

Orange County  
Model A Ford Club

THE DISTRIBUTOR

59 Years

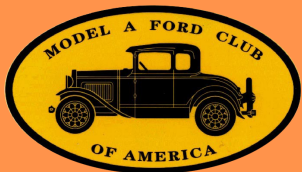


Volume 61 Issue 2

February, 2021

Editor Tissy Smith-Hatcher

Share your talents  
and gifts with the  
world. We all  
need inspiration  
to do better.



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*You did the right thing by  
reaching out to another club  
member. When we can't meet together,  
this is how we can talk through your  
problems with your Model A. Now,  
show me that troublesome  
car part . . .*



## News From the President

By Louise Hall

*Always focus on the front windshield and not the review mirror.* **Colin Powell**

With all the challenges and frustrations we face let's continue to look to the future and maintain hope. My hope is that we will be able to have a meeting again in the near future, that we will have some fun tours and a chance to catch up with our Model A Club friends.

During January your club board met and installed new officers and had an appreciation meeting for all 2020 board members. We continue to try creative ways to get our club members together.

On Thursday, January 14 several of us met via GoToMeeting and had a fun time playing BINGO together. There were prizes, and we drew a name for the membership price.

Unfortunately, that person was not with us, so the amount of the prize goes up another \$10 in February. We will try this again in February on the 11<sup>th</sup>. Look for your newsletter for instructions.

At our meeting we heard from Frank Reese. He has stayed in touch with the folks at the city of Orange and they have expressed that the idea of a Pancake Breakfast this year is bleak.

The board sadly voted that the 2021 breakfast is cancelled. New directories are ready to go to press. Be sure to pay your dues by the end of February so that you are a member in 2021 and will be included in the directory. There are some fun things planned for members. Even though we will not have a pancake breakfast we will celebrate our club's 60-year anniversary in August. A new committee has been named and will work on commemorating this important milestone. The committee consists of Kaci Terens, Kathy McCall, Sheila Plotkin and Karen Gaynor. If you have ideas or suggestions please contact one of these committee members.

We have decided to move the board meetings to Ruby's at the train station in Orange. There is limited space and each person who attends must buy their own lunch. If you have business with the board, please let me know so that I can inform the restaurant and they can set up accordingly. In these unsettling times, remember those that you care about. Write a note, make a call and keep those relationships strong. I miss you all.

Louise Hall



## Sunshine & Sorrow

By Marilyn Hawkins  
714-914-7371

Let's start with "happy news." **Pete & Harriet Pavidis** celebrated their 50<sup>th</sup> wedding anniversary on January 23<sup>rd</sup>. Congratulations! In December **Mary Dormeyer** fell several times and fractured her wrist. The problem is balance; she is taking physical therapy plus pool exercises. Keeping this in the family, **Don Dormeyer** has trouble with bursitis in the shoulder; wearing a brace to alleviate the pain. Long-time member **Patty Jeffries** was hospitalized for a painful case of the shingles. The club sent a plant arrangement to commemorate the passing of her husband, **Bob Jeffries**. This month's list is a little long, **Jeanne Parrish** had another stroke after one week in hospital. She is home now, but very weak. **Carolyn Ratzlaff's** sister, who lives in Montana, passed away last month. Our prayers go out to the caregivers that deal with their spouse's illness. They, too have a different kind of stress.

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



**2021 BOARD MEMBERS**

**President** – Louise Hall  
714-282-0499/rickandlouise@socal.rr.com  
**VP/Activities** – Joe Goff/949-636-3879/  
josecool35@cox.net assisted by Kaci  
Terens  
**Secretary** – Norm Kredit  
714-635-3335/leorakredit@yahoo.com  
**Treasurer** – Darwin Kibby  
310-938-6872/dkibby714@att.net  
**Technical** – Richard Parrish  
714-393-8582/parrich1937@gmail.com  
**Editor/Zoom Coordinator** – 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, Don Ratzlaff and Richard Bolls  
**Raffle** – Ed Cote  
**Refreshments** – Carolyn Ratzlaff and  
Dianne Runyon  
**Regional Representative, SCRG** -  
Carolyn Ratzlaff  
**Sunshine & Sorrow** – Marilyn Hawkins  
**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.

