

Orange County
Model A Ford Club



THE

DISTRIBUTOR

55 Years



Volume 56, Issue 11

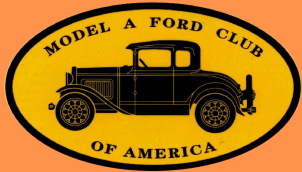
November, 2016

Editor Tissy Smith-Hatcher

Bring suggestions to the November General Meeting for fun games to play on December 15th

*Jingle
Jingle*
Come and Mingle

Our December meeting date will be 12/15. It will be a time to come together to enjoy the friends we have made at the OCMAFC



Inside this issue:

President's Message/ Sunshine & Sorrow	2
Tours & Activities/ Calendar/Swap Meets	3
Technical Article— "Stop the Rattle!"	4
Board Member Contact Info General Meeting Minutes	5
For Sale/New Mem- bers & Changes	6
Election Form	9
Historian's Corner	10
Membership Renewal Form	11
What You Missed/ Invitation to Join MAFCA	11



From the Editor: My apologies to everyone for the delay in getting this month's newsletter to you

President's Message



Don Ratzlaff
President

Hey, October is just about history; hasn't been too bad a month has it? A few days of hot weather but at the end we have had a nice rain with additional rain in the forecast. Maybe things will green up after all.

Did you enjoy the Progressive Brunch we had on the 8th? Thanks to Karen Gaynor and Sheila Plotkin for organizing it. And a well-deserved thanks to Dick and Carmen Smith, Bruce and Becky MacIntosh and Gerry and Cathy O'Brien for opening their homes and preparing the food and drink we all enjoyed; it was awesome!

Carolyn and I enjoyed several other events during the month of October. First, there was the October 2nd potluck luncheon hosted by the Bakersfield Club at Frazier Park, CA. We were joined by Drain and Doris Marshall, Greg and Fran Earhart and Mark Schwing. As I recall, they all won raffle items, nice! Then there was the October 22nd "Ridge Route" driving tour. The tour was a fund raiser for the Ridge Route

Preservation Organization and was sponsored by "Mike's Diner" in Castaic, CA. The 20-mile drive began just south of Gorman, CA and ended in Castaic, CA. The road was a bit rough here and there but the scenic vistas were great as was the historical narrative provided by the docent, Mr. Harrison Irving Scott.

It will be history by time you read this however.... The "4th Thursday Brunch" falls on October 27th and will be held at the Original Pancake House in Orange, CA; hope you all enjoyed the outing. Following that, we had a "technical" on Saturday the 29th of October, it was held at Richard and Jeannie Parrish's home (909 S. Hacienda Pl, Anaheim, CA) beginning at 10am. The subject was a "service" inspection of the roadability of your Model A. I'm guessing that we will picked up a few pointers on the care and conditioning of the Model A.

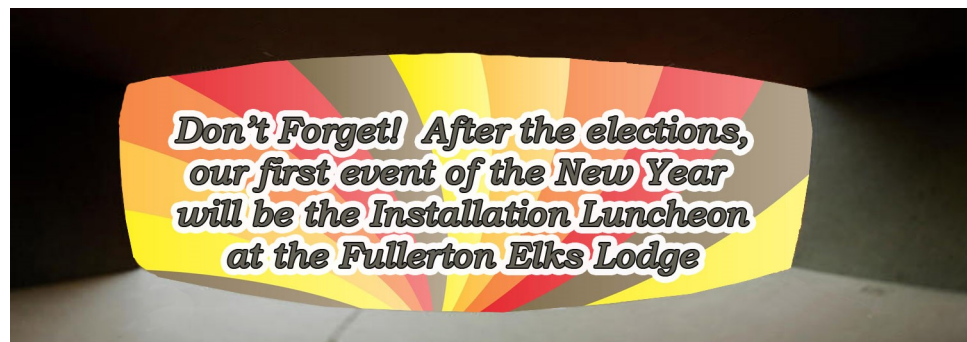
I see that the November meeting will be on the 10th, two days after the National Election. I know you all will vote for the candidates that you believe will successfully guide America through the difficult times ahead. Whatever the outcome, I'm glad you voted.

