

Orange County
Model A Ford Club

THE DISTRIBUTOR

59 Years



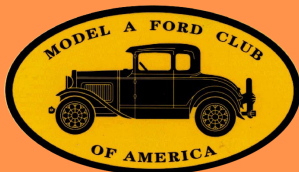
Volume 60 Issue 1

January, 2020

Editor Tissy Smith-Hatcher

Failure is an opportunity to begin again more intelligently

Henry Ford



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— HAPPY NEW YEAR —



And to start the year off, we have the Installation Banquet Sunday, Jan 5th



News From the President

By Louise Hall

Happy New Year everyone!

We end the year with some special recognition for the two board members who have completed their terms. Thank you to Steve Pavich for acting as Vice President and for planning tours and organizing events for the last two years. Steve is a very busy guy with active membership in other car clubs, charity work and camping. Thank you, Steve, for adding to your busy schedule by helping us have two more active years!

Also special thanks to Dennis Kliesen for organizing technical seminars each month. You are well respected for your abilities as a mechanic and you are very generous with your knowledge and your time. I know you will be active in helping us keep those A's on the road for years to come.

We will officially welcome two new board members at our Installation Luncheon on January 5. There we will welcome Darwin Kibby as the new Technical Director and Joe Goff as the new Vice President and tour director. I know we can look forward to a great year. Thank you both for stepping forward.

Your club has an outstanding board next year. Please support them by doing your part, contact any board member with your ideas. Lead a tour, offer help or space for a technical seminar and with your help we will keep those A's on the road and enjoy a great new year!

Thank you, Carolyn Ratzlaff, Karen Gaynor and Becky MacIntosh and many others who helped to make our Holiday Party meeting so much fun.

At the December meeting we accepted the resignation of Pam Heiland as the Sunshine and Sorrow chairperson. Pam has served this club in a variety of ways and has been a member since 1964! Thank you, Pam, for all you have done. Now we have a vacancy and I'm looking for someone to help the club by sending cards and flowers to club members, plus sending a brief message to Tissy each month with an update for the newsletter. Please consider this committee position. Call me at 714-282-0499 if you have further questions.

If you are aware of anyone in the club who has a celebration or is in need of cards please let me know until we find someone for this position.

All the best for 2020!

Louise



2-TOOTH STEERING BOX ADJUSTMENT

Technical Seminar

GARAGE AT 1019 GRANDVIEW FULLERTON

VISITORS SHOULD BRING CHAIRS TO SIT ALONG THE DRIVEWAY

JANUARY 11 ~ 9:30AM
(AS LONG AS IT IS NOT RAINING)

Upcoming Tours and Activities Calendar



Jan 4 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W Katella Ave, Orange



Jan 5 (Sun) Installation Luncheon at 1PM at The Villa Restaurant, 510 E Katella Ave, Orange. \$30 per person. May be paid by mail to the club. For info contact Kathie McCall or Marilyn Hawkins.



Jan 9 (Thu) General Meeting will be at 7:30PM. No admission prior to 7PM. CHOC Hospital Complex, 455 South Main Street, Orange. Guests are always welcome. Board meeting at 6PM



Jan 11 (Sat) Technical seminar on 2-tooth steering box at 9:30am at 1019 Grandview, Fullerton

Jan 12 Fabulous Ford Forever, Knott's Berry Farm. EVENT CANCELED. Contact with Frank Reese for refunds.

If you are aware of swap meets/ car shows that you think others would be interested in attending, please send us the info so we can post it.

