

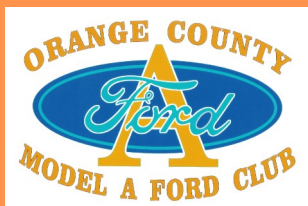
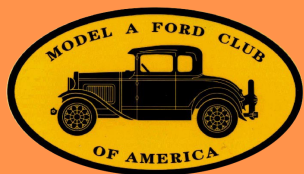
Orange County Model A Ford Club

THE DISTRIBUTOR

59 Years



Don't think of the opportunities that you have missed in the last year. The New Year is an unwritten book, so choose your actions and words wisely and fill it up with pages that are worth reading by the end of the year.



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Volume 61 Issue 1

January, 2021

Editor Tissy Smith-Hatcher

2021

DREAMS DO
COME TRUE
WE WILL TOUR
TOGETHER AGAIN



**Just a
reminder...**

Renew your club membership by 2/28 to be included in the 2021 Roster



My Memories of Mr. Ford

A Letter Courtesy of MAFCA

A friend sent this interesting letter from a old fishing buddy of his who knew Henry Ford. Here George Parson describes his relation and thoughts on Henry Ford.

In the 1930's I was a Vocational Agriculture high school teacher in Tecumseh, Michigan. Since I was partially paid by Smith-Hughes funds, I was obliged and pleased to serve in some ways the farmers of the community.

I also liked to visit the farms from which my students came. As I marked them on a map, I noticed that there were none from the east side of town. When I asked why, I was told that that area belonged to Henry Ford, some three thousand acres.

One day I had a phone call from Ed Clark who was the manager of the Ford farms. He wished to come to see me. Mr. Clark was a competent manager but wanted some help in such things as crop rotation. I offered to help if I could. I had a degree from Michigan State University in Agriculture, a few years of teaching experience, and a Master's degree from the University of Wisconsin. And I had also grown up on a 440 acre farm near Grand Blanc where my father had the

reputation of being one of the best farmers in the area.

I was in Ed Clark's office one day when the phone rang. It was Mr. Ford who said he would be dropping by to consult with Mr. Clark. I rose to cut short our conversation, but Mr. Clark said to stay and to meet Mr. Ford.

Mr. Ford--nobody ever called him Henry--arrived in a Ford, of course, with a driver. He was a small man with a big hat and a rumpled suit and was very gracious. Mr. Clark led us into a conversation about how the acres might be managed to get the greatest yields. We seemed like any three farmers meeting on the town square on Saturday.

I had numerous contacts with Mr. Clark who drove a car often used by Mr. Ford. Since Mr. Ford was short, he had a block on which he rested his feet. Mr. Clark also showed me that there was a pistol under the front seat for Mr. Ford's protection, since as we remember there were labor problems about this time.

I saw Mr. Ford several other times when he would come to the farm headquarters and talk with the men who worked the farm. He took an active interest in his farms.

At one time he had an idea that he would follow the story in the Bible about the man who planted a cubit of wheat and at harvest, gave a tenth (a tithe) to the poor and planted the rest. He asked me to choose the wheat for the cubit. (I first had to find out how much a cubit was and make a box the right size.) I took the Ag boys to the farm and planted the wheat by hand. After several years there was enough wheat to harvest with a threshing machine.

Mr. Ford brought a threshing machine out of the Ford museum and invited the press and friends to witness the threshing of the wheat. On a platform were distinguished guests. Mrs. Ford in one of her special hats and white gloves, in a Lincoln with a driver, joined the platform party. My wife, Betty, who was a musician played the organ. One selection was "Bringing in the Sheaves." I have a picture of the occasion which includes me, Mr. Ford, and others. The event was covered by TIME MAGAZINE and can be seen in the archives which store such publications.

The Ford farms were posted with NO HUNTING signs. But, I liked to hunt pheasants and asked permission to do that. It was readily granted and I shared my pheasants with Mr. Clark. Mr. Ford was pleased.