Speaking of elections: Contact Joe Goff (josecool35@cox.net or Ph#949-768-4627) and indicate your willingness to become: Club President, Treasurer, Secretary or Task Chairperson! **Please?**

Happy Halloween and; Chewbacca says: "May The Force FORD be with you!"

That's all folks!

Enjoy, Don R



Sunshine and Sorrow



SUNSHINE & SORROW

By Marilyn Hawkins

Received no reports of anyone sick or hospitalized. Now that's good news! Stay healthy for the busy, upcoming holidays.

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

Upcoming Tours and Activities Calendar



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



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



Nov 12 (Sat) Alzheimer's Walk for the Cure, 7am at Angel's Stadium, 2000 E Gene Autry

Way, Anaheim, 92806. Park your car for display at the stadium. Participate in the Walk for the Cure if you wish. Usually over before noon and we have a group lunch at local restaurant if you're interest.

Nov 12 (Sat) Fullerton Museum, 301 N Pomona Ave, Fullerton featuring Prohibition Era in America. Be an "invited guest" by driving your Model A and arriving at 5pm. Event is 6pm-10pm \$18/Admission. For info call Kelly 714-738-6545. Roaring 20's/ cocktail attire preferred.



Nov 24 (Thu) **NO** Fourth Thursday Breakfast. Stay home, give thanks, enjoy family, eat turkey! Come with us next month.



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

Dec 5-8 National Awards Banquet, Reno, NV



Dec 15 (Thu) **Special Date** General Meeting will be at 7:30PM. Guests are always

welcome. This will be an informal get together. Board meeting at 6PM



Dec 22 (Thu) Fourth Thursday Breakfast 8:30AM TBD For info contact Terry Collings

at 714-970-7194



INSTALLATION Banquet

Jan 8, 2017 Annual Installation Banquet at Fullerton Elk's Lodge, 1400 Elks View Lane, Fullerton, CA

March 24-25, 2017 CCRG Jamboree in Porterville, CA. Hosted by Porterville Happy Honkers. For info: Dr. David Bockman, carnut123@gmail.com
Apr 2, 2017 Annual Pancake Breakfast, Hart Park, 701 S Glassell St, Orange, CA

**STEP FORWARD
GIVE HOPE**
Alzheimer's Walk 2016
NOVEMBER 12TH

**NO
Fourth Thursday
Breakfast
November 24nd**

Swap Meets/Car Shows

Nov 6 (Sun) Long Beach Hi Performance Swap Meet & Car Show, Veterans Stadium, 5000 Lew Davis St., Long Beach, 6am-1pm

Nov 13 (Sun) Pickers Paradise Automotive Swap Meet at the Elks Lodge, 7212 Melrose St, Buena Park 6am-5pm

Nov 19 (Sat) United Artists Theatre Car Show, 1919 Verdugo Blvd., La Canada Flintridge, 91011 7am-8:30 am

Nov 27 (Sun) Long Beach Hi Performance Swap Meet & Car Show, Veterans Stadium, 5000 Lew Davis St., Long Beach, 6am-1pm

Dec 4 (Sun) Pomona Swap Meet & Classic Car Show, 5AM-2PM, Pomona Fairplex, Fairplex Drive and McKinley Ave, Pomona 91768 Enter at Gate 17.

Dec 11 (Sun) Long Beach Hi Performance Swap Meet & Car Show, Veterans Stadium, 5000 Lew Davis St., Long Beach, 6am-1pm

Technical Article Provided by Ken Blankshain, Technical Director
Reprinted from Fahnestock, Murray, "Stop That Rattle!", Restorer May-June 1964 (9-1) p 7-9

"All cars, though silent when they're sold, will rattle some as they grow old" . . . Here are some words of advice originally intended for Ford dealers when printed in 1932 but they are still worthy of consideration by today's restorers and, though some of the parts recommended herein may not be as readily available now as they were then, today's Model A owner, we know, is capable of some ingenious substitutions—Remember, it won't be "like new" until you . . .

