

Orange County Model A Ford Club

THE DISTRIBUTOR

54 Years



Volume 55, Issue 1

January, 2015

Editor Tissy Smith-Hatcher

Special points of interest:

- Lots of photos of our friends at the Installation Dinner in this edition
- Clamp your bumpers



**The holiday party was fun and so entertaining.
Many thanks to Kathie McCall and her
team of volunteers for all their hard work.**



Inside this issue:

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**What can you expect
from the club this year?**

**Whatever you want
to put into it.**



**Pancake
Breakfast**

Tours/Activities

Monthly General Meetings

International Model A Ford Day

Technical Seminars and Education



Don Ratzlaff
President

President's Message

Hey, guess I'm to be your club president for the next year or two. This will be my first report to you so let's get started. My name is Don Ratzlaff, my wife Carolyn and I have been club members since 2002. In the past we have held positions as vice president (activities) and technical advisor and as various committee members. It has been a good experience, in a good group with good people.

First, a welcome to this year's board members: Frank Reese will be our VP in charge of activities, Kathie McCall will be Club Secretary, Tom Weaver will be

Club Treasurer, Tissy Hatcher will be back as Editor of the Distributor, Pete Cruz will be back as Technical Advisor and Rick Hall will be the Past-President (advisor). Thank you all for being this year's board members and welcome.

I believe the board's primary goal should be to insure that club members continue to enjoy the Model A hobby via the club's resources. Examples of which are: Model A driving tours, Technical advice and on-site help and the social Interaction with members sharing common interests. Secondly, we want to maintain a robust club via interactions with the surrounding communities.

It is your club and it will be what you make of it. Please feel free to sit in on the board meetings. If you have a concern you are most welcome to come voice that concern. If you wish to place an item on either the board's, or the general meeting's agenda; please contact me at wadedon@pacbell.net.

It is not too soon to begin planning on the upcoming club pancake breakfast event. I believe this year's event will be the 54th annual breakfast. Frank Reese and Mark Schwing are chair-persons for the event. Some of the activities to be addressed are car parking, food purchase, food preparation and kitchen duties, kitchen support equipment, raffle prize procurement, raffle drawing and prize delivery, storage shed pick-up and return, etc. It's not too early to volunteer to help with these activities.

How about volunteering to lead a driving tour or activity? Contact Frank Reese. How about hosting a technical session? Contact Pete Cruz.

Well guess that's about it. See you "down the road".

9th Annual Hubley Derby Day

Saturday, March 7th,
Test runs begin at 9am



Women's Club of San Bernardino
503 W 31st St, San Bernardino 92404
Call to register Richard and Cheri
Bronstrup at 909-227-1853

Join us for good food
and company

Fourth Thursday
Breakfast Bunch
January 22 8:30 am

Location to be determined

Info: Terry Collings
714-970-7194

Upcoming Tours and Activities Calendar



Jan 3 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W Katella Ave, Orange



Jan 6 (Tues) Transition Board Meeting will be at 6:30PM at Yen Ching Restaurant, 574 S Glassell, Orange—no host. Guests are always welcome.



Jan 8 (Thu) General Meeting will be at 7:30PM. Guests are always welcome. May have a board meeting at

6:45PM



Jan 9 (Fri) Memorial Service for Fern Davis at 10am, American Legion

Post 150, 940 Olive St, Burbank
Jan 17 (Sat) SCRG Meeting, Vicky Barlett's home, 1625 Fletcher Ave, South Pasadena, 10AM. Info 626-799-6338



Jan 22 (Thu) Fourth Thursday Breakfast Brunch ~ at 8:30am. Location to be determined.

