

Orange County
Model A Ford Club



THE DISTRIBUTOR

Established
1961



Volume 62 Issue 12

Dec, 2022

Editor Eric Engle

Merry Christmas





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You are cordially invited
To Celebrate the Installation of the
2023-2024 Board and Committee Members
 On Sunday, **January 8th 2023**, 1 to 4 p.m.
 The Villa, 510 E. Katella Ave., Orange, Ca.
 Cost is \$35 per person. Please send to Club's P.O. Box or
 Give to Darwin Kibby directly.
 If attending, please **RSVP**
 Kathie McCall **before Dec. 28th** at
 kathleenmccall1941@gmail.com

Era Fashions are encouraged.

See page 7 for examples


Honoring our club members who represent most of the branches of our Armed Forces: Army, Navy, Air Force and Marines.
Thank you one and all for your service....

News From the President

By Louise Hall



As you read this, Rick and I will be having a little vacation time. We will miss you at the December meeting, but are planning to do the Holiday light tour. However you celebrate this time of year we wish you a wonderful holiday.

I thought it would be fun to do a little Model A wish list/letter to Santa:

Dear Santa:

I'm only requesting gifts from you for my best friend, the love of my life, my Model A Ford. She thills me with her looks, and I love the way she purrs when I drive her.

- Although she's had a long life, I wish for her to keep on keeping on.*
- I wish for her to continue running smoothly and I wish for no knocks or rattles.*
- Please make sure I find parts for her as some of her parts are falling apart.*
- Help us to connect with other car lovers and keep us rolling along together.*
- Remind us to be thankful for all the encouragement we receive from folks as they wave to us when we take a ride.*

Signed, Another Model A Ford driver

Don't forget to get your tickets to the banquet. I'll be looking for you there. We will be installing our new board for 2023. I want to thank all of you who have stepped up to fill the open positions. We can all look forward to an active year, with a strong board. A special thank you to Richard Parrish who chaired the election committee.

With appreciation for all you've contributed to the club in this past year,

Louise Hall, President.

2022 BOARD MEMBERS

President – Louise Hall
 VP/Activities – Leonard Driver
 Secretary – Kathie McCall
 Treasurer – Darwin Kibby
 Technical – Michael Edmonson
 Editor – Eric Engle
 Immediate Past President – Jim Runyon

COMMITTEES

ACCC Representative – David Knapp
 Breakfast Committee –
 Club Greeter – Linda Tom
 Election Chairperson – Richard Parrish
 Historian & Librarian – Bruce MacIntosh
 Merchandise Director – Perry Wilson
 Pancake Breakfast Setup & Coordination
 – Frank Reese, Don Ratzlaff and Richard Bolls
 Raffle – Ed Cote
 Refreshments –
 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.

**ORANGE COUNTY MODEL A FORD CLUB:
GENERAL MEETING-THURSDAY 11/10/2022****7:30 PM**

President Louise Hall welcomed everyone at 7:40 pm and introduced Mike Edmonson to lead the flag salute: Mike was dressed in his dress USMC uniform in recognition of the Marine Corps birthday on this date 247 years ago. Mike had veterans from each branch of military services stand and be recognized since Veterans Day follows on 11/11.

A hard act to follow, but Marilyn Hawkins pulled it off with a story about "Tickle Me Elmo".

Linda Tom greeted 51 people coming through the door. No new guests. ELECTION CHAIR: Richard Parrish introduced Mike Edmonson, nominee for President, Darwin Kibby continuing as Treasurer and Debbie Parrish for Secretary. He then called for nominations for the open positions of President, Secretary and Treasurer and the now vacant position of Technical Coordinator replacing Mike Edmonson. There being no new nominees from those present, the vote was requested. No nays and unanimous approval received. There remains an open position for Technical.

Announcement: Richard announced an invitation to attend the Parrish family annual Open House Christmas party to be held December 10th 11:00 am to 3:00 pm to be held at the First Congregational Church (Club meeting site). A meal will be served. RSVP is appreciated.

MINUTES: Printed in newsletter. Secretary noticed an omission to add Diane Gaughen's name to providing refreshments at October meeting. Motion by Sheila Plotkin, 2nd by Tissie Hatcher to approve as corrected. Approved.