# Board Meeting Minutes



## Orange County Model A Ford Club Board of Directors Meeting January 14, 2021

### Ruby's Diner, Orange, CA

President Louise Hall welcomed everyone. Ruby's set the room up for us with large open doors and spaced tables, and everyone wore masks. Board members present were President Louise Hall, Editor Tissy Smith-Hatcher, Treasurer Darwin Kibby, Acting Secretary Norm Kredit, V/P Activities Joe Goff/Kaci Terens, Technical Richard Parrish, Immediate Past President Jim Runyon. Committee members, spouses, guests, and past Board members included Lori Kredit, Marilyn Singer-Hawkins, Frank Reese, Bill Hatcher, Diane Runyon, and Rick Hall.

Secretary Norm Kredit asked for a motion to approve the minutes as emailed to each of the Board members and the edited version as printed in the newsletter. The minutes of December, 2020, were moved and approved. Treasurer Darwin Kibby handed out the Account Balance Report as of 12/31/2020 and the January-December 2020 Budget Report. This being his first report as new Treasurer, he appreciated past Treasurer Marilyn Hawkin's help. Our ending cash balance for 2020 was recorded. New Board member Technical Director, Richard Parrish, expressed his thanks to Darwin Kibby, Ron Andrews, and Michael Edmonson for their willingness to help in the coming year. Richard sees his home as a center for members bringing their A's for questions and maintenance. With the help of others, seminars can be recorded and shown on the internet. V/P Activities Joe Goff has no tour for this month but has passed on requests for special Drive By celebrations. January 23 is the date for celebrating Pete and Harriet Pavidis's 50<sup>th</sup> wedding anniversary. Hopefully participants can drive by their home after assembling in the Mile Square Park Golf Club parking lot at 10:30 A.M. Also, a possible "Thank You" tour to first responders and hospital staff in the Long Beach area is being considered with the V8 club for February or March.

Editor Tissy Hatcher sought everyone's feedback for the approval of the cover of the new directory and it was overwhelmingly approved. Darwin offered the use of his Zoom account for future meetings and communications. This would greatly simplify things and save the club some money. This was approved by the Board and appreciated by everyone. [Amendment: the club has elected to purchase its own Zoom account.]

The Board discussed the procedures for the "Go to Meeting" Bingo at the regular chapter meeting time of 7:30 P.M. Prizes were approved as \$50, \$25 and \$25 for first, second, and third.

Marilyn Hawkins will continue to prepare to do the audit by the end of January with those who were willing to assist her. Frank Reese, who has worked with the City of Orange, has suggested that the annual Pancake Breakfast be postponed for another year. Frank has worked for so long on this after last year's postponement, so a motion was made and approved to accept Frank's advice and postpone. This is also the 60<sup>th</sup> year since the club was founded. We could celebrate with (Cont'd on Page 4)

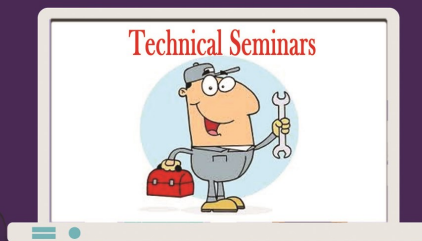
OCMAFC is offering all active club members the opportunity to stay in touch with each other through ZOOM. Simply contact Tissy Smith (email: [tissysmith1@gmail.com](mailto:tissysmith1@gmail.com))



Let us know you would like to reserve a block of time (date and hour). There is a maximum of 3 hours for



a question on a car, play a game, share a happy hour, conduct a meeting or teach someone a new skill.



