

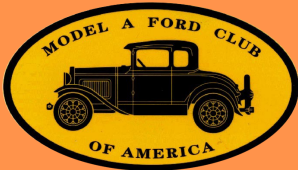
Orange County
Model A Ford Club

THE DISTRIBUTOR

59 Years



I survived the
great toilet
paper
shortage of
2020



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Volume 60 Issue 4

April, 2020

Editor Tissy Smith-Hatcher



But we will be
back soon enough

*Reach out and
call a friend,
family member
or neighbor
who may be
experiencing
loneliness or
isolation*



News From the President

By Louise Hall

FIRST TIME IN HISTORY WE CAN SAVE THE HUMAN RACE BY LAYING IN FRONT OF THE T.V. AND DOING NOTHING. LET'S NOT SCREW THIS UP!

Well here we all are, staying at home protecting our health and the health of others. Little did any of us expect to find ourselves in this situation. Unfortunately, we have cancelled out Pancake Breakfast and all other activities in April.

“Try this perspective shift. Instead of seeing ‘social distancing’ and travel bans as panic, try seeing them as acts of mass cooperation intended to protect the collective whole. The plan is not about individuals going into hiding. It’s a global deep breath... an agreement between humans around the planet to be still. Be still in hopes that the biggest wave can pass without engulfing too many of the vulnerable among us.” Dr. Lindsay Jenigan

Here are some things Rick and I are trying to do. I’m sure you have a list too, please share your ideas on our club’s Facebook page.

Call and check in on someone every day. Check with your OCMAFC friends, old friends, new friends, and of course family.

Explore the internet for virtual tours, music, or a good laugh. YouTube has lots of how-to tips for your car as well as some fun stuff from other clubs.

It’s a good time to work on your car!

Take a drive in your Model A!

I’d say take a walk, but my pathway has been pretty much around the house. The rain is good, but makes it a bit harder for me get around. I’m gaining strength every day.

I miss you all! Keep on smiling!

Louise Hall



History of the Rumble Seat Article Courtesy of Kathie McCall

Piece of trivia

The rumble seat has been described as the seat behind the body of a carriage where the servants rode, well before the automobile ever existed. It later became popular with the development of the emerging automobile lexicon.

Chevrolet offered the rumble seat from 1927 to 1937.

Ford came along in 1928 with its new Model A.

The Rumble Seat Roadster was listed at \$480.00 and the Rumble Seat Coup \$550.00.

Sir Hubert Malcolm Rhumble, a prominent carriage designer in England in the late 1800s, invented the unusual seat.

After adaptation to the automobile it was sometimes called a “mother-in-law” seat.

Notes from aaca.org

“Tinkering: Consumers Reinvent the Early Automobile”

Kathleen Franz 2005



Upcoming Tours and Activities Calendar

SUN is not canceled

SPRING is not canceled

FRIENDSHIPS are not
canceled

RELATIONSHIPS are not
canceled

MUSIC is not canceled

KINDNESS is not canceled

IMAGINATION is not canceled

CONVERSATION is not
canceled

HOPE is not canceled

NOT EVERYTHING IS

CANCELED

(It just feels like it right now)

Jan 11 (Sat) Ocean Ford Expo, at Windward Raceway

Improving Engine Performance

By Darwin Kibby
Technical Director

I've heard some folks discussing what they can do to improve the performance of the engine on their Model A. As it turns out, there are actually a few things you can do that can improve your vehicles performance. Among them are installing a high compression head, or replacing a worn cam with a B cam, or installing an alternator, electronic ignition, or even a B carburetor. They don't all have to be undertaken at once to immediately realize benefits.

Installing a high compression head is an easy way to increase power that can allow you to drive and sustain a speed of 55 MPH. Your results however depend largely on the condition of your engine prior to installing. Generally, you must have about 65 psi of compression (+/- 5 lbs) in each cylinder. If your rings are worn or cylinder walls are worn giving you weak or inconsistent compression, you may not notice any benefit of a high compression head.

There are different compression ratios available in high compression heads. The standard compression for a stock Model A is 4.22:1. By comparison, the high compression heads available from vendors are 5.5:1, 5.8:1, 6.3:1, and 7.1:1. If you have any concerns about the condition of the babbitt bearings, the experts recommend you not go above a 6.3:1 compression ratio. At this compression ratio, you should see an increase in horsepower of about 40%. If you want to install a head with a compression ratio greater than 6.3:1, you should consider installing insert bearings. This also means having your engine align bored for the new bearings. If the babbitt bearings are in good condition you should have no issues running a 6.3:1 high compression head.

