

Orange County Model A Ford Club

THE DISTRIBUTOR

54 Years



Volume 55, Issue 9

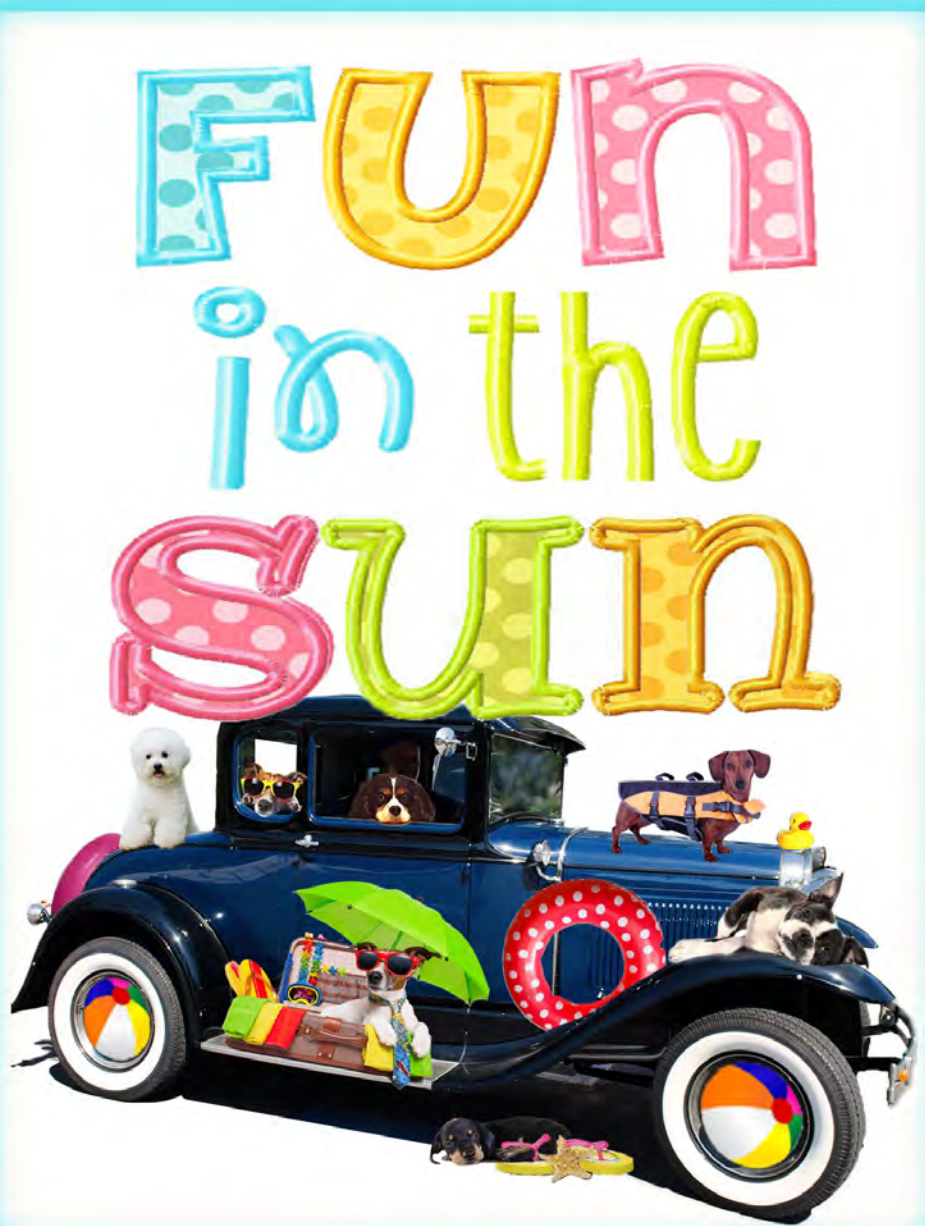
September, 2015

Editor Tissy Smith-Hatcher

Come to the
Technical Seminar
on 9/26 and learn
how to install seat
belts in your
Model A

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We are ready for summer cruisin'



Don Ratzlaff
President

President's Message

The tour of the Orange County Model (RRY) Engineers site in Costa Mesa was fun. Even though the day was warm, we had a large turn out; maybe 40 or more guests and 15 or more Model A's. Several members of the Capistrano A's joined us for the tour. The site encompasses approx. 40 acres with 3 or 4 miles of track. I put a few photos on You Tube; you can view them at <https://youtu.be/e3JGjieCjNA>. That and several others are also posted on the club webpage (ocmafc.com) under the index "event photos".