Swap Meets/Car Shows

Jan 19 (Sun) Pomona Swap Meet, 1101 N McKinley Ave, Pomona 91768 5am-2pm
Jan 25-26 - Turlock Classic Car and Parts Swap Meet, Stanislaus County Fairgrounds, 900 N Broadway Ave, Turlock 95380, admission \$8, opens at 6am
Mar 1 (Sun) Pomona Swap Meet, 1101 N McKinley Ave, Pomona 91768 5am-2pm
Apr 7 (Sun) Long Beach Hi Performance Show and Swap Meet, Long Beach Veteran's Stadium, 5000 Lew Davis, Long Beach 90808, 6am-1pm



Jan 23 (Thu) Fourth Thursday Breakfast at 8:30AM at Flappy Jack's, 2448 N Santiago Blvd, Orange 714 283-2800



Jan 26 (Sun) Movie Night – *Tales of the Rat Fink* at Don Dormeyer's Red Gum Studio, 2983 E Miraloma Ave, Anaheim CA 92806 714-342-3259. Potluck at 6PM, movie starts at 7PM



Feb 1 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W Katella Ave, Orange



Feb 13 (Thu) General Meeting will be at 7:30PM. No admission prior to 7PM. CHOC Hospital Complex, 455 South Main Street, Orange. Guests are always welcome. Board meeting at 6PM



Feb 27 (Thu) Fourth Thursday Breakfast. Location to be determined.



Mar 29 (Sun) Pancake Breakfast 8AM-11AM at Hart Park, 701 S Glassell, Orange

Apr 2-5 MARC Membership Meeting, Plymouth, Indiana

Apr 16-18 CCRG Jamboree, hosted by Bakersfield A's.

Jun 1-5 MARC National Meet, Oshkosh, Wis.

Jun 20-25 National Tour, New Hampshire

Jun 21-26 MAFCA National Convention hosted by the Alamo A's, San Antonio Model A Ford Club, Kerrville, TX

Have something you want included on the calendar, just let us know.



RONALD McDONALD HOUSE CHARITIES SOUTHERN CALIFORNIA

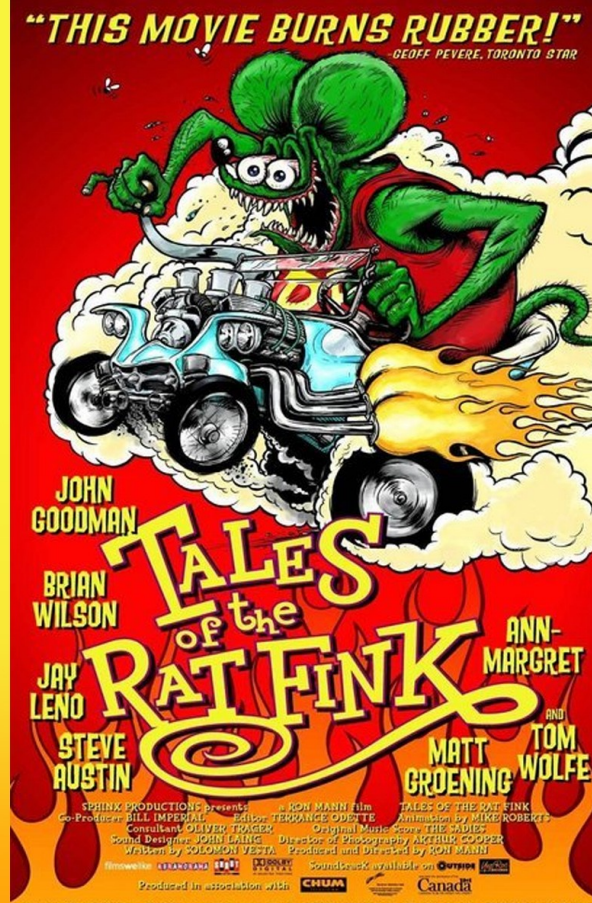
OCMAFC supports Orange County Ronald McDonald House

MOVIE NIGHT

Sunday
Jan 26th

6pm - Potluck dinner
7pm - Movie starts
(Length 75 mins)

Location:
Don Dormeyer's
Red Gum Studio
2983 E Miraloma Ave
at Gum St
Anaheim 92806
714-342-3259



Ladies, don't let the title dissuade you from coming. If you were alive in the 50's and 60's you may remember this stuff which influenced much of what became popular decades later. Don will also provide some background trivia.

Ed Roth (1932-2001) was a genius of the only uniquely American Art Form – The automobile.

See Ed Roth, as himself, and some his amazing cars, along with Von Dutch and the Rat Fink.