Installing a B camshaft is another another way to significantly improve performance. The B cam has lobes that are ground with a higher lobe than standard, increasing lift and duration of the valves when they open. This allows more air/fuel to enter the combustion chamber and exit when it's burned. The result is an increase in horsepower. If you are intent on installing a new cam, you need to make sure the cam bearing surfaces are not excessively worn. Model A camshaft bearings were bored into the cast iron block. After 90 years of use, they may have become badly worn. A worn cam will create a noise that's similar to valve clicking and can cause inconsistent valve timing. If this is the case, have the block align bored and insert cam bearings for a quieter, smoother running engine.

A great reference if you plan to undertake this project is *The Model A Ford Mechanics Handbook Vol II*. You'll find the whole procedure is outlined for replacing your stock head with a high compression head. If you do install the high compression head, make sure you use the correct head gasket. The standard copper clad head gasket will not last long. You'll need to purchase the composite head gasket for use with the higher compression head.

Enjoy your new improved "high performance" engine.

**Deadline for
submissions for the next
Distributor is
*April 20, 2020***

Submit all Articles and ads to

tissysmith1@gmail.com
or mail to
P.O. Box 10595
Santa Ana, CA 92711

You  Tube

 YouTube

**Bored? Did you know
there are several
videos on YouTube
regarding maintaining
your Model A**

2020 BOARD MEMBERS

President – Louise Hall
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Terens
Secretary – Norm Kredit
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COMMITTEES

ACCC Representative – David Knapp
Breakfast Committee – Terry Collings
Club Greeter – Doris Marshall
Election Chairperson – Joe Goff
Historian & Librarian – Steve Pavich
Merchandise Director – Diane Gaughen
Pancake Breakfast Setup & Coordination –
Frank Reese, Don Ratzlaff and Richard Bolls
Raffle – Ed Cote
Refreshments – Carolyn Ratzlaff and
Dianne Runyon
Regional Representative, SCRG -
Carolyn Ratzlaff
Sunshine & Sorrow – Bob Hawkins

General Meeting Minutes

OCMAFC General Meeting
Thursday, March 12, 2020
CHOC Wade Education Center



President Louis Hall called everyone to order. The Pledge of Allegiance was led by a member. Don Ratzlaff shared a short humorous video regarding teaching a child to eat his food.

Secretary Norm Kredit presented the February 13 minutes as printed in The Distributor newsletter. A correction was made from the floor. After approval, the minutes were then moved, supported and passed.

Treasurer Marilyn Hawkins presented the Financial Reports as of the close of February 29. Marilyn highlighted some special donations for the Pancake Breakfast. She specifically detailed a special report for Frank Reese for current status of the Pancake Breakfast income and expenses. The club is in good standing to cover future and current costs for the breakfast.

Our current membership stands at 137.

Editor Tissy Hatcher is working on the new roster and should have it out soon.

V/P Activities Joe Goff and assistant Kaci Terens presented the tours coming up. March has been a busy time preparing for the Pancake Breakfast. On the 28th, a day before the breakfast, the club is invited to present their cars at the Newport De Molay event. The title for the breakfast and show is “French Toast and Fords”. Sign up and information forms are in the front of the room. April is set for the traditional “Imaginology” event at the Orange County Fairgrounds. This year we will bring cars for the Friday and Saturday shifts, April 2-3, the Model T club will handle the Sunday slot. A couple more volunteers are needed for Friday and Saturday. April is also set aside to drive up Mt. Baldy, this is subject to weather. April 16-17 is the date this year for the Central California Regional Group’s (CCRG) swap meet and Model A clubs show. This is hosted by the Bakersfield “A”s. May is an outing to Rancho Las Lomas and lunch at Cook’s Corner. May 2 is the Orange Parade in the city of Orange. There is a sign-up sheet on the front table with information on the contact person for attending. May is also the parade to the Muckenthaler Cultural Center for their show on Sunday the 17th. June is scheduled for an overnight tour to the Motte Historical Car Museum in the Menifee area. The plan for July is to visit the Camp Pendleton Marine Base Mechanical Museum. (What a pair Joe and Kaci are for planning.)

Technical Darwin Kibby arranged a special time at Richard Parish’s home for tuning-up your Model A, or other little items top side or under your car. There will be plenty of brain power and experience there to help you keep rolling. April’s session will focus on installing a two-speed unit in Jim Michaeloff’s 1929 Speedster.