Hey, there were no August recipients for the "Hard Luck Trophy"; proof of the reliability of the member's cars or, perhaps you aren't driving them? Don't be shy; it's a learning experience for all.

We have ample driving opportunities coming up: 1) The 4th Thursday Brunch on 9/24 (Thu) at Pop's Café, 112 E 9th St, Santa Ana at 8:30am. For info contact Terry Collings (714)970-7194, 2) The BS Breakfast – Saturday, 9/5 at the Katella Grill, 3) The annual Disney half-marathon event on Sunday 9/6. If you didn't register to participate, Carolyn and I have room for two guests. Problem is: we have to be on-site at 5am (State College Blvd south of Winston), 4) The OCMAFC General meeting 9/10 at CHOC, 5) The 3th Annual All Ford Car Show and Swap Meet at Orcutt, CA. and 6) The antique car swap meet on Sunday, Sep 27 at 6707 N Little League Dr, San Bernardino. You will find these and more on the Calendar section of the Web Page at www.ocmafc.com and the monthly club newsletter, "The Distributor".

And last but not least, a belated WELCOME to our club's newest members, Brian & Cindy Mueller and, their 1931 Deluxe Roadster.

Saturday, 9/19, has been designated "International Model A Day"; any ideas for a club outing?

Go ahead, drive your Model A.

Don

**Join us for good food
and company**

**Fourth Thursday
Breakfast Bunch
September 24th 8:30 am**

**Pop's Cafe
112 E 9th St
Santa Ana, CA 92701-3505
714-543-2772**

**Info: Terry Collings
714-970-7194**



**Looking for Christmas gifts?
How about a Model A cap or T-shirt?
So much better than a holiday sweater!!**

Upcoming Tours and Activities Calendar



Sep 5 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W Katella Ave, Orange



Sep 10 (Thu) General Meeting will be at 7:30PM. Guests are always welcome. Board meeting at 6PM

Sep 14 (17-Day Tour) Model A Touring Club. Starts in Reno, NV and tours 4 states. Info contact Brad Richter 559-255-0121

Sep 18 (Fri) International Model A Day—Drive Your Car



Sep 24 (Thu) Fourth Thursday Breakfast Brunch ~ Pop's Café, 112 E 9th St, Santa Ana,

92701-3505, 714-543-2772 at 8:30am. For info contact Terry Collings (714) 970-7194



Sep 26 (Sat) Technical Seminar—Seat Belt Installation at Hall

Residence, 3532 E Marywood Dr, Orange, 9am, coffee and doughnuts await



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

Oct 11-20 CCRG Grand Tour—Avenue of the Giants



Oct 8 (Thu) General Meeting will be at 7:30PM. Guests are always welcome. Board meeting at 6PM



Oct 21-23 Tour to Idyllwild, more details at the September General Meeting



Oct 22 (Thu) Fourth Thursday Breakfast Brunch ~ at 8:30am. Location to be determined. For info contact Terry Collings (714) 970-7194

Dec 2-5 MAFCA National Awards Banquet, Medford, Oregon

Jan 3, 2016 (Sun) Annual Installation Banquet at Fullerton Elk's Club., 1pm-5pm Save the date.

Apr 7-9, 2016 MARC Membership Meet, Flint, Michigan

Jun 16-24, 2016 MAFCA National Convention, Loveland, Colorado

Want to know what you missed when you couldn't make it to a general or board meeting? The minutes will now be published on the website, so check them out.