A Little Ribbon Goes a Long Way; Easy Women's Hat Decorations

By Laurie Elliott, Santa Clara Valley Chapter

Why settle for a hat that "can pass for" vintage, when you can make your hat yell, "I Look Vintage!" loud and clear?

I've taken three simple Model A era hats from the [MAFCA Fashion Guidelines](#) and [Book of Fashion Facts](#) and written directions for how you can reproduce their ribbon embellishments.



Read the full article on the MAFCA Website at http://www.mafca.com/ef_articles.html

2018 BOARD MEMBERS

President – Louise Hall
714-282-0499/rickandlouise@socal.rr.com
VP/Activities – Steve Pavich
714-963-2633/spavich@socal.rr.com
Secretary – Norm Kredit
714-635-3335/leorakredit@yahoo.com
Treasurer – Marilyn Singer Hawkins
714-730-4026/jmsinger@pacbell.net
Technical – Dennis Kliesen
949-466-7475/drkliesen@gmail.com
Editor – Tissy Smith-Hatcher
714-546-8554/tissysmith1@gmail.com
Immediate Past President – Jim Runyon
714-527-1829/jamesfrunyon@aol.com

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 and Don Ratzlaff
Raffle – Ed Cote
Refreshments – Carolyn Ratzlaff and
Dianne Runyon
Regional Representative, SCRG -
Carolyn Ratzlaff
Sunshine & Sorrow – Pam Heiland
Webmaster – Bruce MacIntosh

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.

Hard Starting

http://www.modelafordclubtampa.com/ignition_timing.html

Question :

I try to start the car and it turns, but just won't catch and start running. Could it be a bad starter? Can you think of any other things I need to look at? I have absolutely no Model A experience so I am open to anything.

Answer :

If the starter is turning the engine over then the problem is not the starter. Although the starter must turn the engine over fast enough to allow the engine to start. By fast enough I mean it must crank the engine over at least one revolution every second. Assuming the engine is cranking OK, make the following checks. 1. Place a piece of paper between the points in the distributor. Then turn on the ignition key and with a volt meter check to see if you have 6 volts on the tip of the point arm. Place the + (red) lead of the volt meter to a ground point on the engine and place the (-) black lead to the Point arm. If you read 6 volts on the points then remove the piece of paper and then open and close the point arm and make sure you are getting a good spark every time the points open. If you get no spark then change the condenser.

This checks out the ignition circuit. You said you checked the timing but are not sure by what method. Here is a sure way to set the timing. But before setting the timing, I suggest you change the points and condenser set to the modern point plate. If you haven't done this already you will find it much more reliable for a car you are going to drive. Dependability and reliability is the reason for changing to the modern type points and condenser. When doing this be sure to remove the old condenser from the distributor body. See firing order in the diagram below.

Here's the procedure I use to set timing. It works every time for me and away to insure you have set the timing correctly every time.

Set the points to .020.

Check to clearance between the distributor rotor and each of the four contacts inside the distributor body. You can carefully bend the rotor tab or file each of the body contacts to get .025 to .030 clearance between the rotor and each contact.

Set the timing pin in the timing gear cover to the detent. Remove #1 spark plug and look down the hole to make sure #1 piston at the very top of the stroke. (make sure you are observing the piston and not the valve).

Set the steering column spark lever full up position (full retard). With the distributor body in place, make sure the distributor plate arm is fully against the far end of the body opening. Then pull the spark lever full down and check to see that the distributor arm is fully against the other side of the body opening. This checks to see that you are getting a full 20 degrees of advance. Now reset the spark lever full up.

From the right side of the engine, the rotor should be pointing to about 5 o'clock position. Loosen the distributor cam screw and rotate the distributor cam clockwise to the point just before the points open on the lobe. Tighten the cam screw down.

With the cam screw tight, try to move the cam clockwise again, i.e., remove all backlash movement. The points should be at a position just before the points open.

(Continued on Page 7)

2020 DUES INVOICE—You can use this form to submit your dues

Orange County Model A Ford Club

NAME(S): _____

AMOUNT: \$30.00 per family at same address

ANY ROSTER CHANGES?