FINANCIAL: Darwin provided an overview line by line of the financial reports and proposed budget for 2023-24 previously approved by the BOD.

Motion by Sheila Plotkin, 2nd by Marilyn Hawkins, approved without objection.

Darwin is accepting dues for 2023 of \$30.00 per family and \$35.00 per person for the Installation Banquet (January 8, 2023). Mail to the PO Box or to Darwin.

ACTIVITIES: Leonard Driver and others kept us all busy in October with numerous events and tours. November and future events to be announced via e-mail blasts and in newsletter. Doug Marsh is coordinating a poker run January 14, always a fun time.

TECHNICAL: Mike Edmonson stepping down to be new club president. Last seminar November 12 at Richard Parrish' garage.

NEWSLETTER: Eric requesting early submission of articles for December, as he will be on vacation.

SUNSHINE & SORROW: No updates.

MERCHANDISE: Perry Wilson has club merchandise available at each meeting. Next month there will be drawing for the pancake breakfast t-shirt vehicle.

PANCAKE BREAKFAST: Frank Reese discussed issues with the City of Orange regarding parking, but thus far the date of Sunday March 19..

REFRESHMENTS: provided by Karen Gaynor, Sheila Plotkin, Linda Tom, Hall family, Patty Cote', Marilyn Hawkins and always Jim Runyon coordinating.

THANK YOU.

Hard Luck Trophy. No candidates.

(Minutes cont. on page 8)



Upcoming Tours and Activities Calendar



Dec 3 (Sat) First Saturday Breakfast BS Session, 8:30 am, Denny's Restaurant, 2314 17th St, Santa Ana.



Dec. 8 (Thur) Board and General Meetings, First Christian Church-Orange, 1130 E Walnut Ave, Orange, 6:30 & 7:30 pm,

Come join the fun and please bring a SMALL amount of your favorite deserts and/or appetizers.



No Tech Seminar this month.



Dec. 17 (Sat) Christmas Dinner & Lights tour. Dinner-3:30 pm, Restaurant TBA,

Tour of house decorations afterwards, with the last stop at Ed and Patricia Cote's home for HOT COCOA and ?????.....

RSVP Eric Engle by Dec. 10th for dinner reservations.



No 4th Thur. Breakfast this month



Christmas Party

Richard Parrish is once again hosting a Christmas party for our club members on Dec. 10th. 11am-3pm. Richard is asking those interested to please RSVP him by Dec. 3rd.

Location:
First Christian Church of Orange.
1130 E Walnut
Orange, CA

Date: Dec. 10th (Sat)
Time: 11am-3pm

Save The Dates
January 8th 1-4pm
Annual Installation Banquet –The Villa, in

Orange,
510 E Katella Ave,
Orange



January 14th
Poker Run—Starting
point: Train Station in
Orange
Cont. Doug Marsh
805-903-3617

Swap Meets/Car Shows

Donut Derelicts Coffee and Donuts Car show, Every Sat. morning, 6-8am, 9015 Adams Ave, Huntington Beach Corner of Adams and Magnolia.

Dec 4 (Sun) Pomona Swap Meet & Classic Car Show, Fairplex, 1101 W McKinley Ave, Pomona 5am-2pm

Dec. 11 (Sun) Long Beach High Performance Swap Meet, 6am—1 pm, Long Beach Veteran's Stadium, 5000 E. Lew Davis St., Long Beach, CA

If anyone wishes to submit any information regarding upcoming swap meets or car shows, please submit info. to Editor, Eric Engle, by the 25th of each month

Highlights of the May Tech Seminar

By Michael Edmonson
Technical Director

Our November Technical Seminar took place on a cool but sunny Saturday morning on November 12th at the home of Richard and Jeanne Parrish. We had approximately 15 or so in attendance, and by the looks of the leftover donuts (there were none) and coffee (there was very little left), all left fully content.