Swap Meets/Car Shows

Sep 12—13th Annual Santa Maria "A" All Ford Car Show and Swap Meet, 201 S Broadway, Orcutt, 9a-3p, Contact: Curt Wagner 805-476-1231

Sep 13—19th Annual Mid-Coast Automotive Swap Meet at Mid State Fairgrounds, Paso Robles, CA, south entrance carnival grounds. Contact: Chuck Jennings 805-462-2016

Sep 20—Vintage Fun in the Sun Annual Car Show at the Kern County Museum, 3801 Chester Ave, Bakersfield, 9:30a-2pm

Sep 27—Paradise Valley Model A Club Antique Car Swap Meet, 6AM-3PM, Free admission, Western Little League Regional Headquarters, 6707 N Little League Dr., San Bernardino, 92407

Feb 26-28, 2016 - Big 3 Swap Meet, Qualcomm Stadium, San Diego

What You Missed — Orange County Model Engineers Tour



2015 BOARD MEMBERS**President** – Don Ratzlaff

714-529-5062/wadedon@pacbell.net

VP/Activities – Frank Reese

714-970-6262/Rfrust34@yahoo.com

Secretary – Kathie McCall

714-633-0946/dkmcclall@socal.rr.com

Treasurer – Tom Weaver

714-637-0227/tweaver@surfside.net

Technical – Pete Cruz

949-246-1291/petecruz@gmail.com

Editor – Tissy Smith-Hatcher

714-546-8554/tissysmith1@gmail.com

Immediate Past President – Rick Hall

714-282-0499/rickandlouise@socal.rr.com

COMMITTEES**ACCC Representative** – David Knapp

(949) 243-5210/dknapp@dslextrreme.com

Breakfast Committee – Terry Collings

714-970-7194/mtcollings@sbcglobal.net

Club Greeter – Doris Marshall

310-378-5061/dandd51@gmail.com

Election Chairperson – Joe Goff

949-768-4627/joe@abt-tax.com

Historian & Librarian – Dick Smith

949-770-6847/modeladick@yahoo.com

Merchandise Director – Cathy O'Brien

714-777-0771/ylgsrden@aol.com

Pancake Breakfast Setup & Coordination –

Frank Reese, 714-970-6262/Rfrust34@

yahoo.com and Mark Schwing, 714-970-

1696/mschwing@earthlink.net

Raffle – Ed Cote

714-542-6161/patricia.cote@att.net

Refreshments – Esther Goff

949-768-4627 and Carolyn Ratzlaff

714-529-5062, dcrazzy@gmail.com

Regional Representative, SCRG -

Carolyn Ratzlaff, 714-529-5062,

dcrazzy@gmail.com

Sunshine & Sorrow – Marilyn Hawkins

714-730-4026/jmsinger@pacbell.net

Web Master – Chris Enright

949-481-8780/webmaster@ocmafc.com

Website Info Entry – Pete Hyland

714-633-5797/prhyland@att.net

CELEBRATE

SANTA ANA COLLEGE



You're Invited To Our

100TH BIRTHDAY PARTY

Saturday • September 19 • 2015

5:00 PM to Sunset for the Fireworks!

Santa Ana College • 1530 W. 17th Street • Santa Ana • CA 92706

Santa Ana College is asking for volunteers. Looking for vehicles for every decade of the school's history; 100th Birthday Party! Set up at 4pm, leave at 8pm. Musical themes (1925-1935 Great Depression, Jazz, Blues). Game Plan: owners bring their cars to the designated parking area. They can leave the event or go to our Hospitality Tent and we will comp them for the day. Each car set up with students talking about the decade. The cars will be behind ropes. No one will touch the cars, but there will be pictures. A supervisor/manager from SAC will be assigned to the area also. If the owner wants to remove their car before the fireworks at 9pm, they can do so before 8pm. If you are interested in participating, please send email describing your vehicle and what decade it falls into. Contact Santiago Martin, mail: samartint@sbcglobal.net

**Sadly, most of us saw the news of the
Model A recently involved in a traffic accident.
Be as safe as you can and learn how
to install seat belts at this month's technical seminar.**

What: "Seat Belt Installation Seminar"

Where: Rick and Louise Hall's home

3532 E. Marywood Drive

Orange, CA 92867

When: Saturday September 26 at 9 AM

Coffee and doughnuts will be provided!



Photo courtesy of MAFCA



*A reminder of how many club members' cars came to Orange County
Photo contributed by Harley Broviak*

Many Thanks for the Donations to The Ronald McDonald House



Sunshine and Sorrow

By: Marilyn Hawkins

Becky, mother of Gary Chambers, passed away on July 28. Sympathy card and basket of African violets were delivered to the Chambers home.

Virgil Stockard's funeral was held at Westminster Memorial Park on August 9th.