Up to 50 people may participate at a time with no masks.

(Cont'd from Page 3)

something planned for late summer. The Board felt it would be good to have a committee appointed to plan something. It was moved and supported and passed.

Louise acknowledged the contributions of committee chairs, past Board members, and welcomed the new Board members.

Meeting adjourned.

Norm Kredit, acting Secretary

## Are You a Model A Redneck? By Cliff "Bubba" Mount, West Covina, CA

Having been raised a hillbilly in the Smoky Mountains, many people here in California think that I'm automatically a redneck -NOT TRUE! But since I have traveled all over the country going back and forth from one home to the other, I have discovered two indisputable facts: (1) hillbillies are just people from mountainous areas; however rednecks are everywhere; and (2) I arrived at the true definition of the term of endearment we have affectionately come to know as "redneck." It seems that some folks have only one thing in their lives that they talk about, dream of, or do any type of physical activity for - they eat, sleep and breathe their addiction to whatever it is they are addicted to. Well friends, this type of behavior runs rampant among Model A owners. That would, by definition, make each one of them a "Model A Redneck."

So, I have devised this little test as an aid for you to decide if in fact you might just be one of these newly discovered Model A Rednecks. Don't try to cheat; the rest of us already know the truth about you.

1. Would you do a U-turn to go back to a yard sale that has old car parts?
2. Can you set the points on a Model A without a feeler gauge?
3. Would you buy junk at a swap meet because it "might" fit your Model A?
4. Can you recognize "powder coat yellow" because it's not a perfect match of the Ford color?
5. Do you know what it means to "hear her count?"
6. Can you set the timing by ear (without the pin)?
7. Do you know the names of more than 10 Ford colors?
8. Can you tell if a generator is set too high by the sound of the "Ah-ooo-gah" when you hear the horn?
9. Can you crank a Model A without worrying about scratching your knuckles, jamming your wrist or breaking your thumb?

10. Do you know phone numbers of at least five people in the club without using the directory?

If you answered "NO" to all the above, I would like to be the first to welcome you as the newest member of the Model A Ford Club of America. 1-3 "YES" answers: you need to buy a copy of the Model A Service Bulletins as soon as possible. 4-7 "YES" answers: you evidently already know of the aforementioned tome and have been using it wisely (Caution: keep your collar turned up when you are out in the sun). So, you marked 8-10 "YES" answers: too late for you. When you go to the beach, you don't need to put "Sun-Block" on your neck. But you may continue with the remainder of this test to see how hopeless your condition is.

REPRINT FROM THE RESTORER  
SEPT/OCT 1994 (PART 1 OF 2)



Deadline for submissions for the  
next Distributor is  
**February 20, 2021**

Submit all Articles and ads to  
tissysmith1@gmail.com

or mail to  
P.O. Box 10595, Santa Ana, CA 92711



# 50th

WEDDING ANNIVERSARY




*Pete & Harriet Pavidis*

*She went to visit friends in Puerto Rico! Their neighbors had a friend in the Navy who was being transferred to Los Alamitos. He did not make contact with her for several months, so she promptly forgot about him. When he finally called to ask her out, she told him she was taking her grandmother to Las Vegas; he didn't believe her. He called back again and they eventually went out. However, she could not remember his last name (Pavidis is not a common name). That is it . . . and they have now been married 50 years.*







## 2021 National Tour Update

**“REGISTRATION FORM AND APPAREL INFORMATION”**  
**MAFCA 2021 National Tour “A White Mountain Adventure”**  
**June 20-25, 2021 Hub and Spoke Tour - Home base - North Conway,**  
**New Hampshire**

Registration form and Apparel Information can be found on our website:

[www.2021mafcanationaltour.com](http://www.2021mafcanationaltour.com) and in the Jan/Feb the Restorer’s online digital copy as well as in the hard copy print.