STOP THAT RATTLE!

By MURRAY FAHNESTOCK

Many of the complaints of drivers regarding vibration are not primarily due to the vibration itself, but rather to the fact that the vibration "rattles" something and makes a noise. Remove the rattles, and the drivers will have fewer complaints to make regarding vibration.

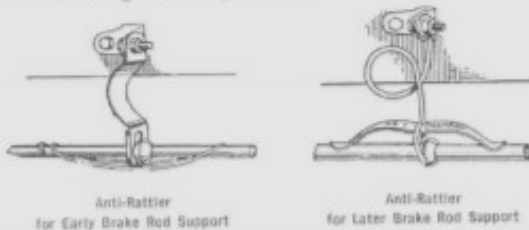
For many years car owners have been trained that "noise" is an indication of trouble — as it frequently is. Every rattle is a "tiny hammer," and the constant pounding not only means increasing wear, but also tends to cause fatigue and breakage.

Engine vibrations are usually unimportant, until other parts of the car vibrate in sympathy with them, thus amplifying them in much the same manner that the sound-box of a violin amplifies the sound resulting from the vibrations of a violin string. It is only when the torque reaction of the engine coincides in frequency with that of other parts that the vibration becomes really objectionable.

There was enough truth in the stale wise-crack, "It's a rattling-good car," to make it a serious impediment to the sale of Model T Fords. For this reason, a better job of rattle-proofing the Model A Ford was done by the factory, but by this time there are many parts of Model A in need of anti-rattle servicing. In this respect the Ford cannot differ from all other cars which gather noise with age.

Brake Silencing

While the Ford brake rods may not make quite as much noise as a couple of loose-jointed skeletons dancing the shimmy on a tin roof, yet these brake rods may become a prolific cause of rattles. Many Model A owners will be interested in accessories and equipment which will eliminate these rattles, and give the car that "thoft, thuddy" sound when bounding over rough roads.



Brake rod linkages are subject to comparatively rapid wear because they are exposed to road splash, and because no special provision is made for their lubrication. This

causes wear of clevises and clevis pins, resulting in looseness and rattle.

Some improvement can be made by replacing worn clevis pins (costing 3 cents each) with new clevis pins; but this does not take care of the wear in the clevises or in the eyes forged integral with the ends of the brake rods.

Since it is far too costly to eliminate play in Model A brake rod linkage by complete replacement of worn parts, it is fortunate that the equipment makers have devised easily installed and effective anti-rattlers which effect a lasting cure.

For taking up play at the clevises, anti-rattlers are made that are easily slipped into crotch of clevis, and then hooked over brake rod, thus maintaining a constant tension. These same anti-rattlers can also be used on the brake rod supports.

For silencing the rattles which may otherwise occur at the brake rod supports, different types of anti-rattle supports are made, depending whether the old flat-spring type of supports are in use or whether these supports are of the round wire spring type. A recently developed brake rod support contains a rubber grommet, thus cushioning the brake rod in rubber, and eliminating the possibility of squeaks or rattles at this point.



Another device uses coiled springs, hooked to brake between brake rods and side members of chassis frame to exert a constant tension on the brake rods.

Sometimes a rattle develops in the front wheel brakes, but this can be overcome by removing the wheel and installing an operating wedge cushion. To install, remove two lower brake shoe springs and expand both shoes. Drop operating wedge to its lowest position, insert square tip of cushion in back of operating pin, and slide hole in cushion over brake shoe spring support stud and reassemble.

The brake pedal anti-rattle stops noise caused by play on pedal shaft. Also returns pedal to "off" position when released, thereby eliminating the possibility of the stoplight staying on. To install, hook end around brake pedal lever and hook spring in lower hole of rear engine support bracket.

Noise in clutch pedal may be caused by loose play on shaft. By installing a clutch pedal anti-rattler, pedal is

Continued on Page 6

2016 BOARD MEMBERS

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Club Greeter – Doris Marshall
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Pancake Breakfast Setup & Coordination –
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Raffle – Ed Cote
714-542-6161/patricia.cote@att.net
Refreshments – Esther Goff
949-768-4627 and Carolyn Ratzlaff
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Carolyn Ratzlaff, 714-529-5062,
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Web Master – Chris Enright
949-481-8780/webmaster@ocmafc.com

Please Note: Some information contained in our newsletter has been reprinted from other newsletters; we thank and acknowledge them.