He was a long-time member (1974). Basket of spring flowers were delivered for the service.

Mimi Sickman had a triple aneurysm in August and miraculously recovered. E-mailed her an animated get well card.

Call or e-mail me with happy news to report...like your wedding anniversary OR if you turn 80, 85 or 90 years. Events are to be celebrated and recognized.

May you always have love to share, health to spare, and friends that care

MODEL A
Roster Raffle

**CURRENT
JACKPOT**

30

DOLLARS

General Meeting Minutes

Orange County Model A Ford Club Meeting
Thursday, August 13, 2015
Wade Education Center @ CHOC
52 in attendance. 2 Model A's



President Don Ratzlaff opened the meeting at 7:30 pm following the annual August potluck.

The flag salute was led by Terry Collings.

Our greeter & joke teller, Doris Marshall was absent and missed by all.

Minutes: No July meeting. June minutes published in club newsletter.

Financial: Treasurer Tom Weaver absent, financial details deferred.

Tours/Activities: Frank Reese thanked Frank Mowrer for leading the Lyons Museum Tour recently. Frank then provided details for the upcoming OC Model Railroad Engineers event. Other events listed on the calendar page.

Potential overnight trip to Idyllwild October 23-24 pending interest response.

Technical: Pete Cruz provided a humorous video depicting a "doodle bug tractor" and an informative video on getting rust out of the gas tank (very high tech).

Sunshine/Sorrow: Marilyn Hawkins provided update on recent deaths of Joan Mariola, Pam Otto and Gary Chambers' mother. Marilyn is seeking some "sunshine" events, so message her with special occasions.

Hard Luck Trophy: No candidates fessed up this month, hard to believe.

4th Thursday Breakfast: Terry Collings. 8/27/15 Lakeview Café Huntington Beach.

Roster Drawing: Robert/Marcia Allan name was drawn, but neither was present to receive the \$20.00. Next month will be \$30.00. Who will it be?

Model A Driver cash award of \$10.00 went to Pam Heiland who drove her 1929 Phaeton. Walt Otto also drove his '29 Roadster from Laguna Beach.

Announcements: Richard Parrish (after telling a joke) provided information on purchasing tires from Kelsey Tire at a group rate. Contact Richard for details.

Esther Goff announced a shortage of volunteers for the monthly refreshments: thanks to Diane Runyon, Jeanne Parrish, Pam Heiland and Bev Marsh for quickly responding for September and October.

New Business: Parking Issue. The new private parking lot contractor will no longer recognize the club parking stamp. Secretary Kathie is looking into a discounted rate of \$2.00 per vehicle instead of the standard \$5.00. Of note is that the parking attendant is off duty by 9:00pm, so there is no charge after that time.

Monthly Newsletter Expense. Lengthy discussion was held regarding the mailing costs of sending the newsletter (\$14.00 annually). Currently 85 members receive the newsletter by mail, the rest by e-mail.

Terry Collings presented a motion to leave the current membership dues at \$30.00 Annually and charge an additional \$7.50 for mailed newsletter. Sheila Plotkin 2nd followed by discussion.

Joe Goff presented a substitute motion to leave the dues at \$30.00 and require an additional \$15.00 for NEW members if they wish to receive the newsletter by regular mail. 2nd by Rick Hall. A show of hands by those present revealed the majority in favor. The substitute motion prevailed.

There being no further business, the meeting was adjourned at 8:40 pm.

Submitted by Kathie McCall, Secretary

BATTERY DIMENSIONS

What were the original dimensions of the 1928-1931 Model A Ford battery?

Answer: Original Ford Battery Dimensions (at bottom):

Width: 7 1/8" to 7 1/4"

Length: 8 7/8" to 9"

Source: Restorer Mar/Apr 1992 Volume 36-6 page 13. Enrique Klein, Los Altos, CA.