Please be reminded that you must be an active member of MAFCA to register and to participate in the tour. Information for becoming a MAFCA member can be found on the tour website.

**Important:** If you register and pay online with PayPal **please** check back and sign in on your PayPal account after 48 hours to approve the payment transaction for the tour.

The Host Hotel has a limited number of rooms left. We have made arrangements with another sister hotel if the host hotel sells out and will post it on our website: [www.2021mafcanationaltour.com](http://www.2021mafcanationaltour.com)

Please check out tour website, Facebook, MAFCA’s website and “The Restorer” for additional information and updates as they become available.

Sincerely,

Mark Smith                      Tour Chairman

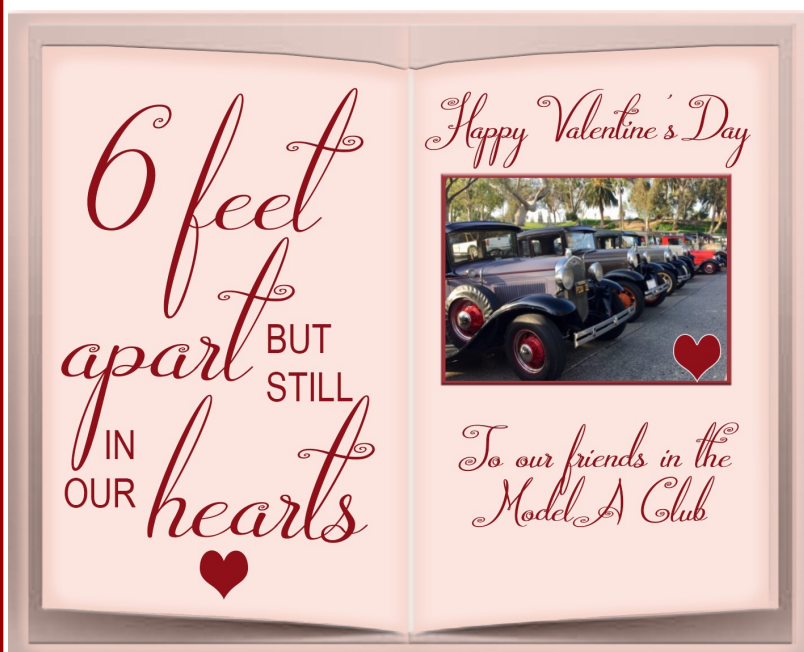
Keith Costello                Vice Chairman

Host: New Hampshire Lakes Regional Model A Club

[www.2021mafcanationaltour.com](http://www.2021mafcanationaltour.com)

[www.facebook.com/groups/942306299533378](https://www.facebook.com/groups/942306299533378)

Email: [whitemountainadventure2021@gmail.com](mailto:whitemountainadventure2021@gmail.com)



### Pop-Out Switch Lubrication— Tiny Tips

Original pop-out switches grow sticky with age due to gum and electrolysis. Before junking the switch or waiting until the key breaks off, try this solution: Turn the key until switch pops out. Under the first “F” in the work “Off”

drill a 1/16” hole carefully through the brass shell. Now the cylinder can be loosened with WD-40 using the plastic tube.



# They tied the Knot

**ANNOUNCING  
THE MARRIAGE OF**

Ashbey MacIntosh  
& Dominic Harness

*December 20<sup>th</sup> was a warm day at a park in Irvine when two families were joined. The couple is living in Mission Viejo. Bruce & Becky MacIntosh are now "Empty Nesters".*



It was so much FUN,

we are going to do virtual

**BINGO**

again in February

Thursday

February 11<sup>th</sup> at 7:30pm

Included in the email with your newsletter is a link to the ZOOM Meeting.

We will assign Bingo cards upon connecting.

Grab your wine and let's play.



