally substitute bagels for some of the donuts in spite of what comments are made. Say what?

JULY TECH SESSION

Right about here you may be asking what is scheduled for July; definitely more HOT weather but hey, what do you expect? Actually we are planning to do a session on door window replacement. The session is scheduled for Saturday, 5 July; 9am at Paul Steeds residence, 18081 Hallsworth Circle, Villa Park, CA. If you are planning on replacing your window, you will need to bring the following: a) the car/door needing the new glass, b) new window glass, c) replacement window frame channel-felts if needed, d) window regulator-channel and, e) bedding tape to nest the glass into the regulator-channel ^{note}.

Note: I have extra bedding tape for one or two windows.

Les Redfield and Alan Perlmutter plan to replace window-glass in their model A's; if there are others, please notify Don Ratzlaff at 714 529-5062.

INPROMPTU SESSIONS

Friday, 27 June,

John Riggs, Greg Earhart, Wayne Weidle, Pete Hyland, Don Miller and I met at John's house to reassemble his model A engine. As noted last month, John and Gwen Riggs have experience problems with their model A which led to engine overheating. Disassembly and evaluation revealed the following: a) possible restrictions in the radiator, b) engine head cracked between #2 and #3 cylinder and, c) crack in the engine block between the #3 cylinder and the #3 exhaust valve. John had the radiator "rodded out" and flushed; replaced the head and had the block crack stitched by H&H motors. The engine has now been reassembled and installed but installing the radiator and making the final hookup remains to be done.

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

Ref.: Tom Blomer, Cincinnati Ohio

Some A's have a tendency to throw out fluid from the radiator. To cure this, you can keep the water level lower as long as the car does not overheat. Since the baffle obstructs the view it is difficult to know how low the fluid level really is. Described below is an easy way to check the radiator fluid level. ENGINE OFF!

- a) Purchase approx. 4 feet of 5/16 in., clear, vinyl hose at your local hardware store.
 - b) Permanently mark one hose-end and slip it over the radiator drain petcock.
 - c) Hold/attach the open, unmarked hose-end up higher than the radiator cap.
 - d) Open the petcock; the radiator fluid will rise in the hose to the level that exists in the radiator.
 - e) If the level is above the top of the core and the engine has not been overheating, all is well. If the level is below the top of the core, think about adding fluid.
 - f) Keeping the unmarked (uncontaminated) hose-end above the fluid level, blow into it so as to force the fluid back into the radiator.
 - g) Shut the petcock and remove the hose
-GOOD JOB, WHAT?

OCMAFCA General Meeting

June 12, 2008

Submitted by Jeanne Parrish

Minutes not available for June 12, 2008

All photos by Don Ratzlaff



DICK MILLER & PETE HYLAND



LES REDFIELD



TECHNICAL COMMITTEE



BEFORE



AFTER

Orange County Then & Now

Newport Beach



The photo above is of the Newport Beach Pavilion looking east along Main Street from Balboa Blvd. The Pavilion was built in 1905 and is located on the edge of Newport Bay. The photo appears to have been taken around 1915. Photo from the historical collection, First American Title Insurance Company of Santa Ana, California #933



The same location in 1993. The wood construction of the Pavilion has been rebuilt and remodeled many times over the decades. Though difficult to see in the photo, the building at the far end of the street on the left remains exactly the same in 1993. Photo by Tom Endy #933

HISTORIAN IV

By Richard Parrish

As promised last month, I have two examples of how people actually used their Model A's "back then".

Our first example is the personal account of my dad George Parrish and took place in 1930.

My older brother Milton bought a new Model A coupe in 1928 and we all know what happened in late 1929. He couldn't make the payments so it came into possession of his banker "Dad".

Work was scarce around Alhambra. I was 19 years old. Dad and I hopped into that little coupe and set out for the east coast looking for work.

Most roads were "oiled", others gravel. One stretch across Kansas we traveled 125 miles in two hours.
(Editors note: That's 62.5 mph for 2 hours)

We changed a timing gear somewhere along the way. Arriving in Massachusetts we found jobs no more plentiful than in Alhambra. We continued through Connecticut and in Maryland we were arrested as suspects in a bank robbery. Their only description was an older man and a young man in a Ford coupe. We matched that description but they soon found we did not fit further information they acquired so we were turned loose.