Since I could receive no remuneration for my services to the Ford Farms, Mr. Ford often expressed his appreciation. Then once he invited me and my wife Betty to a square dance at their mansion. It was a gay evening. At one time, Mr. Ford crossed the floor to where Betty was sitting between dances, put one hand behind his back, leaned and said, "Mrs. Parsons may I have this dance. George got the cue and crossed the floor and asked Mrs. Ford for the next dance. When that ended, she said, "Come sit down. We shall have a little chat."

On some occasions, Mr. Ford asked Betty to play hymns for him on the organ at the Ford Chapel. He shared the organ bench and turned the pages to his favorite hymns.

One of the ideas I had in serving the Tecumseh community was to offer night classes to farmers. We discussed matters of concern to them, including how to report farm income on t(sic) their tax returns. The attendance was good, sometimes more than the capacity of a rural school. (Cont'd on Page 11)

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
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Secretary – Norm Kredit
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Editor – Tissy Smith-Hatcher
714-546-8554/tissysmith1@gmail.com
Immediate Past President – Jim Runyon
714-527-1829/jamesrunyon@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

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
December 10, 2020
Depot Park, Orange, CA**

President Louise Hall called the meeting to order.

Members Present: V/P Activities Joe Goff, Secretary Norm Kredit, Treasurer Marilyn Hawkins, Technical Darwin Kibby, Immediate Past President Jim Runyon.

Absent: Tissy Hatcher

Guests: Rick Smyser and Dianne Runyon

Secretary Norm Kredit called for a vote to approve the Board Minutes which were provided to everyone via e-mail. The minutes of November 16, 2020 were approved.

Treasurer Marilyn Hawkins distributed the report of our bank balances as of November 30, 2020 and our year-to-date expenses as of the same date. Marilyn also reported our membership remained at 140 members with several possible new members in the process of applying. One of them is Steve Thompson. MAFCA is offering one-year free membership to any new members joining who have never been members before. Marilyn's Treasurer's Reports were approved. Marilyn is also working with the audit committee to meet and have the audit completed for the year.

VP/Activities Joe Goff reported no activities were scheduled. There is a possibility of a joint "Thank You" parade in Long Beach next year with the early V8s and "T's" as we did in Orange.

Technical Darwin Kibby reported no technical seminars are planned for December. Member Richard Parrish is willing to serve in his place as Technical person. All board members approved Richard's volunteering for this position. Several others have stepped forward to help with this position.

Louise confirmed the decision that was made via e-mail to cancel the Installation Banquet. Kathie McCall surveyed members of the club and found that a low number would attend, leaving the club on the financial hook to complete our requirements of the contract with the Villa. We have lost the deposit which is far less than making the deficit in attendees.

Meeting adjourned

Norm Kredit, Secretary

Secretary's addition

In the context of the Corona virus, the club has had to cancel many official activities. The 4th Thursday Breakfast and First Saturday B.S. Breakfast are examples. But there are cards and telephone calls going around among the members to keep each other in mind. Thank you all for your encouragement. Keep the new Board in your thoughts for the new year ahead.





Ok, we've been stuck at home too long. Now we want some FUN!

Let's play virtual **BINGO**.

On Thursday, *January 14th* at 7:30pm we are going to have the first OCMAFC Bingo game.

Included in the email with your newsletter is a link to the GoToMeeting. We will assign Bingo cards upon connecting or go to the link below if you'd like your card early. Grab your wine and let's play.

<https://myfreebingocards.com/bingo-card-generator/free/b5nhb5>

Our friend, Bob Jeffries passed away on 12/27, at the age of 89 years. He had been a member of the club since 2006 and participated in many club events. He will be missed. Our hearts and prayers go out to his wife, Patty and their family.