12 VOLT OR 6 VOLT?

Question: I have owned Model A's for 40 years and I just purchased a 1930 Model A Dlx. Coupe all re-stored & beautiful. The only thing is they put a 12 volt alternator that reads 12 volt negative ground. I have the car at a friend's house waiting to make space to bring it home so I have not gone through it yet. My question is that it appears that they put a 12 volt alt. & battery because the car spins over very fast but it seems like the wiring is correct looking for 6 volt? Could someone convert to 12 volt without changing the wires? and if so I assume the bulbs must be 12 volt as well. I am not good when it comes to electrical. Would the stock wiring hold up for 12 volt? Thanks, [Joe Todaro](#), Bedford Hills New York

Answer: One of the reasons the auto industry converted to 12-volts in the '50's was to reduce the cost of the automobile. When the electrical system is changed to 12-volts the amount of current (amps) is reduced to maintain the same electrical power (watts). With the reduction in current in the system the size of the wire can be reduced, therefore saving money.

As the original system wiring is designed for the 6-volt system the wire size is actually heavier than necessary. This doesn't cause any problems in the system. As for the light bulbs, these would also have been changed to 12-volts. This will also affect the horn, either it has been re-wired for 12-volts or a voltage reducer has been installed to reduce the voltage to the horn to 6-volts. The ignition coil would also have been changed or a voltage reducer installed in series for it also. You might wish to contact the previous owner and determine what was actually done when the conversion was done. - **Chuck Christensen**, 2011 MAFCA Technical Director, [mafca.org](#)

DOOR RUSTOUT

Question: What would you recommend for a rusted out door? Apparently the drain holes in the bottom of the door were plugged and so the water eventually rusted out the outer-bottom of the door. I had thought of buying a complete skin for \$166.00 from Mac's and welding it in place of the bad one. Thank you very much for all of your help.

Answer: Depending on the size of the rust out at the bottom of your doors you could try filling them with brass (be sure to sand blast the brass after you finish), or get some "dries like metal" bondo at the local auto paint stores. I have used that on some pretty large holes and it works very well. --**Lyle Meek**, 1997 Technical Director, [mafca.org](#)

*Saturday BS Breakfast food
must be really good as club members
Ed Cote and Mohawk Goff share a meal*



OCMAFC
*Let's continue our
support!!*



**Orange County
Ronald
McDonald
House**

We hope
you enjoy
photos

July
Tours
of

Lyon Air Museum/
Crevier



Removing Dents From Trunk/Rumble Seat Lids and Door Panels

By Pete Cruz, Technical Director

Straightening steel is problematic enough without having to worry about how to even get to the problem area. Door panels, along with trunk/rumble seat lids, come to mind since they have steel reinforcement panels inside them. These reinforcement panels have some holes but severely limit the ability to put a hammer or dolly against the metal of the outer skin. Since the reinforcement panels are covered by either an interior upholstery panel or a seat cushion, you can cut a hole in them to access the dented area but that may weaken the structural integrity of the panel. That, too, can be fixed. But, as you can imagine, this opens up a whole can of worms best left alone! Back when I was in high school, the solution was to drill holes in the dented area, insert a wood screw, then use a body puller to yank out the metal. That process produced good sized holes (with peaks from pulling) that had to be dealt with usually by welding up the holes. The end result was a dent that pretty much resembled the original shape of the metal, and for most folks, was close enough to allow it to be filled and smoothed with plastic filler.

For me, the best solution is to use a stud welder. The welder will allow you to weld a “stud” onto the metal, rather than use the old “hole and screw” method. There are a number of really nice stud welder kits available from \$200 up to about \$550 but I chose to purchase a bargain unit from Harbor Freight for \$99.99. The kit comes with the welder, a slide hammer and 200 studs. I’ve been using it for quite a while now and haven’t had any issues thus far.

To use the welder you simply plug it in to a 110v outlet, slide a stud into the welder tip, hold the unit flush against **clean steel** then pull the trigger for 1-2 seconds. It takes a little practice to get the proper timing down for consistent welding, but you’ll be using it like a pro in no time. When you are finished moving the metal, you cut off the stud, then grind off the small portion left behind.

The issues I’ve seen with both the “hole and screw” and stud welder method is that some folks immediately use the screws or studs to yank on the dented metal which, at first glance, seems to make sense given the design of these tools, however doing so throws out all you have learned about body work. Remember when “bumping metal” roughly 90% of your time should be spent using the “off dolly” technique? That is what you should be using a dolly to “push” up on the low spot while hammering on the high spots adjacent to where you are pushing with the dolly. Only when you are really close to the shape you want to achieve should you come back in and gently tap “on dolly” to smooth the metal into its original shape (assuming you are using a properly shaped dolly). Using screws or studs to yank on the low spots is akin to using the “on dolly” technique (it can stretch the metal). Don’t get me wrong, depending on the severity of the dent, we’ll all do whatever we need to do to get the dent out and worry about the consequences later, but it is best to try and limit the amount of “recovery” work you’ll need to do!