General Meeting Minutes**OCMAFC General Meeting
Thursday, October 13, 2016****CHOC Education Center****56 in attendance/3 Model A's**

President Don Ratzlaff opened the meeting @ 7:40 PM.

The flag salute was led by Ken Blankshain.

Club Greeter Doris Marshall had another humorous story. No visitors.

The September minutes were approved as printed, no corrections.

Financial: Tom Weaver reviewed balance on hand, current membership 168. Membership dues payable any time for 2017, still \$30.00.

Mail to PO Box or bring to November or December meeting.

Editor/Roster: Tissy always looking for pictures and articles, deadline 10/25.

Submit corrections to roster for 2017 to Tissy.

Activities: Frank Reese thanked Norm and Lori Kredit for putting the Fullerton tour together, and Karen Gaynor and Sheila Plotkin for the progressive brunch tour, along with the host homes of Smiths, Macintosh' and O'Briens.

Both events were well attended. Discussion was held re: the Nethercutt Museum tour planned for 10/29. The museum elevators are not working, and there are 4 levels of exhibits. Members in agreement to cancel this event until later in 2017. Several options for future tours were presented.

Emphasis was placed on attending the annual CCRG (Central California Regional Group) in Porterville 3/24-25. Information to follow.

Technical: Ken Blankshain planning Safety Check seminar in place of Nethercutt on 10/29 at garage of Richard Parrish. See calendar for other seminars.

Ken has a large amount of car cleaning products donated by Mother's following the detailing seminar to be given away tonight.

An electric polishing kit, also donated will be auctioned at the December meeting.

Sunshine/Sorrow: Marilyn Hawkins. No issues for OCMAFC, but Harbor A Club lost a long time member Barney Clayton.

Marilyn will need to be replaced pending election as club treasurer.

Election: Joe Goff announced that Jim Runyon has agreed to serve as President and Marilyn Hawkins as Treasurer. Other nominations were requested from those in attendance, especially for Secretary. None received.

Terry Collings 4th Thursday breakfast 10/27 Original Pancake House.

Hard Luck Trophy: No major incidents were reported.

Greg Witz, Steve Povich and Carl Pease had minor issues.

Other Business: Norm Kredit has knowledge of a 1930 complete Model A Chassis, currently in possession of the owner of the gas station (Fullerton tour). The board approved the purchase of the chassis for a maximum of \$2,000. To be used as a club project. Don Geissen volunteered his shop to store the chassis while it is being cleaned up and readied for potential auction at the pancake breakfast. Norm will negotiate the sale with the owner. Frank Mowrer displayed refrigerator plastic drip pan that he found to be useful under his car. It can be purchased at Lowe's or Home Depot.

Drawings: Model A driver Norm Kredit. (Continued on Page 8)

Continued from Page 4

returned to full backward position, and weight is taken off clutch spring. To install, hook end around clutch pedal and hook spring in lower hole of rear engine support bracket.

The starter pedal may be a source of noise. If there is a 1-inch hole in dash, then a round rubber pedal shaft grommet is installed as follows: Remove starter pedal shaft. Insert rubber grommet in dash and reassemble.

Where the starter pedal passes through a block of rubber held in place by two screws, a different form of rubber grommet (reinforced with metal eyelets at screw holes) is installed with equal ease.



Grommet for Later Starter Pedal Shaft

Choke Holder and Anti-Rattler

End-play in the water pump shaft can develop an amusing "tap" (if it is in someone else's car) that is most evident when the motor is idling at slow speed. To overcome this condition, a special water pump end-play collar has been developed. This brass collar is split and divided into two parts, so that it can be easily installed on the pump shaft without the necessity of disassembling the pump.