Don't Forget
Renew your 2020
membership today
Call 866-379-3619 or
visit www.mafca.com

Sorry INSTALLATION
BANQUET
CANCELED
DUE TO COVID-19

*Ever noticed all the "For's in Model As?
It's Model A Ford
It's got Four cylinders
Each cylinder is Four inch bore and Four inch stroke.
It's got Four wheels with Four hub caps, each of
which says Ford.
It Forty cubic inches cylinder displacement
It is a four stroke engine.
It is forty horsepower.
It goes about forty miles per hour (well mine does).
Its got four gears (if you count reverse as a gear).
I think some of them sold for about four hundred dol-
lars originally.
Came in different body styles, including the fordor.
Cabrioles had four windows.
It was manufactured for four years.
Now you try saying that with a Chevy or a Dodge or a
Dusenberg. Doesn't work.*

Author Unknown

I Wish in this New Year G-d gives you

12 Months of Happiness

52 Weeks of Fun

365 Days of Success

8760 Hours of Good Health

525600 Minutes of Love

31536000 Seconds of Joy



HAPPY NEW YEAR!

Original Points vs. Modern Points—How to Improve Modern Points

By Lynn Sondenaar, Sandy, Oregon



Really? There is no comparison to modern points! Here are the reasons why modern points are superior to original points. Original points are two parts which can cause minor alignment issues with the point breaker arm assembly (A-12199) and point block (A-12160). Modern points are mounted on the same assembly, so they are always aligned center point to center point (**Fig. 1**). Modern points have a heavy-duty spring and extra thick contact

Fig 1.



arm to prevent flexing and point floating. Point floating occurs when the points bounce off of the distributor cam due to weak spring tension or twisting of the point arm due to higher RPM's. This condition can happen at speeds of 45 MPH or higher in a Model A. This does not happen with modern points. Point floating will cause inconsistent high voltage to the spark plugs, causing engine miss and loss of power. This is why strong springs and strong contact arms are needed.

Original points use a fiber contact for the rubbing block and it wears very fast, changing the point gap setting. Adjustment is needed every 500 to 1,000 miles, and the fiber rubbing block needs frequent lubrication. Modern points use Teflon, nylon, or phenolic rubbing blocks. The point gap should be checked every 5,000 miles and the rubbing block needs very minor lubrication.

Original point contacts are made from brass or phosphor-bronze. These two metals are prone to pitting, wearing, and burning. Point burning is easily caused when the engine is not running but the ignition key is in the on position. If the contact points happen to be together, current flows to the coil, causing overheating and possible damage to the coil. It also places a drain on the battery. The cheaper brass and bronze contact points heat up during the current flow and will overheat, causing a dark glaze which in turn causes resistance and voltage drop. If the ignition is left on long enough, it can semi-weld the contact points together (burning). The contact points need to be free of pits and depressions; therefore they must be dressed with a stone. Modern contact points are made in four different grades ranging in retail prices

Fig 2.



of \$4, \$12, \$21, and \$30 dollars. The cheaper points have brass or bronze contact tips and a very thin insulator between the point arm and electrical contact (**Fig. 2**). They can short out at that space. They too are prone to pitting and burning. The \$21 set, the contact tips are made of tungsten and not prone to pitting or burning. The most expensive set of contact points are made of platinum. These will not pit or burn and they withstand high temperatures. They also have a very thick insulator between the point arm and electrical contact (**Fig. 3**), as do the tungsten sets. Most automotive retailers guarantee these points for three to five years of service. In Model A years that would be 100,000 miles, or

a lifetime. I purchased my points from my friendly Ford parts department. I used the platinum points on my Model A and have 20,000 miles on the same set of points. Only twice in that number of miles did they need the gap adjusted. The rubbing block is semi-self-lubricating and needs very little lubrication, but does require some lubrication.

Modern points give you less maintenance, easier starting, smoother running engine, and more reliable voltage to the spark plugs.

This setup also moves the condenser to a higher protected place, away from engine and exhaust heat. Modern condensers contain Mylar foil windings, which help to prevent damage from heat and offer protection from point pitting. Modern condensers are easy to replace compared to original condensers that have two tiny screws in the horizontal position. The modern condenser has a nut that needs to be loosened one half turn and



Fig 3.



Fig 4a.