If so, please list below:

Cars: _____

Telephone numbers: _____

Address: _____

E-mail address(es): _____

Any other changes: _____

*Want your photo included in the Roster? Just submit to
Bruce MacIntosh at: brucem@genimage.com
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 1/30/20 to be included in the club's
Roster.**

ORANGE COUNTY MODEL A FORD CLUB
*Cordially invites you for
 an afternoon of
 toasts, good cheer and
 delicious food*

**SUNDAY
 JANUARY 5, 2020 AT 1PM**

**The Villa Restaurant
 510 E Katella Ave, Orange, CA**

Sunshine and Sorrow By Louise Hall

Colleen Schmidt has recently been seriously ill and hospitalized with Pneumonia. She is home now and on the road to recovery; I'm sure she would welcome a get-well card or two from fellow club members. Dale McCall fell in mid-December. He is recovering from rib fractures and multiple bruises. Cards would cheer him up. The holidays are a heck of a time to be ill.

(Continued from Page 5)

Here is the final check. Attach a light or volt meter leads to the tip of the points arm. I made up a test light from a tail light socket with alligator clips on both pigtail wires. Clip one alligator clip to a good ground point and the other clip to the end of the point arm. When the points are closed the light is off, when the points open the light comes on.

Turn the ignition key on. The test light should be off. Now slowly pull the spark lever down and count the number of detents the spark lever arm passes before the test light comes on. The idea is to adjust the points so they open (light on) as the spark lever on the steering column passes the first or second detent on the column. You may have to adjust the distributor cam several times to get this adjustment. The car should start easily with the spark lever in full up position.

With this setting, drive the car with the spark lever set about two notches from the bottom position. At 50 mph on the highway, move the spark lever to full down position for full 20 degrees advance. If the starter is turning over slowly, it will help to improve the ground connection from the battery to the starter. This is done by adding another battery cable from where the braided battery strap connects to the frame cross member, and connect the other end to one of the bell housing bolts just behind the starter motor. You will need a GM battery cable about 30" long. This will provide a better ground connection for the starter and sometimes allow it to turn faster.

http://www.modelafordclubtampa.com/ignition_timing.html



For Sale Contact Walt Hibbard @ 310-371-3008

Description	Price	Comments
Cowl Band 1931 small dents	\$10	Small dents
Stock Hood 30-31	\$250	
Running Boards (2) 30-31	\$170	
Steel Fenders (RF,RR,LF)	\$300	All Need Repair, LF Has well
Cowl Lights (2)	\$50	
Front Bumper 60"	\$100	
Transmission	\$500	Good Condition
4 Tires and wheels 19"	\$400	Tires White-wall, Wheels Black
Front Seat and Back Cushions	\$150	'31 S/W
Rear Seat and Back Cushions	\$150	'31 S/W
Windshield Frame S/W	\$150	
Fender Mount Spare Tire Carrier	\$25	
Good Engine and Trans together	\$2000	w/ sidebowl carb, starter
TOTAL	\$4255	
Good Deal Price for all	\$3500	

Driving in the Heat

Mark Barnett/scvcma.org

I learned a few things on our trip to the NWRG in Walla Walla in early June. Because of the heat that was in the triple digits that started on our first day, I had vapor lock issues before we even left California. A trick I learned from Bob Meneely was to use aluminum foil on the fuel line and carburetor to help keep the fuel from boiling. It worked, but it would have worked better if I had installed the foil before it got to the boiling point. Instead, I waited for the car to cool down on the side of the road going up Yankee Hill on Highway 70.

Something else I learned was to richen the fuel mixture when the engine temp starts to climb. Adding more fuel than is necessary for optimal combustion with the mixture knob helps cool the flame slightly in the cylinders. Turn the knob out until you notice the engine running rough from getting too much gas, then turn it in just to where the engine smooths out. Again, this type of trick works best if you do it just as you notice the temp starting to climb. I shared this tip with some club members at the parade on July 4th with great results.