On the way home dad was driving on a crowned dirt road near Williams Arizona. When I drove I straddled the middle of the road but dad insisted on keeping to the right. He soon slid off the road into a ditch and turned the car over against a number of small trees on the other side. There were no injuries, except pride, and a friendly farmer came to our rescue and cut down a number of the trees holding our coupe captive.

We rolled the car back on its wheels, drove along the ditch until we could return to the road. We repaired a broken rear motor mount and clutch housing with a big leather belt.

The repair got us back to exactly where we started, no better off, but a great adventure with our Model A committed to memory.

Our second example, belonging to Dick Miller, A member of our club, is typical of a Model A "PicKoupe". A convenient name for what was extremely popular in the 1940's and 50's when Model A's were still in common use. The trunk or rumble seat lid was removed along with the panel below and a pickup bed was inserted. You now had a comfortable coupe with the utility of a pickup that you could haul a couple of bags of cement, firewood or even the kids to little league. I always thought of it as an early "Ranchero".

Agent Orange

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

**Fourth Thursday Breakfast
Brunch**

Thursday, July 24--- 8:30 a.m.

Polly's Pies

2660 N. Main Street

Santa Ana 92706

714 547-9681

Info: Terry Collings (714) 970-7194

Antique Nationals, Fontana Raceway

Article by Dick Smith

On June 8, (First Sunday of June) the **Four Ever Fours Club** puts on their Annual fundraiser event. This was the first at the Auto Club, California Speedway & adjacent Drag strip. Location & weather were ideal. The turn out was better than expected. **The Palomar Model A Club** was in full force along with our **Orange County Model A Club** members.

This event is held at a sanctioned drag strip, racing is opened to Cars of any age up to 1954, including era dragsters, both flathead V8's, six cylinder, & of course Four Ever Four cylinders. You can race your stock or modified Model A, but you must have seat belts and a helmet.

I talked **Merle McClellan** into going, not only is he a friend, but it increases safety for both of us on the highway.

Upon arriving, **Larry Mc Kinney** directed us to good parking spots in the show car area. As it turned out I was only one car away from winning a First Place trophy in the Antique category. Well actually I was parked one car away from **Merle McClellan's** car, who actually won the First Place award. I like to tell it my way better.



Merle's winning near **Bone Stock A Coup** is a black beauty. It does have some modification, like a Miller overhead B inserted engine, .60 over with downdraft carburetor, Headers, Alternator, Ford truck 4 speed, includes 22% over in 4th gear, and of course 39 Ford hydraulic breaks to stop his Radial tires mounted on 35 Ford 16" wire wheels. Oh, did I mention power windows & of course Air Conditioner?

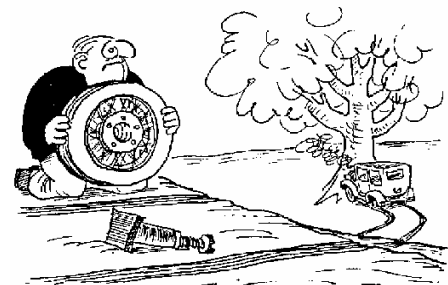
During the day I saw the only currently racing Essex, a Hudson roadster with a nail head Buick engine, only 11 of this body are known to exist, according to the National Hudson Club. (p.s. it looks a lot like an early Mercedes). It seemed there was something for everyone.



This picture is showing Art Moore presenting Merle with his award.



Howard Kruegel from the Palomar Club showed me his near Bone Stock engine, as you can see, there is no limit to what can be done with the original engine Henry Ford created.



Bits and Pieces

New Member

Dennis & Madalyn Mielke

2023 Flamingo Drive

Costa Mesa, CA 92626

Tel: (H) 714-751-3948

(C) 714-658-5336

e-mail: drmiekle@ca.rr.com

Glad to have you with us!

Returning Members

Ken & Betty Wehage

416 Avenida Salvador

San Clemente, CA 92672

Tel: (H) 949-366-2470

(C) 714-943-6767

Fax: 949-366-2490

e-mail: bettyj5@cox.net

1931 45-B Deluxe Coupe

Pete & Trish Cruz

2715 E. Brookside Ave.

Orange, CA 92867

Tel: (H) 714-282-8476

(C) 949-244-4201 Trish

(C) 949-246-1297 Pete

e-mail: pacruz@socal.rr.com

1930 45-B 5 Window Coupe

1929 Sedan

Welcome Back

New e-mail

Bob & Patty Ferazzi

prferazzi@hawaiiantel.net

Please note: This is "Dial-up" so no attachments!!