Fig 4b.

one vertical screw to remove. To aid in the removal of small screws, I use a 'clip & grip screwdriver' (**Fig.4a**). These screwdrivers have a positive spring grip holding action so that if bumped or dropped they will still hold the screw (**Fig. 4b**). Magnetic screwdrivers are not a positive grip; therefore the screw can still be dropped.

The only negative thing to say about modern points is that they are hard to adjust. This is incorrect because people do not understand how adjustment works with modern points. If you look at **Fig.5**, there is a notch in the point base to insert a screwdriver to move the points. The problem is that the reproduction manufacturers forgot to put the pivot point on the upper distributor plate. Modern points can easily be adjusted by inserting a screwdriver into the notch (**Fig.6**).



Fig 5.



Fig 6.



Fig 7.

The next part of this article will give step by step instructions on how to install the pivot point into the upper distributor plate.

1. Remove the upper plate from the distributor. Removal of the points and condenser are optional.

2. Locate a hole 7/16 inch from the inside corner of the upper plate extension and 1/4 inch from the outside edge of the plate with the spark arm to your right (**Fig.7**). These measurements are for short 4-inch or 6-inch screwdrivers and can be adjusted to fit your screwdriver. Note that this location is for the reproduction upper plates.

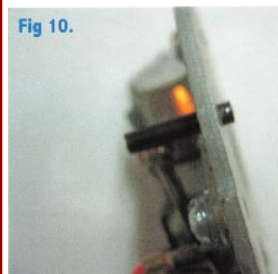
The original plates have holes that can be used as pry points.

3. Center punch the hole (**Fig.8**) so the drill bit will not wander when starting the drilling operation.

4. Drill a 1/8-inch diameter hole clear through the upper plate. Dress any burrs from the hole.

5. Use a 1/8 diameter by either 1/2 or 5/8 inch long roll pin. Roll pins are spring steel with a slot cut end to end. The spring being compressed holds the roll pin securely in place. I recommend that a solid flat surface be used so the upper distributor plate does not get bent during the installing of the roll pin. A 5/32 roll pin punch should be used (**Fig.9**). A roll pin punch has a semicircle ball that fits inside the roll pin to securely hold it in place. A ball peen hammer or regular drift pin punch will flare out the top of the roll pin.

Fig 10.



6. When installing the roll pin, it should extend past the bottom of the plate by 1/16 to 1/8 of an inch (**Fig.10**).

7. Reassemble and check the point gap at .018 to .020. As a note, original point gaps are set between .018 and .022 because the fiber blocks wear fast.

Your modern points are now easy to adjust and you will be very happy with the results! As a cautionary note, if you are going to purchase a reproduction upper plate, spend a little more money and buy the American made unit. These plates are made to the original thickness standards whereas the foreign made plates are thinner, so they fit sloppy in the distributor. When advancing the spark lever, the plate will be forced to a slight angle, affecting the points and causing possible shorts. Both the USA and foreign made reproduction units use the cheap modern points. These should be replaced with tungsten or platinum contact points.

In conclusion, modern points have a stronger spring, stronger contact arm and tougher rubbing block. The actual contact points are smooth and meet squarely over their entire surface. Maintenance of these points is very minimal. Their use in a Model A distributor provides a steady reliable voltage to the spark plugs, and does not affect the original appearance of the Model A.

Jan Feb 2018 Restorer



Fig 8.

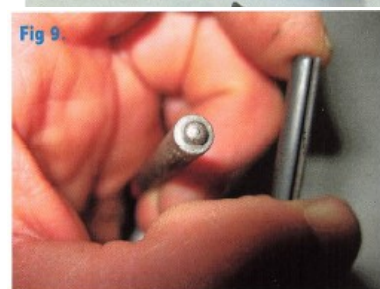


Fig 9.

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

You may confirm current info by going to the OC Members page at www.ocmafc.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.