To incorporate the “off dolly” technique with the studs, instead of using the stud puller to “yank” on the metal, use it to apply upward pressure on low spots in the metal to mimic the action of pushing up from below with a dolly. You can then hammer on the high areas surrounding the dent, using the “off dolly” philosophy. Take your time and you’ll be surprised at how well you can control the metal. Also remember the “last in – first out” adage. When studying the damage, imagine the dent as it was occurring. Metal first moved at the point of impact, followed by the surrounding metal as the dent was formed. Start the repair at the outer point of the damage working your way into the point of impact. This will not only help things go smoother but will help prevent oil canning!





FOR SALE: 1930 Ford Model A frame with hydraulic brakes and modern shocks. I purchased this frame to build a Model A, but I just do not have the time and I already have 2 other Model A cars. From what I have been told, the frame has brakes from a 1945 to 1948 Ford. The front brakes appear to be from a Ford F100. The back brakes appear to have Lincoln drums with Ford F100 brakes as well. The frame comes with a front bumper and as I mentioned, it also comes with modern shock absorbers. The rear end is original Ford Model A and the torque tube is also present. There are three 16" Ford spoke wheels which come with the frame. The fourth wheel is missing and there is a round piece of plywood in its place. There is no title to this frame. You will receive a bill of sale. For the record, the frame is left over from a 1930 Ford Model A coupe which was turned into a hot rod by a friend of mine. Price: \$950.00 OBO. Contact Harley Broviak at 949-433-3303



FOR SALE: 1931 Model A Deluxe Coupe, stock engine and transmission, two tail lights, rumble seat, good interior. Asking \$12,000. Contact Darlene Womack (714) 525-3318, Email: ifowo@earthlink.net

DOOR HANDLE REMOVAL

Question:

I am nearly ready to paint the doors of my 1930 Tudor, but cannot get the outside handles off. I recently found out that there is a small bolt on the end of the shafts. Is there a special tool for this? I am trying some WD40 on them to help release them, but no luck with my tools at hand. What do you suggest?

Answer:

There is a little trick to getting the outside door handles off the 1930 and 1931 closed cars. First remove the two screws from the outside door handle escutcheon. That's the two screws that attach the handle to the outside of the door. Then turn the handle 1/4 turn to the right and pull straight out. You may have to wiggle it a little but it should pull straight out at the quarter turn. The handle shaft is square cut and the square hole in the door lock assembly is rotated 1/4 turn. A groove in the shaft allows the handle to rotate after it's in place. --

Les Andrews, 1998 Technical Director, mafca.com

Deadline for submissions for the next

Distributor is September 25, 2015

Submit all articles and ads to

tissysmith1@gmail.com

or mail to P.O. Box 10595

Santa Ana, CA 92711

**ORANGE COUNTY
MODEL A FORD
CLUB**

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

We are on the Web!
www.ocmafc.org

Next General Meeting

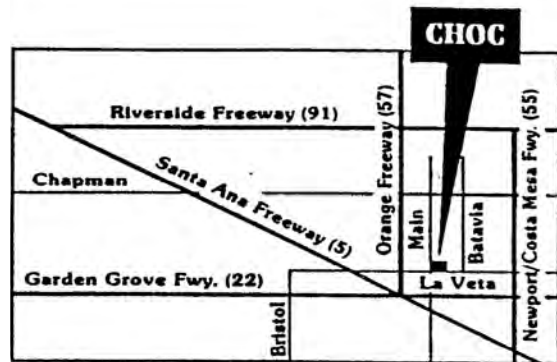
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[Second Thursday of every month]

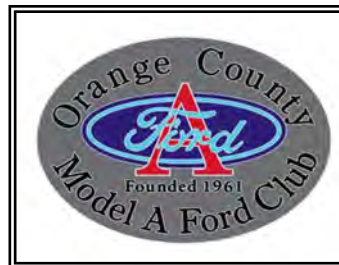
September 10, 2015

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



Return Address:
Post Office Box 10595
Santa Ana, CA 92711

First Class Mail