New Telephone

Patty Ferazzi

Cell: 808-333-8630

e-mail updates

Rick & Louise Hall

rickandlouise@socal.rr.com

Glenn & Sharon Johnson

gsleasing@sbcglobal.net (Glenn)

1942@sbcglobal.net (Sharon)

Charles & Luana Ladd

corkylad@juno.com

Santiago Oaks Regional Park Tour

We will be leaving the Village of Orange, Saturday, July 26th, 9:00 AM. This is a **SURFACE STREET** Tour only, with 40-50 miles of leisure driving through rustic parts of Orange County. One rest stop about half way, soft drinks and water provided by the club.

Picnic spot at end of tour will be at Santiago Oaks Regional Park, a \$5.00 entry fee due on entrance to park unless you have annual Orange County Regional Park pass. This year is potluck, A-M bring main dish, N-Z bring salad or side dish.

Dessert will be, like last year, **PIE AND HOMEMADE ICE CREAM** (Terry Hardgrave's secret recipe) provided by the club.

Bring your own eating utensils, plates, cups, and drinks. This is a rural setting that could have bugs, mosquitoes, etc. so bug repellent would be advised!

The date of this tour is the same as the National Model A Ford Day so bring out your Model A's, even the neglected ones that hardly get driven and let's show off and celebrate Henry's great car!

If you have any questions, call:

Terry Hardgrave 714-842-7554

Dean Berto 714-532-5722

Flathead's Floaters!

by Tom Endy

Success:

After about a year of procrastination and talking to anyone who had installed Flathead Ted's newly designed Model A Ford brake floaters, I decided to order a set. They are on my Vic now, and in all the years I have owned the car, and as many times as I have gone through the brake system, the brakes have never been so good. I can easily smoke the tires just like Flathead advertises.

Pre-installation:

If you are contemplating installing a set, my advice is to first obtain both articles published in Model A Times magazine. Read them over several times and fully understand what the task is before you actually begin (Fall 2006 and Winter 2007 publications).

The installation:

Do the front wheels first. Drive the car for a while before you do the backs. This will allow the shoes to center in before you do any final adjustment.

The rear brakes:

The rear brakes involve only replacing the adjusters. However, the emergency brake carrier is in the way. Les Andrews says to remove the rear backing plates from the car and take them over to a workbench to install the adjusters. Seemed like a lot of work. Flathead says to simply "leaver" the emergency carrier out of the way. I subsequently learned that leavering means to take a big crow bar and pry the carrier out of the way. I don't think I want to do that. I did remove the backing plates from the car in order to install the adjusters at the workbench.

The rear brakes can hang up:

If the roller tracks on the rear backing plates are worn it can cause the rear brakes to not release when you come to a stop. They will release when the car again begins to move forward. Flathead has developed what he calls "pins" to remedy the problem. The pins are actually an adjustable cam that takes the place of the rear roller tracks. I did not install them on my Vic, as I had already installed new roller tracks. It would be a good idea to order a set of pins when ordering Flathead's floater kit.

Adjusting the brakes:

Once all four wheels on the Vic had the floaters installed. I put the car up on jack stands and adjusted each wheel with the adjusters until they were locked. Then I backed them off until there was just a hint of a drag. Next I used a stick between the brake pedal and the front seat that had notch steps cut in it at 1\2" intervals. At the first notch I adjusted the brake rods so that the fronts had a noticeable drag, the rears had none. At the second notch the fronts had a heavy drag and the rears had a noticeable drag. At the third and final notch the fronts were locked and the backs had a heavy drag.

Brake system condition:

The Vic has a set of Plasmeter cast iron brake drums installed about 15 years ago. The fronts have been turned out to about .020 over standard and the rears are close to standard. About a year ago I replaced all the backing plate hardware, such as roller tracks, rollers, adjusting shafts, and rear cams with Bratton's hardened components. The brake shoes are composite bonded lining (no rivets) as supplied by Mel Gross. The shoes were arced to match each drum.