Special Activities Chairman Frank Reese presented the disappointing news that due to the COVID-19 virus the Board decided it would be prudent to postpone the Pancake Breakfast to a later date if possible. The Board looked at the risk involved of the City or County Health Departments closing it down so that we could not have time to notify all the (Cont’d on Page 10)

We have removed all Committee members’ emails and phone numbers in order to ensure their privacy. Members can find this info in your roster.

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



Technical Tip—Easy Clutch Adjustment

By: Rick Hall

Your Model “A” clutch pedal should have about one inch of free travel before beginning to disengage the clutch.

To easily adjust the pedal:

- 1) Cut a stick (paint stirrs work well) to about 5 ¾” and wedge it between the pedal and the floor board to hold the pedal all the way up.
- 2) Remove the cotter key from the clevis pin on the clutch activating arm.
- 3) Place your Model “A” Ford adjustable wrench on the clutch activating arm and push back to release tension on the pedal. Now remove the clevis pin. If you don’t have a Ford wrench, a small pipe wrench will do.
- 4) Turn the clevis rod clockwise from under the car to reduce free travel. Turn rod out, counter clockwise from under the car to increase travel.
- 5) Replace the clevis pin, take the stick from under your pedal and test. It may take several tries to get it right.
- 6) Remember to replace the cotter key in your clevis pin.

social distancing bingo

downloaded animal crossing	tried to learn a tik tok dance	have not worn anything but pajamas in a week	had to convince a family member to stay indoors	ran out of toilet paper
gotten emails from places like applebee's about their response to covid-19	gotten attitude from your pet	had a panic attack	come up with a song other than happy birthday to sing while washing hands	rewatched an entire series
cried at how cheap plane tickets are	finished all your snacks	STAY INSIDE	cancelled an event you were excited about	participated in an awkward video conference
seen a rich person complain from their mansion	made a meal out of food you didn't realize you still had	gave yourself a haircut	bought an expensive indulgent self care gift	coughed and wondered if you're going to die
started to learn an instrument	worried about your job/school	considered (re)starting a youtube channel	been sung to by a celebrity against your will	wanted to fight a politician

Did You Get Your Commemorative Pin from Model A Day 2019?

Each year for Model A Day we create a pin with our feature car. This year we had 2 pins, one with the Unrestored A-400 and another one of the Twenty Millionth Model A. Both of these pins are still available but the quantity is limited on the A-400. The cost for the A-400 pin is \$7.00 and the Twenty Millionth Model A is \$6.00. This includes postage and handling. It is more economical for us to mail out larger quantities of these (4 or more) so keep this in mind when you order them. We are happy to mail out single ones as well. These make fun giveaways at your club meetings or a special little something for the Model A person in your life and it is a great way to support our Museum.

Please send a check made out to MAFFI enclosed with a list of what you would like to:

Suzan O'Neale, 477 Beaver Pond Way, Mineral, VA 23117

Thank you again for your support of MAFFI and our museum.



Jim's Technical Tip-Preventing Moth Damage to Upholstery and Era Fashions

By Jim Cannon

There are two kinds of moths that eat wool: Webbing Clothes Moths and Casemaking Clothes Moths. Most of the interior upholstery used on our closed cars is made of wool, as is a lot of vintage clothing. If they take up residency in your car or closet, moths can quickly eat large holes in the material before you know what happened. You can be alerted to their presence before you see the damage.

When your car is parked in the garage, hang a "clothes moth trap" on a small piece of coat hanger wire inside the car, or hang one in your closet near your vintage clothes. Check the trap regularly (at least monthly). There is a sticky strip inside the trap that is treated with moth-specific pheromones. If there is a male Webbing Clothes Moth (but not Casemaking Clothes Moths) in the area, they will go to the trap. (Do not use the traps sold for grain moths or pantry moths -- wrong pheromone.)

You can't rely on these traps to catch all of the moths, though, to eliminate the problem. You must do something to kill the moths in the car or on the clothes to stop the damage. First vacuum everything well to get rid of anything you can. I don't like to use insecticides, but you might find one that you like that will work.

If you can, park the car outside in direct sun all day with the windows rolled up, to get the interior temperature above 120F for 4 hours or more. Put cloths in the sun in a black plastic trash bag, sealed. (I do it all day for several days -- it can't hurt.) This will kill the larvae and adults, but may not kill all of the eggs, so you may need to treat again.