2021 DUES RENEWAL 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:

New Family Members: \_\_\_\_\_

Cars: \_\_\_\_\_

Telephone numbers: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail address(es): \_\_\_\_\_

Any other changes: \_\_\_\_\_

*Would you like to add or update your photo in the Roster? Just send to either the Editor at: [tissysmith1@gmail.com](mailto:tissysmith1@gmail.com)*

*You may confirm current info by going to the OC Members page at [www.ocmaf.com](http://www.ocmaf.com) (Members Only Section) or the 2020 Roster for accuracy!!!!*

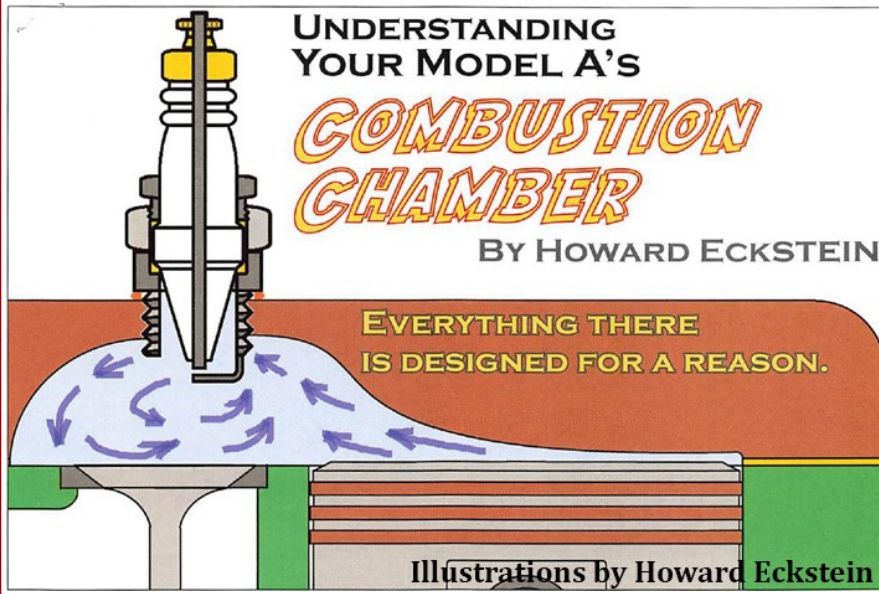
Make your check payable to Orange County Model A Ford Club (OCMAFC) and mail to the club at:

P.O. Box10595  
Santa Ana CA 92711

**Payment MUST be received by 2/28/21 to be included in the club's Roster.**

**LAST  
CHANCE**





**THE COMBUSTION CHAMBER** is the business end of your engine's cylinder and piston combination. It's where the air and fuel are compressed, then ignited — and the rapid expansion of burning gasses pushes down the piston with varying degrees of force depending on the position of the throttle and density of the air. The flathead engine dates to the turn of the twentieth century and over the years has proven to be an effective configuration for many engines. When Ford began building the Model T in 1908, the choice was a flathead design. Model T cylinder heads were made with a domed combustion chamber that covered the piston and valves.

Figure 1 shows two Model T heads, which were used from 1911 through 1927.

**The Ricardo Principle**

In the early days of internal combustion engines, Sir Harry Ralph Ricardo of England was one of the foremost designers and researchers. By 1919, after a few years of successful engine developments, he realized that turbulence in the combustion chamber increased flame speed — and thus produced greater power. To maximize this turbulence, Ricardo brought the bottom of the combustion chamber close to the piston, thus creating a "quench zone," which squeezes the air and fuel mixture into the open area above the valves where the spark plug is situated. (See Figure 2.) This design used what became known as the Ricardo principle. Refinements using that principle led to the shape of the combustion chamber we recognize in the Model A.

**Design Considerations**

When a Model A engine left the factory, the distance between the bottom of the quench area and the top of the piston was about  $\frac{1}{8}$  inch. With this distance, the quench zone benefits were realized, and the engine ran quietly.