(Cont'd from Page 4)

One night I noticed in the back of the room, Prof. Weaver, head of the Dairy Department at Michigan State University. He told me he had come to visit farmers, but it turned out he had come to watch me in action. Soon after, he offered me a job at MSU. This was an exciting surprise which offered me a good future. I discussed it with my superintendent who did not want me to leave. He offered a nice raise in pay which I decided to take.

The next year the same offer came. This time the raise in pay would have made my salary more than any other teacher. Knowing that that would have caused some jealousy and embarrassment, I decided to accept the MSU offer and move to East Lansing. At this point, Mr. Ford entered the picture and made an offer. If I would stay, he would build a house on his property at a location I would choose and rent it to me for \$25 a month for life.

My wife and I made the decision to move on. This was in 1945. I worked with farmers across the state of Michigan for 29 years and retired in 1974.



George E. Parsons
860 Lenna Keith
East Lansing, MI 48823

The Creepy Case of the Haunted Car

"It was a dark and foggy night. The thick fog surrendered only to the headlights of a tow truck, illuminating a barn, where a 60-odd-year-old car had sat for the last 20 years. Next to the car stood the driver of the tow truck and a little old gray-haired lady.

'Look', said the driver. 'You should pay me to tow this piece of junk out of here. But, since I like you, and it's late, I'll give you what you're asking for it.' He knew the old car was worth ten times her price.

"The old woman's bony fingers reached into her apron and pulled out the signed title. Her voice cracked, 'Before I give you this, I must tell you that my husband died working on this old car some 20 years ago. He loved this car and he told me never to sell it. Some say his spirit still dwells within - but I need the money.'

'Oh, don't you worry about me,' laughed the tow truck driver. 'I don't believe in that nonsense.'

'You've been warned,' said the old woman.

Just then, a coyote howled in the distance. The tow truck driver hastily hitched up the old car before she could change her mind and drove down the pothole-ridden driveway. When he pulled onto the deserted country road, he noticed a light piercing through the back window of the tow truck cab. Looking in the rear-view mirror, he saw the headlights of the car were on!

'How could this be?' he thought. 'Could the old battery still have power after 20 years?'

More than a little nervous, he pulled over so he could disconnect the battery. As he walked back to the car, he noticed that the headlights were, in fact, off. He shook his head. He opened the hood. The battery was already disconnected!

A loud scream came from behind. He turned around quickly to shine his flashlight on an owl perched in a tree. A dead tree!

'It must be my imagination,' he thought. He jumped back in the truck and started back down the dark road, only to find the headlights of the car once again illuminating the cab. He pulled over this time to turn off the light switch. Again, the lights went out. When he tried to open the driver's door of the old car, he found that it was locked. But, with his flashlight he could see that the passenger door was unlocked. He climbed in the passenger side. It was then that he figured out why the lights were on.

Think you know why?

Answer:

RAY: When he got in through the passenger's door, the first thing he encountered was the stick shift. He noticed that it was in gear. Because it was an old, rear-wheel-drive car, when he lifted the car up from the front and drove off, the transmission was turning. So, the engine was also turning - as was the generator. Cars of this era had a permanent magnet generator that made electricity to run the lights.

<https://www.cartalk.com/radio/puzzler/creepy-case-haunted-car> 02/21/2005

ORANGE COUNTY
MODEL A FORD
CLUB

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

Next General Meeting

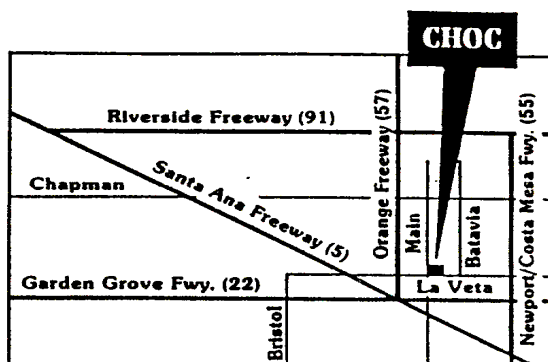
7:30 PM

[Second Thursday of every month]

Next Meeting March 12, 2020

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