Carburetor Silencers

The air intake of the carburetor is another possible cause of noise at higher engine speeds. That's why the Lincoln and the new Ford V-8 are fitted with intake mufflers or carburetor silencers. Carburetor noise is caused by the sudden closing of the intake valves, which creates a condition somewhat similar to that which causes "water hammer" in steam pipes. Even though the air is rushing through the intake manifold very rapidly, the sound of the valves can traverse against this moving column of air in the same manner that passengers may walk inside a train while the train is rushing rapidly along the railroad track.

Air silencers for Model A Fords may have absorption chambers for cushioning and dampening out sound waves. Carburetor silencers are frequently combined with air cleaners, thus serving a dual function.

If the choke rattles, this is easily overcome by installing a special anti-rattler which snaps on. It also acts as a choke holder, to hold the choke in a partially closed position as desired by the driver.

Silencing Hood

Unless adequately cushioned in rubber, the large areas of sheet steel comprising the hood not only tend to develop various clatters of their own, but also to act as sounding boards, emphasizing engine noises. Therefore proper cushioning of the hood is necessary for quiet engine operation.

The constant motion between the hood and the ledges on which it rests on the cowl and radiator, pounds down the fabric hood tape which is easily overcome by removing tape retaining screw, unhooking tape at bottom, and inserting special rubber channel under tape and reassembling.

The second step in hood silencing (if inside hood bumpers are worn) is to remove old bumpers and rivets. Now install the special hood clamp bumpers.

The third and final step in hood silencing (if the hood clamp rubber bumpers are worn) is to remove the worn rubber bumpers. If desired, the old rivets which held the old rubber bumpers can be easily twisted out by using pliers, or, if a new type of molded rubber hood bumper is used

Continued on Page 7



New Members: Please consider joining Model A Ford Club of America (MAFCA) at www.mafca.com/membership.html. MAFCA's members are dedicated to the restoration, preservation, and enjoyment of Ford vehicles of that era.



FOR SALE:

Late 1930 45
-B Deluxe
Coupe with
Rumble Seat
LED Tail



lights, Ford Maroon Directional Signals
Owned since Sept 1972. \$12,500.00
Records available. Seat Belts in Driver/
Passenger positions. Engine rebuilt @
87661 Miles, Inserts and hardened

valves, High Compression Head Lightened and Balanced
Flywheel V-8 Clutch Trans rebuilt @ 90398 Miles 4 New
Brake Drums @ 92900 Miles New Brake linings @
112922 Luggage Carrier Lots more-too much to list-
extra parts-etc. prhyland@att.net or 714-742-1723 Please
leave message.

SUCH A DEAL: 6 volt battery for a Model A. It tests
as good, although it struggles to start my A. Its free, so
the price is right! Dave Knapp [\(949\)243-5210](tel:9492435210) Thanks!



Knapp, David & Barbara David
& Barbara— new email address
David-knapp@cox.net

MAFFI has a new ad-
dress, PO Box 28, Peotone,
IL 60468-0028

Kliesen, Dennis, 25746 Po

Ave., Mission Viejo, CA 92691; Ph: 949-466-7475; Email:
drkliesen@gmail.com; no car mentioned

Russell, Dean & Barbara. 5107 Seashore, Newport
Beach, CA 92663 Ph. 949-725-9825; Email:

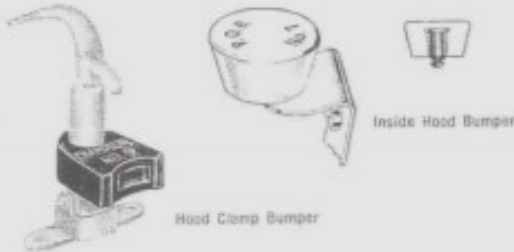
deansrussell@aol.com; 1930 std coupe

Haak, Pete & Shelley, Hm: [714-839-4212](tel:7148394212); Cell: [714-943-4365](tel:7149434365). Email: petehaak@yahoo.com

Continued from Page 6

(having a recessed space to allow for rivet), even the removal of rivet is not necessary. It is not necessary to disassemble hood clamp to install the new bumpers. Just slip them over hood clamp handle, then pull up on handle while slipping bumper down over catch, and then push bumper down into position on hood clamp shell.