But when a Model A engine is rebuilt with the block and head resurfaced, this can result in a smaller quench gap than the factory standard, affecting the engine's performance and causing it to sound like it has a knock.

The open area of the combustion chamber over the valves was carefully designed to facilitate air flow for maximum efficiency. But the chamber's shape must do more than assist in the flow of air through the intake and out the exhaust systems. It must also direct flame propagation across the chamber and down the cylinder as the ignited gasses expand.

The placement of the spark plug over the intake valve puts it in the coolest part of the chamber. This increases (Cont'd on Page 10)

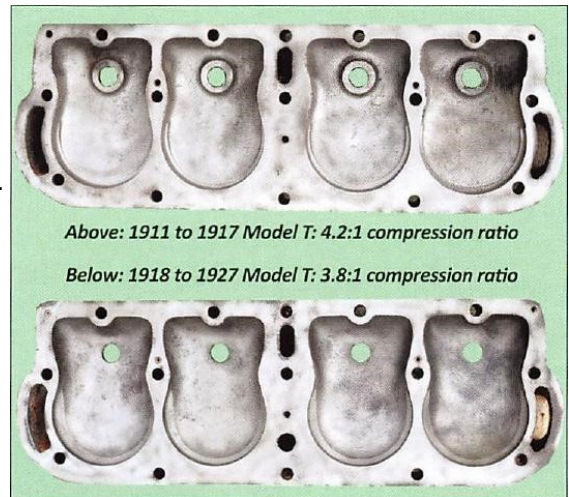


Figure 1: Model T cylinder heads. Courtesy of Wayne Atkinson, Utah Valley Model A Club.

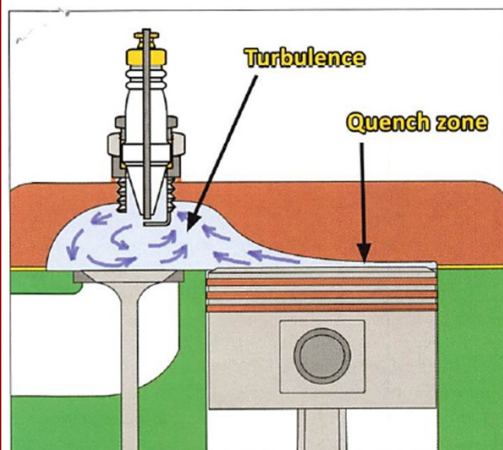


Figure 2: Ricardo principle combustion chamber with quench zone

(Cont'd from Page 9) the expansion of the fired charge. The location of the spark gap in the middle of the charge is also beneficial. By design, the skirt of the plug protrudes past the surface of the combustion chamber. In Figure 2, you see the spark is placed in the turbulent gasses rather than near the chamber's top.

### High-Compression Heads

The reduction in volume inside the cylinder during the compression stroke causes an increase in pressure. The stock compression ratio of the Model A head is 4.2 to 1. A higher-compression police head was also produced, with a 5.2 to 1 ratio. These are identified by a letter B cast in the top.

Over the years, many aftermarket heads have been produced to improve Model A engine performance. Some even include overhead valve configurations. In my 1931 Coupe, I have installed a 6.0 to 1 head, and I have found it to be a boon to safety on today's roads.

Today, catalog houses sell high-compression heads in two configurations: 5.5 to 1 and 6.0 to 1. These heads increase the compression ratios by the shape of the open areas over the valves and the quench zones. (See the blue regions in Figure 3.) As the compression ratios are increased, the volumes of the combustion chambers become smaller. The stock head in Figure 3 was produced prior to October 1929. Afterward, the large center hole was opened in the head and gasket.

### Pre-ignition and Detonation

The evil twins of uncontrolled combustion are *pre-ignition* and *detonation*. (See Figure 4.) There are key differences between the two.

*Pre-ignition* is any condition that ignites the charge of air and fuel before the spark plug fires.