Another tip that seemed to work for me was to retard the engine timing to the lever position more proportional to the speed the engine is turning. I think that most of us know that you advance the timing lever as your engine speed increases, but it seems that once the lever is set for that higher speed (and more power), the lever doesn't get moved again. I found that retarding the timing while driving at slower engine speeds helped the engine cooling slightly.

I wasn't able to tame the heat completely, but by using the tips listed here, I am convinced that I minimized the problems that I had. Hopefully you can use some of the information here and maybe learn something else by playing with the controls of your baby and being observant to the results.

LOOKING FOR SOMEONE TO TAKE OVER AS
CHAIRPERSON FOR THE SUNSHINE AND SORROW
COMMITTEE. IF YOU HAVE AN INTEREST IN
FILLING THIS JOB, PLEASE CALL LOUISE HALL FOR
MORE INFORMATION.



Join us for another
enjoyable event!!

Fourth Thursday Breakfast

Jan 23rd at 8:30 am

FLAPPY JACK'S
2448 N Santiago Blvd
Orange, CA
714-283-2800

Info: Terry Collings
714-970-7194

TINY TIPS - CLEAN THOSE SPOKED WHEELS

Here is a very simple and easy way to clean spoked wheels. Buy a good brand of "Foam Bathroom Cleaner" to spray on your wheels. After spraying, wait a few minutes to let the cleaner soak in and to penetrate the dirt. Rinse off with a garden hose and you should have clean and shiny wheels!

Submitted by Tony Topicz and previously published in the Aaa000gah newsletter, Ohio Valley Region.

Illustrated by Dick Lewis, Lawrenceburg, Indiana



NEW MEMBERS
CHANGES
CORRECTIONS

Harris, Bill & Cindy, 20862 Sparkman Ln, Huntington Beach, CA 92646-6500, Cell: 714-330-0374; Email: wlh-pantera@aol.com; Joined 2019; 1931 Model 40B Deluxe Roadster



Jim's Tech Tip ~ Front Wheel Bearing Installation and Adjustment



1. See that front hub, inner and outer bearings are packed with grease.
2. Front hub washer should slide over threads on spindle body with fingers (loose fit).
3. Install nut and tighten it while slowly turning the brake drum so that all component parts are pulled together snugly; that is, inner and outer bearings will be snug in cones, washer is tight against outer roller bearing, and nut tight against washer. (There will be a slight drag when drum is turned.) Not over 8-10 ft-lbs of torque is required to get these results.
4. Turn nut BACK two castle slots (this is approximately 1/4 turn of nut); insert cotter pin and try bearings for a slight side play and a free spinning drum or wheel. Don't forget the cotter pin! The nut will back out and the wheel will come off. That will totally spoil your Model A Day!

National
Awards Banquet
in Claremont



Deadline for submissions
for the next Distributor is

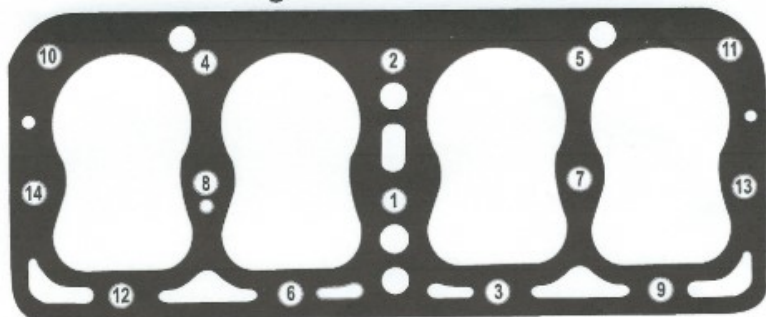
January 20, 2019

Submit all Articles and ads to
tissysmith1@gmail.com or
mail to
P.O. Box 10595
Santa Ana, CA 92711

Tighten Those Head Bolts

SEQUENCE TO TIGHTEN BOLTS

Tighten to 55 ft. lbs.



The club has supported Imaginology for many years through the leadership of Colleen Schmidt. This year, the Model T Club will be taking over the event with regard to supplying cars and volunteers. Colleen is asking for volunteers from the OCMAFC to bring their cars to the fairgrounds and pique the interest of future Model A'ers.