Many expensive cars have very elaborate padding between the floor boards and the floor mat, with the idea of suppressing engine and transmission noises, also affording better heat insulation, so that the front seat compartment is kept at a more comfortable temperature.



The idea is easily applied to any Ford car by installing the felt floor mats, which are installed under the regular floor mats. We have found these felt floor mats a very practical improvement.

Doors

Due to wear of hinges and latches and changes in body alignments, considerable rattle may easily develop in the doors. In the case of Model A Ford open cars, we have reduced the "metallic" or drumming sound to a considerable extent by removing the imitation leather door covering from the inner side of the door and stuffing the entire inside of the door with wadding. Of course, on later Model A Fords, the insides of the panels are coated with dum-dum, which is an aid to reducing drumming, but we have found the wadding to be of additional help. Due to the glass windows, this plan cannot be used on the enclosed models.



Where the doors are rather loose, special "oversize" door bumpers are suggested.

For enclosed cars, door anti-rattlers are made in several forms, both metal and rubber. To eliminate the play due to



worn hinge pins, a rubber anti-rattler is so designed that it is easily installed by removing one hinge screw and using this screw to attach the anti-rattler.

Another anti-rattler for doors includes a coiled spring and requires the drilling of a hole in the door frame. With this anti-rattler installed, the tension is easily adjusted at any time by removing the screw and installing or removing washers under the head of the screw.



The door latch is another possible source of noise. If the latch spring is weak and door tends to open while driving, a special auxiliary spring can be placed above latch and pushed down in back of latch face.

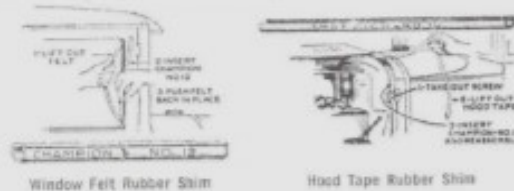
Windows

After a time, the felt channels in which the glass windows slide become pounded down, and the windows develop an annoying rattle. Of course it is possible to replace these felt strips, but this involves removal of the upholstery and the total cost of a replacement job is much higher than if these felt channels are simply shimmed up to a proper fit by means of the special window felt rubber shims.

To install these rubber shims, it is only necessary to lift out felt, insert the rubber shim and push felt back in place.

If window fits too tightly after installation of full length shim 11 inches long, the shim may easily be cut to a shorter length and just used to shim loosest part of channel.

The windshields of open cars tend to develop a certain amount of "side-sway" which not only causes noise, but also pounds the rubber weatherstripping (between windshield frame and pillars) out of shape. A neat solution of this



problem consists of brackets which, when bolted to the cowl, engage the hook in the windshield between two rubber bumpers and so eliminate side-play and noise, in addition to preventing damage to the weather-strips.

Spring Shackles

End-play in spring shackles, as a source of road noise and rattle, can be permanently eliminated by installation of spring shackle anti-rattlers, including automatic spring tension. There are several different devices, including those which have automatic taper bearing adjustments to compensate for all wear of pin as it occurs. There are also ball-bearing spring shackles, which not only give easier riding but do not require frequent lubrication.

The spring leaves are in constant motion upon each other, and unless spring covers are used, soon develop squeaks. After being well lubricated, spring covers should be fitted. Then the springs will probably be free from noise for 5,000 miles or so.

covers, this will be an opportune time to sell them to the car owner.

After wear develops in the front radius rod ball cap, there are several ways in which the looseness can be overcome. One method is by the use of a special ball cap having a heavy coil spring enclosed within the housing, which presses a cast bronze stud against the steel ball on the radius rods.

MODEL A

Roster Raffle

**CURRENT
JACKPOT**

10

DOLLARS

If the roster jackpot grows to \$100, and the name pulled is not at the meeting, a second name will be pulled; should it get to \$200, up to 4 names may be called each month until a winner is in attendance.



(Continued from Page 5)

Name Badge: Carolyn Ratzlaff. Roster Membership: Ernie Kell (not present).