*Detonation* or *knock* comes when a secondary point of ignition emanates from another place in the chamber besides the spark plug.

The two flame fronts collide in the chamber at supersonic speeds and create a little sonic boom, which you

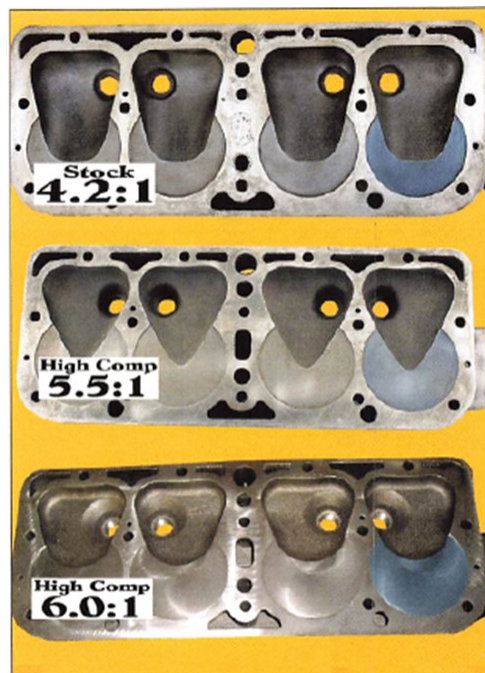


Figure 3: Model A heads  
Photos: 4.2 head, courtesy of Tony Jacobs, Utah Valley Model A Club  
5.5 and 6.0 heads, courtesy of Snyder's Antique Auto Parts

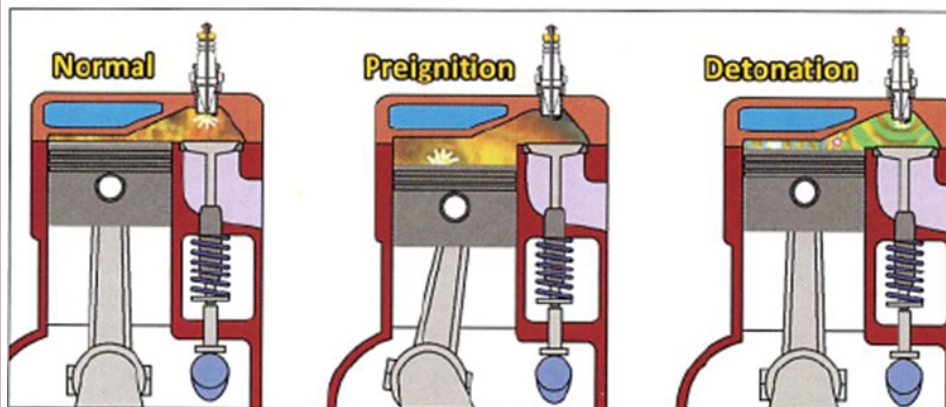


Figure 4: Points of flame initiation in normal, pre-ignition, and detonation conditions

hear as a ping or knock. Repeated detonation eventually damages pistons.

### Pre-ignition

A major cause of pre-ignition is red-hot carbon deposits. Oil passed through worn piston rings and valve guides burns incompletely and deposits a film within the combustion chamber. Over time, this hardens into carbon deposits.

A rich carburetor mixture will also build up carbon on the

### Overtorqued Spark Plugs

Figure 5 shows how the heat of combustion is transferred through the plug's insulator and internal gasket and then through the base. This is represented by the lavender coloring in the drawing.

On the right is a plug that has been overtorqued so the outer gasket is compressed. Additional turning of the base causes the threads to work down so the metal is stretched and pulls away from the internal gasket, which is between the insulator and the base. (Cont'd on Page 11)



(Cont'd from Page 10)

The enlargement bubble on the right shows the gap between the internal gasket and the base. This separation interrupts the transfer of heat. The end of the spark plug glows red hot, thus acting like a glow plug and becoming a trigger for pre-ignition. For our 7/8-18 thread plugs in cast iron heads, the torque should be between 35 and 43 foot-pounds.