If hot weather is not available, you can also smother the moths by closing all of the windows and putting several pounds of dry ice in the car. The CO₂ from the dry ice will fill the car and smother the moths -- eggs, larvae and adults. Or put the dry ice in a sealed container or bag with era fashion cloths (don't let them touch the dry ice.). It takes about a week to kill everything, so leave it all closed up, then air it out well before you drive.

Mark how many moths are stuck in the trap after you treat the car or clothes and then continue to monitor for any new little critters. If you see them again, you need to treat again.

I hope this little tip helps you prevent damage to your car's upholstery and era fashions. Have a Model A Day! Jim



Oil and Your Model A Ford

By Pete Cruz
Former Technical Director

Ever go to the Auto Parts store to buy oil for your Model A and get whatever is “On Sale”? Sure, why not? Given the low maximum RPM your engines run at and the fact that you generally aren’t going long distances, what is the harm right? In many cases this casual observation may in fact be true, especially if you change the “non-filtered” oil every 500 miles or so.

But what about the Zinc and Phosphorus levels of modern oil? Surely as time has moved on, oil has become better and better - even the cheap stuff...right? Plus, what the heck do Zinc and Phosphorus have to do with my engine oil?

In the past, oil manufacturers used Zinc and Phosphorus as an additive to reduce engine wear. The Zinc referred to in engine oil is actually dialkyldithiophosphate (ZDDP) or zinc di-thiophosphate (ZDTP) commonly used in synthetic oils. Used together ZDDP/ZDTP is an additive used in oil to improve lubrication. Changes in engine design during the mid ‘50s from solid lifters to hydraulics and the hardening cam surfaces reduced the need for Zinc and Phosphorus in oils. So, since 1994 manufacturers have been phasing out these additives. However what was found is that older engines experience insufficient lubrication, critical at startup when using modern oils with reduced amounts of ZDDP/ZDTP resulting in cam shaft and lifter galling.

So why reduce ZDDP/ZDTP if it is found to reduce engine wear during the critical startup phase of engine operation? Modern oils are expected to last much longer than oil was expected to in 1928 or 1931 for that matter. According to Jim O’Clair with Hemmings Daily, phosphorus build up has been found to create excessive carbon buildup in engines bores and valve trains. Together ZDDP and ZDTP have also been linked to catalytic converter failures, something Henry and the boys didn’t need think about when designing the Model A.

What the heck does all that mean? Well again, if you aren’t taxing that old engine too heavily, a good quality name brand oil is probably fine. But, if you are taking your car out on long tours and/or don’t change the oil as often as you should, you may want to use an oil with higher levels of Zinc and Phosphorus.

Along with other basic information used in this article, William C. “Bill” Anderson provided this list of oils currently available with the ZDDP/ZDTP levels we’re looking for:

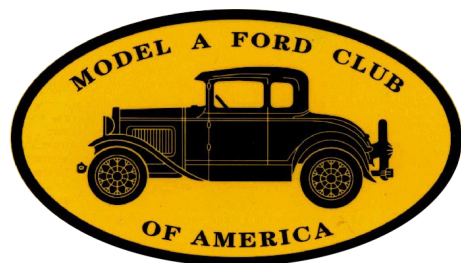
- Brad-Penn Oil
- Quaker State’s Defy Oil
- Classic Car Club Oil
- Royal Purple Oil
- Joe Gibbs Racing Oil

References:

Anderson, W. C. (2012, June 21). New Oil and Old Cars. *Old Cars Weekly News & Marketplace* .

O’Clair, J. (2012, October 18). *Hemmings Daily*. Retrieved from Tech 101: Zinc in oil and it’s effects on older engines: <http://blog.hemmings.com/index.php/2012/10/18/tech-101-zinc-in-oil-and-its-effects-on-older-engines/>

Reprint from January 2014 Newsletter



MAFCA’s headquarters office in La Habra, California will be closed until further notice. They will be checking voice mail messages that you leave when you call their office phone. And, they will be checking on email messages that you send. Please understand that their response time will be extended beyond normal intervals because their staff will be working from home and they will not have immediate access to all the office resources that may be required in responding to your questions.



SUNSHINE & SORROW

By Bob Hawkins

During the month of March, cards plus phone calls were sent to the following members: **Matthew MacWillie** who fell head first off a ladder in February causing brain injury when he landed on the frontal lobe. He is healing slowly after being in a coma. **Gary Chambers** spent 2-1/2 days in the hospital. He has upper respiratory problems and is pretty much homebound for one month as he needs help walking. **Ed Cote** is mending from heart bypass surgery, but still has a lot of pain and numbness in his right hand. All these fellows need your prayers and a card and/or phone call to cheer them up.