Refreshments provided by Carolyn Ratzlaff and Diane Runyon.

Various gift certificates were distributed using the raffle tickets. 8 members benefitted Chris Foster announced she has a set of 19inch tires (3) at no cost.

Don Ratzlaff discussed the formation of the "A Team" to be available to work on member cars or for advice.

Chris Foster and Ken Blankshain have agreed to serve as dispatchers. Team members are needed.

Submitted by Kathie McCall, Secretary



RONALD MCDONALD
HOUSE CHARITIES
SOUTHERN CALIFORNIA

OCMAFC thanks you for your continued support

Orange County Ronald McDonald House

Deadline for submissions for the next

Distributor is

November 25, 2016

Submit all articles and ads to tissysmith1@gmail.com

or mail to

P.O. Box 10595

Santa Ana, CA 92711

Election Form

Now is your time to VOTE

Please complete your ballots, one per person, and mail to your club at P.O. Box 10595, Santa Ana, CA

OR

Bring to the November General Meeting at CHOC Hospital Complex

PLEASE BE SURE TO VOTE!!

For further info, please contact Joe Goff

BALLOT		BALLOT
President (2-year position)/Write In		Treasurer /Marilyn Singer-Hawkins
Secretary/Write In		

Historian's Corner

This month the "Historians Corner" will feature the 1931 Slant Windshield Model **160 C**, DeLuxe Fordor, 2-window or "Blindback" Sedan.

The purpose of the series of articles is to highlight the differences between the **160 A, B, C**. To accomplish this we looked in September at **Gerry and Sherry Reid's** restored **160 A Standard Sedan**, followed by **Dick and Carmen Smith's** restored **160 B Town Sedan**. We will now finish the series featuring **John and Dorothy Knox's** restored **160 C DeLuxe Fordor, 2 window or "Blind back" Sedan**.



160 A Standard Sedan exterior



160 B Town Sedan exterior



160 C DeLuxe Fordor "Blindback" exterior
Featured Model

By Dick Smith Club Historian/Librarian

The 160 C, DeLuxe Fordor 2-window or "Blindback" Sedan

The 2-window or "blindback" styling was fairly common among 1928 Fordors, but was quite rare by 1931 when this model was built. The 160- type Fordors were the largest sedans of the Model A era.

Production History

The slant windshield sedans were born in the early years of the Great Depression. Auto manufacturers were fighting for a bigger share of a rapidly dwindling market. Since most of the potential buyers were people in the middle and upper income levels, Ford and other manufacturers of low-priced autos introduced DeLuxe models, a seeming paradox in such tough times. The magnitude of the crisis can be seen in the production records; half as many Fordors were built in 1931 as in 1930.

Encouraged by the moderate success of the Victoria with its visor-less slant windshield styling, Ford proceeded with development of the slant windshield Fordors. They were introduced in March of 1931. They produced a 3-window Standard Fordor (160-A) and the Town Sedan (160-B), and the 2-window or "blindback" model, the DeLuxe Fordor (160-C).

Unfortunately, there are no precise production figures for the slant windshield sedans. It is believed that production was over by the end of August.

It is estimated that between 2,500 and 3,500 of the DeLuxe Fordors produced were 160-C's. These estimates make the 160-C the second "rarest" passenger car.

The difference between the 160-B and the 160c was the sheet metal panel eliminating the third window. Both were priced at \$630.00.

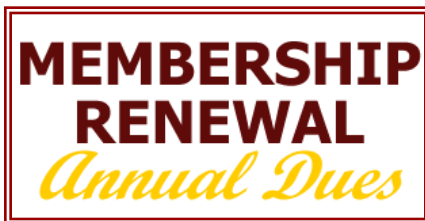
We no longer show any 160-C's in our roster. This featured car was owned by John & Dorothy Knox's.

Thanks to the Restorer Vol.22, Issue 3 for the production history.

This has been a re-publication from November 2013. Andy Rooney once said "That money doesn't buy class", however for \$630.00 Henry Ford sold you a classy car!