59th Annual



See you at
Hart Park
701 S Glassell St
Orange, CA

Breakfast served
from 8am-11am
Pancakes, eggs,
sausage, juice
and coffee

Pancake Breakfast

Sunday
March 29, 2020

Donations
Adults \$8
Children \$4
(ages 2-10)

Sponsored by the
Orange County
Model A Ford Club

Many raffle
opportunities
Expecting 300+
Model A's
on Display

For info contact Frank Reese at 714-348-2507

ACCC Update-Avoid “Unleaded 88” with Your Old Car

By David Knapp

If you set off touring in your Model A or other car older than model year 2001, be aware of fueling concerns outside California. Particularly, if you pass through Nevada or destinations East you may run across an option at the pump called Unleaded 88. Even though it may seem attractive with the lower price do not fuel your collector car with Unleaded 88 or Ethanol 30% Flex-Fuel. Unleaded 88 is approved for any vehicle manufactured since the year 2001. Unleaded 88 has 15% ethanol and is especially harmful to older classic car components.



If you have a car that is older than 2001, do not use Unleaded 88. Also, small engines, such as lawnmowers, leaf blowers motorcycles and snowmobiles are not recommended for (higher blend ethanol) fuels like Unleaded 88.

Unleaded 88 is offered in Nevada but is currently not offered in 7 western states, i.e. California, Oregon, Washington, Arizona, Utah, Idaho, and Montana but this could change at any time so please be alert when fueling your classic car.

Legislative Alert

There are some concerns to share from the ACCC about collector car registration. This is a bill that the ACCC introduced several years ago relating to “Non-operational Vehicle” designations. Here is the vehicle code as written in legalese:

VC 4600 (a) Except as otherwise provided in subdivision (d), prior to the expiration of the registration of a vehicle, if that registration is not to be renewed prior to its expiration, the owner of the vehicle shall file, under penalty of perjury, a certification that the vehicle will not be operated, moved, or left standing upon a highway without first making an application for registration of the vehicle, including full payment of all fees. The certification is valid until the vehicle’s registration is renewed pursuant to subdivision (c). (d) A certification is not required to be filed pursuant to subdivision (a) for one or more of the following:

(1) A vehicle on which the registration expires while being held as inventory by a dealer or lessor-retailer or while being held pending a lien sale by the keeper of a garage or operator of a towing service.

(2) A vehicle registered pursuant to Article 4 (commencing with Section 8050) of Chapter 4 of Division 3.

(3) A vehicle described in Section 5004, 5004.5, or 5051, as provided in Section 4604.2. However, the registered owner may file a certificate of nonoperation in lieu of the certification specified in subdivision (a). (THIS IS THE SECTION THAT MATTERS FOR OUR CARS.)

(4) A vehicle registered pursuant to Article 5 (commencing with Section 9700) of Chapter 6 if the registered owner has complied with subdivision (c) of Section 9706.

Simply put, according to the ACCC, this states that any vehicle 25 years old or older or of historical interest is exempt from filing a NON-OP and with this designation is also exempt from past years fees and penalties. However current years fees are due. If you have a vehicle of this type it is recommended that you take a copy of the above Vehicle Code section with you to DMV when registering your vehicle.



ORANGE COUNTY
MODEL A FORD
CLUB

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

Next General Meeting

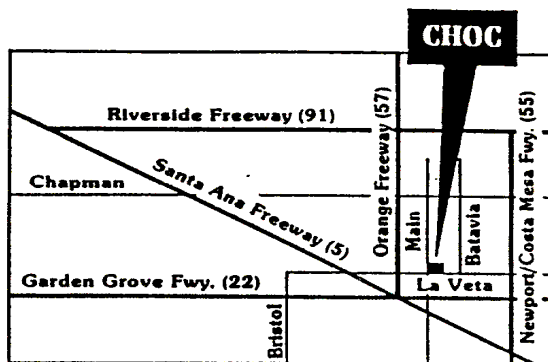
7:30 PM

[Second Thursday of every month]

Next Meeting January 9, 2020

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



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

To:

Empty rounded rectangular box for recipient address.

First Class Mail