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

Bob Hawkins ~~ Any questions, please call Bob's cell 714-488-1667



(Cont'd from Page 5) people we had invited. As it is, we all need to spread the word to avoid unnecessary travel to the event. All donors of cash, raffle items, and suppliers are being notified and given several choices. We thank Frank and associate Richard Bolls for all the planning and hours spent preparing and organizing this big event.

4TH Thursday Breakfast Terry Collings has arranged our breakfast for 8:30 A.M. at the Black Bear Diner in Fullerton.

Sunshine and Sorrow Bob Hawkins reported on the calls made and cards sent to club members. Thank you for taking Pam's place, Bob. With this virus going around we all need to keep in touch.

Following up on the Sorrow theme, the Hard Luck Trophy, the original heavy one, is going to be raffled off at the next meeting to those club members who have a special attachment to it. The ticket holder drawn will commit to returning it to the club for another to cherish if he grows weary of it.

Drawings The Attendance Drawing was won by Bev Marsh for \$10. The Membership Drawing number drawn is #96, which is Walter Otto, who was not here to claim his prize. It now goes to \$60 dollars next month.

Merchandise Diane Gaughen presented a sale on a variety of items in the back of the room and \$1.00 off Pancake Breakfast T-shirts. Pancake Breakfast shirts do not have dates on them so they are good for all year. Joe Goff would love to see you wearing them. Also the blue zipper front hoodies are great. Just ask Domonic Cimarusti.

Fitting right in with Diane's sale, Bev Marsh had a special presentation on Model A period clothes. She had an assortment of articles, magazines, and catalogues to display on tables. She also told of earlier days when she and others in the club made or purchased their own outfits. On hand was Becky MacIntosh, who wore a period outfit and explained how one could easily find articles of clothing at local thrift stores to make an outfit of the Model A era. Bev and Rick and Louise Hall also had pictures of their families all dressed up.

By the way, Don and Mary Dormeyer are willing to host an evening with a panel of longtime members to share the early days of the club and their experiences. This could be at their studio if there is interest.

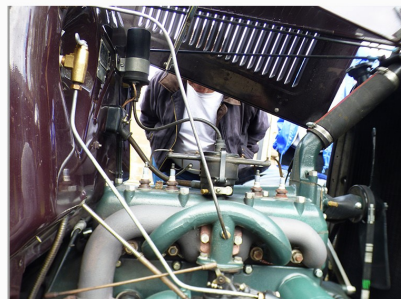
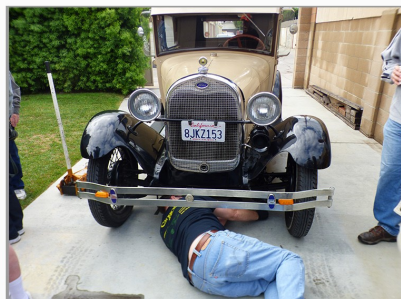
Louise announced that there will be a Table Top Swap Meet at the April meeting.

Snacks for tonight were brought by Bruce and Joanie Harris, Mike Edmonson, and Richard Parrish. Thanks to all for the great tastes enjoyed by all. It was Richard's birthday.

Meeting adjourned

Norm Kredit, Secretary

Tune Up Seminar on 3-14-20 at Richard Parrish's House



It seems so long ago when this was normal

ORANGE COUNTY
MODEL A FORD
CLUB

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

Next General Meeting

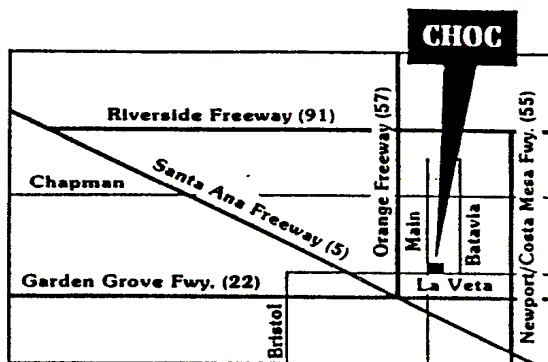
7:30 PM

[Second Thursday of every month]

Next Meeting Some Day Soon

CHOC Hospital Complex

1201 W La Veta, Clinic Bldg | 2nd Floor,
Orange, CA 92868



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



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

To:

First Class Mail