2017 DUES INVOICE—You can use this form to submit your dues



Orange County Model A Ford Club

NAME(S): _____

AMOUNT: \$30.00

ANY ROSTER CHANGES?

If so, please list below:

Cars: _____

Telephone numbers: _____

Address: _____

E-mail address(es): _____

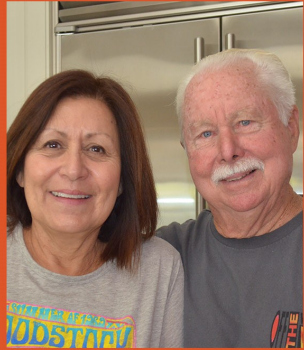
Any other changes: _____

Please check the current Roster for accuracy!!!!

Make your check payable to Orange County Model A Ford Club (OCMAFC) and mail to the club at:

P.O. Box10595
Santa Ana CA 92711

Payment MUST be received by 12/31/16 to be included in the club's 2017 Roster



Many Thanks to the Smiths, O'Briens and MacIntoshs for putting on an amazing Progressive Brunch and to Sheila Plotkin and Karen Gaynor for organizing the event



What You Missed—Progressive Brunch By Esther Goff

For our Progressive Brunch foray, we traveled throughout Orange County to partake of the wonderful food that was hosted by our culinary experts. There were 45+ members at any given time, who came with bated appetites.

First stop was at Dick & Carman Smith’s home in Lake Forest for appetizers. They conjured up chips/dips, watermelon, 2 crockpots of meatballs (teriyaki & bar-b-que), large platter of shrimp and assorted cheeses. Yum – Yum !!

Then onto Gerald & Cathy O’Brien’s home in Yorba Linda, where the club indulged in the main course. The table was graced with baked lasagna, salad, garlic toast and shish kabobs. Cathy says she made it all. Thanks for a great feast.

Our last stop was for desert. Yes, we still had room for this, and it was hosted by Bruce & Becky MacIntosh’ in Irvine. They lavished onto us cookies, assorted fresh fruits, jumbo strawberries, pumpkin cheese cake, carrot cakes and a pie. Did I mention this was all calorie free? Of course not. The table was loaded with caloric meanies and needless to say the club dove right in.

Let us all thank these people for their cooking talents and being hosts. They made the progressive brunch possible and fun, and a lot of effort went into pulling it all together.

We had Model “A”s to show off along the routes and they drew attention as we merrily rolled along the roadways.

Did I mention that food holds a high priority with the club and we love to eat!! **BON APPETIT TO ALL.**

Invitation To Join Model A Ford Club of America

New Membership

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip _____

Country _____ Telephone _____

Permission to publish my telephone number in future Membership Rosters? Yes: ____ No: ____

Gift Membership

Name _____

Spouse's Name _____

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City _____

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Permission to publish my telephone number in future Membership Rosters? Yes: ____ No: ____

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 U.S. Membership – \$40
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- 1 - Name Badge

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ORANGE COUNTY
MODEL A FORD
CLUB

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

Next General Meeting

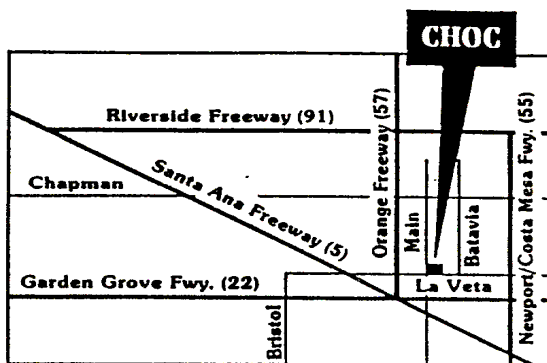
7:30 PM

[Second Thursday of every month]

Next Meeting November 10, 2016

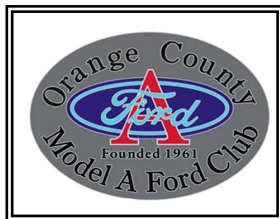
CHOC Hospital Complex

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

We are on the Web!
www.ocmafc.org



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