For info contact Terry Collings (714)970-7194



Feb 7 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W Katella Ave, Orange



Feb 12 (Thu) General Meeting will be at 7:30PM. Guests are always welcome. Board

meeting at 6:45PM



Feb 26 (Thu) Fourth Thursday Breakfast Brunch ~ at 8:30am. Loca-

tion to be determined. For info contact Terry Collings (714)970-7194



Mar 7 (Sat) 9th Annual Hubley Derby Day, 9am at the Women's

Club of San Bernardino. To register, call Richard/Cheri Bronstrup 909-227-1853



Share your good news or sad times with the club.

*Contact Marilyn Hawkins
714-730-4026/Hm
714-914-7371/Cell*

Memorial Service
Join us in celebration of
Fern Davis
January 9th 10am
American Legion Post 150
940 Olive St., Burbank



No General Minutes were done for December, 2014.

Swap Meets

Jan 11 (Sun) - Long Beach Veteran's Stadium, 5000 Lew Davis, Long Beach 90808, from 6AM-1PM, parking is free

Jan 23-25 - Turlock Swap Meet, Stanislaus County Fairgrounds, 900 N Broadway, Turlock 95380—Info 209-571-1232

Feb 20-22 - Big 3 Swap Meet, Qualcomm Stadium, San Diego

Jun 13-14 - Model T Club of Riverside Swap Meet, Western Little League Headquarters, 6707 N Little League Dr, San Bernardino 6AM Free



Deadline for submissions for the next **Distributor** is
January 25, 2015
Submit all articles and ads to
tismith@cookseylaw.com
or mail to P.O. Box 10595
Santa Ana, CA 92711

2015 BOARD MEMBERS

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Secretary – Kathie McCall
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Treasurer – Tom Weaver
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Technical – Pete Cruz
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Editor – Tissy Smith-Hatcher
714-546-8554/tismith@cookseylaw.com
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714-282-0499/rickandlouis@socal.rr.com

COMMITTEES

ACCC Representative – David Knapp
(949) 243-5210/dknapp@dslexreme.com
Breakfast Committee – Terry Collings
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Club Greeter – Doris Marshall
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Historian & Librarian – Dick Smith
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Regional Representative, SCRG –
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Web Master – Chris Enright
949-481-8780/webmaster@ocmafc.com
Website Info Entry – Pete Hyland
714-633-5797/prhyland@att.net

Association of California Car Clubs Update

By David Knapp
ACCC Representative

What is the ACCC? We tend to toss the ACCC name around a bit at our meetings but we stop short of defining what it is and why it exists. The ACCC, or Association of California Car Clubs, was founded in 1972 to represent and protect the collector car hobby. The mission of the ACCC has always been to "Save Our Cars", a purpose which is needed more today than ever before. With about 10,000 members, the ACCC monitors and reports on legislation, regulations, tax, and fee increases that threaten or hinder our rights to drive, show and enjoy collector cars. The ACCC could do even more with more help as they seek to grow membership to the 15,000 to 20,000 member range. Membership is around \$25 per year for an individual—if interested see their website at www.acccdefender.org. The OC Model A Club is a member representing our group interests.

On to news! The good news is no new bills were introduced which directly affect our cars. The bad news is there were legislative bills passed that increase vehicle license fees and there is a Mileage Based Fee Pilot Program (MBF). Additionally, January 1 expect the new hidden gas tax to become "not so hidden"! You likely will have noticed this already by the time you read this article.

The Mileage Based Fee Pilot Program is part of Senate Bill 1077. This Bill requires the California Transportation Committee to create a technical committee to develop a pilot program to explore charging motorists based on the distance they drive rather than on the amount of gasoline they purchase. If you own a Prius or Volt, this is bad news. If you own thirsty SUV, this is probably still bad news as it will probably be new fees on top of what we already have to pay. There are many challenges to this program including how to collect mileage information while not infringing on privacy. As electric vehicles continue to grow as a segment of the market, this type fee system is likely inevitable.