**Detonation**

Engine detonation is often caused by low octane fuel, especially with high-compression engines. In some engines, combustion chamber design can contribute to knocking. But the Ricardo design helps to diminish the possibility of detonation. Other causes include an overheated engine, a spark plug with too hot a heat range, and a lean fuel mixture. Ignition timing too advanced can also cause detonation.

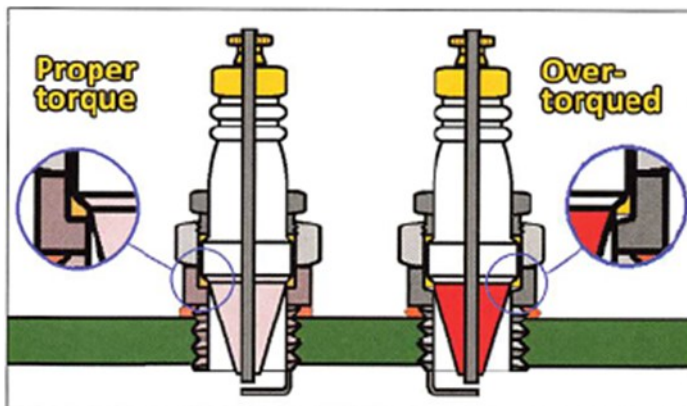


Figure 5: Heat transfer in original style spark plugs

**UNDER NORMAL CIRCUMSTANCES** with proper ignition timing, good compression, and a clean combustion chamber, detonation should not be an issue with today's gasolines. But some Model A engines have been rebuilt more than once — and the head may have been milled each time.

This shrinks the distance between the top of the piston and the bottom of the combustion chamber in the quench zone. This change in dimension (which should be about 1/8 inch) can lead to a noisy engine with what sounds like a detonation knock. A replacement head may be in order.

**Getting the Best from Your Engine**

Whether you run a stock or high-compression head, these principles apply for best performance: The ignition system must be in good health. The ignition timing should be set correctly. There must be no vacuum leaks in the intake system.

Oil control past the piston rings and valve guides must be adequate. Spark plugs must have the right heat range.

Fuel should be fresh, with the right octane.

Air flow should not be restricted by old-style filters.

Now go and enjoy your robust flathead engine with the Ricardo-inspired combustion chamber.

*Howard Eckstein, from Orem, Utah, belongs to the Utah Valley Model A Club. He still drives the 1931 Standard Coupe that he bought for \$350 in 1965.*

REPRINT FROM THE RESTORER SEPTEMBER/OCTOBER 2019



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

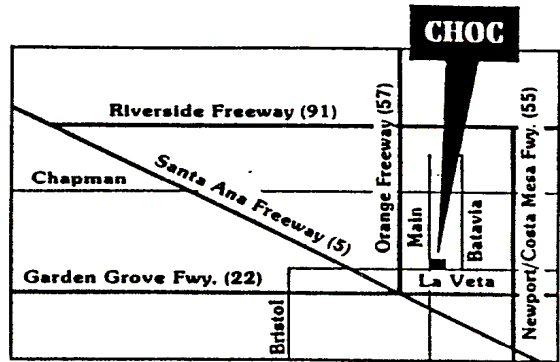
2021

**CHOC** Hospital Complex

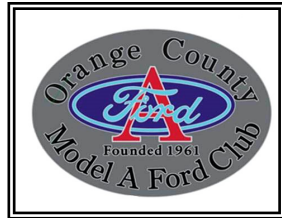
1201 W La Veta, Clinic Bldg | 2nd Floor, Orange, CA 92868

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

**SOME DAY WE WILL  
ACTUALLY BE  
TOGETHER**



We are on the Web!  
[www.ocmafc.org](http://www.ocmafc.org)



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

To:

**First Class Mail**