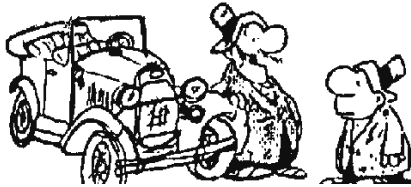
Continuing development:

Flathead is continuing to develop his product. He plans to offer extra long adjusting shafts (Ford part number A-2042). This will preclude running out of adjustment on brake systems that have the drums turned out, or have thin brake shoes or lining.

His "pins" are a recent development to rectify the problem of the rear brakes momentarily hanging when coming to a stop. He has also considered offering a "softer" spring to replace the long spring that is discarded when installing the floater kit. The softer spring would placate those who feel a spring should be there, and will not over ride the floating action as the original spring would if left in place. Flathead has also discontinued gold anodizing visible parts.

Ordering the floater kit:

You can e-mail Flathead and order directly from him (tedspain@gmail.com). The cost was \$130, which included postal shipping from New Zealand. I had them in less than ten days. If you want the "pins", they are slightly extra. ☺



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

Visit MAFCA's Web Site:

www.mafca.com/classifieds.html

For Sale



FOR SALE: 1930 Model A Coupe

Good running car, 80% done. Asking \$9,750.00 o.b.o.

Russ Thor

358 Twilight Ct Camarillo, CA 93012

805-603-0708

07/08

FOR SALE: 1930 Model A

Very good shape. Fenders-excellent. No dents.

3rd owner. Asking \$15,000.00 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 \$11,500.00 OBO.

Jason Dwinger (714) 803-5110



05/08

FOR SALE: To all Restorer Magazine Collectors,

If you collect Restorer Magazines, I have many 1980's through current available to you for **FREE**, due to the generosity of many of our club members. If you need earlier copies, they are available at a modest cost. (Depending on how much they cost me.)

1980s - 1989 issues are \$2.00 each.

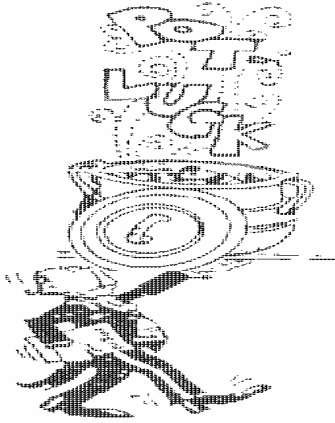
1970s - 1979 issues are \$3.00 each

1960s - 1969 issues are \$5.00 each

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.

07/08



General Meeting

[Second Thursday of every month]

July 10, 2008

(Pot Luck at 6:00 PM in the regular meeting room followed by the meeting at 7:00pm)

Bring your favorite dish

A-L Bring Salad or Desert

M-Z bring a main course

CHOC Hospital Complex

455 South Main St. Orange CA

Drive your A's!!!

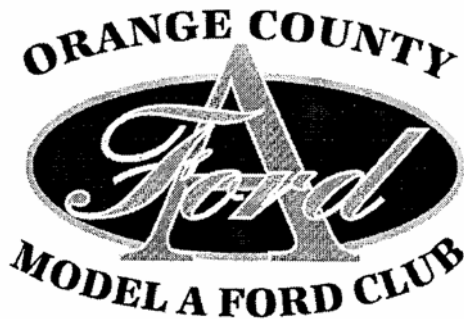
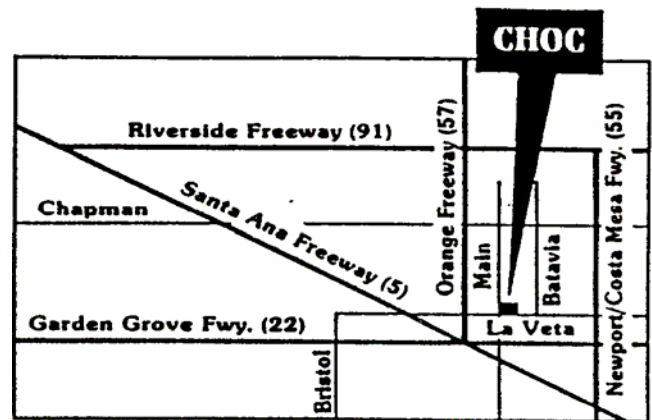
- **Deadline for next *Distributor***

- **July 30, 2008**

- Type or write all articles and advertisements and e-mail to: newsletter@ocmafc.org

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

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



Post Office Box 10595
Santa Ana, CA 92711

First Class Mail

Web Site: www.ocmafc.org