The Hidden Gas Tax was buried inside AB32 and takes effect January 1, 2015. This tax was secretly created by the California Air Resources Board (CARB) and the Brown Administration without public knowledge nor with legislative approval. The CARB mandate will require companies that sell transportation fuels into the California market to comply with the cap-and-trade program regulation which will result in a hike in gasoline and diesel prices ranging from 16 to 76 cents per gallon. Senate Bill 1079 was introduced by Senator Andy Vidak (R-Hanford) to stop the increase by exempting transportation fuels from the cap-and-trade program. The ACCC's president, Rex Roden, has drafted and sent a very nicely written letter to Governor Jerry Brown in opposition of the CARB gas tax program. For a copy of the letter go to www.acccdefender.org -- consider sending a your own copy to the governor!



Sparkplugs

By Pete Cruz, Technical Director

As a teenager and then into my early 20's I lived for my hotrod. In those days my knowledge of sparkplug reading was pretty basic. If you yanked the plugs and the porcelain was a nice brown you were looking good. If the entire plug end was wet you were either running WAY too rich, experiencing weak (or no) spark or both. If the porcelain was too white you might be running too lean. That was really about the extent of my knowledge and it usually worked for street racing. Ensuring the plugs were ready for a race simply meant a few hard launches to "blow 'er out".

These days my goals are a bit different. Keeping a Model A engine running healthy for as long as possible is the main priority. That and having enough knowledge to at least hold my own at a Saturday BS breakfast with the guys is more than enough reason to do research on all things Model A.

So how do the big boys read spark plugs? Well the good news for me is that the basics I'd learned from my Auto Shop teacher and my experiences with street racing weren't TOO far off they just lacked sophistication and detail. There are actually three main areas to look at:

The "Ground Strap": This is the metal piece welded to the base ring that extends up and over to the just above the inner electrode. The ground strap provides the forensic details that describe the heat within the combustion chamber during operation. Combustion heat is determined by two factors: 1) Heat range of the sparkplug and 2) Ignition timing.



During combustion the ground strap heats from the end over the inner electrode moving down to the end that is welded to the base ring. Once the new plug has been run for a bit you can read the strap to determine whether or not you are running HOT or COLD. The strap will discolor where it is being superheated leaving a mark delineating the point at which it cools. If the discoloration change is close to the end that hovers over the electrode, the engine is running too COLD which is in turn indicative of an engine with too little timing (retarded). If the discoloration change is too close to the end that is welded to the base ring that means the plug is too HOT, indicative of too much timing advance. If this latter condition exists the strap may remain too

hot prior to the next intake cycle and detonate the mixture (knocking). The strap should change color at the middle of the "bend" it makes between its vertical positing leaving the base ring to the horizontal position as it floats above the electrode. If adjusting the engine timing just isn't working to correct improper heat conditions within the combustion chamber (as indicated by the ground strap readings) you may need to move up or down in the heat range of the plugs you are using.

The "Base Ring": The base ring (the final ring of threading that the ground strap is welded to) is where you read the fuel mixture affects. Based upon what you see you can adjust the air/fuel ratio. If the ring has bits of crud stuck to it and is dark you're running too RICH (it may even be wet). What you want is a nice even layer of light soot. If the soot layer is too light it indicates you are running LEAN. Some engines will run a little better if they are a tad lean, others if they are a tad rich so you'll need to experiment!

The "Porcelain": After running long enough to "break-in" the plug(s) the tip of the porcelain should be a medium reddish brown. If the porcelain is still bright white (and may even have broken pieces or is melted) you are running too LEAN. If the porcelain is dark or even black or wet you are running too RICH.

Tidbits: So how can you keep your plugs, and thus your engine, healthy? For starters make sure the engine is warm enough to maintain proper combustion chamber heat. Failing to allow the engine to warm up properly and constantly driving only short distances will foul plugs so, "you need to burn 'em properly to keep 'em happy."

Make sure to do your sparkplug analysis after you've let the engine warm up properly running it fairly hard to put a good load on them! Happy Motoring, Ahhoogah!

Bumper Clamp Safety Tips

By Lynn Sondenaa
Sandy, Oregon

This safety tip is just something to think about. Original Model A bumper clamps were a one piece forging that was chrome plated in 1928, 1929, and early 1930. In 1930 and 1931 the clamps were a one piece forging with a stainless clad cap. The original bumper clamps are very strong and usually will not break. Our modern reproduction bumper clamps are made by one of the following four production processes.

- A pot metal casting poured around a bolt, also known as die casted. These are very cheap to purchase and have a high tendency to crack and break, especially if they are over tightened.
- Cast steel poured around a bolt. These are also prone to cracking and breaking. The more they are tightened the greater the chance of failure.
- Forged steel. These are like the original construction and very strong, they are also expensive.
- Forged stainless steel. These are bullet proof bumper clamps that are one piece and they do not break or rust. They too are also very expensive.

This is a safety thought. Do not over tighten your bumper clamps. They only need to be torqued between 25 to 30 foot pounds. More torque than that will place undue stress on the clamp. Make sure the lock washer is in good condition with spring. I use the reproduction 1928 Ford script bumper clamps on my Model A. These are a pot metal bumper clamp, so I also use a clear zip tie as a safety restraint. (Fig. 1&2) I would suggest using zip ties to anyone using the pot metal or cast steel bumper clamps. The zip ties will prevent the bumper from falling off of the Model A if the bumper clamp breaks. Use heavy duty-high strength nylon ties rated at 120 pounds of holding power. This type of strength is only made in the United States. It would not be

Fig. 1



Fig.2



much fun to run over your own bumper.

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http://www.volcanoas.net/uploads/3/1/7/6/3176877/bumper_clamp.pdf



Joy to the

world





Let it snow
Let it snow
Let it snow





We
celebrate
You



Our
Friends



Our
Family





FOR SALE: Model A engine and stand. Long block and head. Has pan that is oil-pump accessible. No pistons or manifold. \$300 OBO. Contact Bev Marsh at 714-373-9769 or cell 714-397-4593. Email : onebootscooter@yahoo.com.



WANTED: 1930-1931 Model A Coupe. Contact Dan Christenson at 909-636-1365,



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**PLAN AHEAD. JOB STARTS IN
OCTOBER AND ONLY LASTS
2 MONTHS EACH YEAR.**

M O D E L A

Roster Raffle

**CURRENT
JACKPOT**

200

DOLLARS

**ORANGE COUNTY
MODEL A FORD
CLUB**

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Next General Meeting

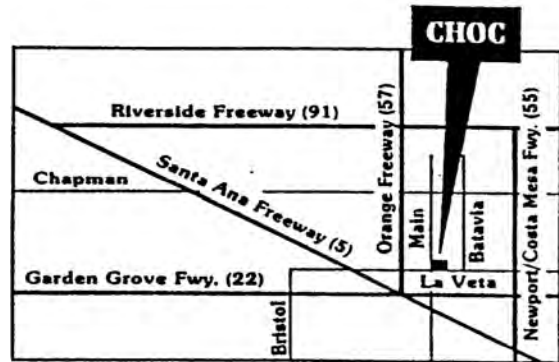
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[Second Thursday of every month]

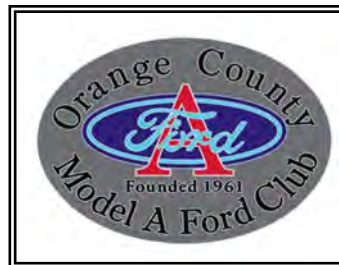
January 8, 2015

CHOC Hospital Complex

455 South Main Street, Orange, CA



From Main Street, turn east on to Providence Ave. and immediately on your right, enter the structure and park on the second level. Meetings are held in Building 2 in the Wade Education Center-2nd Floor. Access meeting room through the double door entry off the 2nd Floor parking structure



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