Our topic of the day was installing a “leakless” oil pan on Ron Andrews’ early 1930 Tudor. The foundation for such a claim is based on an article published in the March/April 2002 edition of *The Restorer* titled “Leakless Pan Gasket” (pgs 16-18) written by Frank Rosin of Kirkland, Washington and based on engine re-builder Gary Duff’s technique for installing oil pans. As was mentioned in the seminar, there are about as many techniques of installing oil pans as there are opinions of the type of oil you fill such oil pan up with once installed in your Model A! I know Don Ratzlaff installs with a bit of grease on the gasket to allow the gasket to shift into optimum space, others believe in Permatex or some other sealant between the gasket and oil pan, and then others on both sides of the gasket. And then there is the front gasket – the original rope gasket, or the neoprene O Ring style gasket that Terry Burtz produces. Decisions decisions....onward with the installation per *The Restorer* article.

The day prior, we had Ron’s oil pan, removed the old gasket, cleaned the oil pan, and primed and painted his oil pan (credit for the exceptional paint job goes to Richard Parrish!) so we would be ready for the task at hand the following day, which we were. For those that have not been at any of these tech seminars, I highly encourage you to attend as they basically take place in three segments: 1) coffee and donuts, 2) discussion with possible handouts (and coffee and donuts), and then 3) applying what knowledge learned (and coffee and donuts). Do we see a trend here? Anyway, I digress.... we had a great discussion; the seminar was not necessarily a lecture style event, but an open forum for shared knowledge from the experienced members, while the rest of us absorb what is said like sponges. I can’t say how much I appreciate those members that freely share their knowledge and first-hand experiences; this is what makes our club exceptional on so many levels.

Moving to Ron’s car and per the article, the oil pan and gasket were basically put on dry (different from many others) with the exception of the cork strip on the rear main bearing cap (small amount of Ultra Copper), the front rope seal (Permatex Aviation Form-A-Gasket), and some contact cement to keep the gaskets in place. We used four guide pins at the four corners which also helped keep the gasket in place. The cork strip for the rear cap was trimmed to 6 11/16” per the article and installed after being compressed in a vice to enable a tight fit, even with the copper sealant in place. Best practice – worry about the two ends fitting against the block and pan gasket itself, the center portion near the oil drain tube will take care of itself after the pan is installed. We then turned to the oil-soaked rope gasket. Inserted in the oil pan, it was a perfect fit without trimming. Had it been necessary, it would have been trimmed to allow about 1/16th inch above the top of the oil pan which allows for slight compression and a solid seal. The ends of the rope gasket were dabbed with the Form-A-Gasket, as was the ends of the rope gasket in the timing cover (which appeared to be trimmed a bit short) and the top and bottom of the pan gasket that would be making contact with the rope gasket -- all of this to ensure a solid and consistent seal once the pan is installed. Next came the oil pan installed over the guide pins and pushed into place with a little bit of effort. As it turned out, the use of a drift punch was very helpful to ensure that the holes of the oil pan, pan gasket, and engine block lined up. Once alignment was made, bolt installation followed and were tightened up in a criss-cross fashion similar to what you do on the cylinder head or wheels. Once snugged up, final torquing to a light 5-6 ft lbs and the job was completed.

Last report three days later, still no leaks. Yay!!!

(Note: if you would like an electronic copy of this article, contact Mike at michael.edmonson@me.com)

So. California Railway Museum Tour by Leonard Driver

Ten model A's met at Panera Bread in Brea and got an early start at 08:00 for the railway museum in Perris.

Taking the beautiful Carbon Canyon route to Chino, then through Corona and by Lake Mathews.

We were met at a special entrance gate to the Railway Museum and drove right into the attraction. Parking next to their most famous red barn where Wade Kimball's train is being restored. We saw an AA model A truck, that had been converted to rail service.

Had a wonderful lunch served to us by Dave & Patty Wolven at the Fred Harvey Museum. They have been volunteers with the railway museum for 30 years.

Then we were off to explore more engines and cars that are being restored. Jim Runyon got to give a little speech from the same rail car platform that FDR used on his campaign.

Time to leave came too quickly, as we are in winter time and the sun setting sooner.

Some decided to return via Freeway. Six of us returned back through Gavilan Heights and Lake Mathews. Then we drove around Corona on Foothill Pkwy, which turned into Green River Rd. We joined the 91 Fwy there and exited 3 miles later at Gypsum Canyon Rd.

This was only a 3 mile stretch on the Fwy. The afternoon traffic seemed to keep the speed down to 55, so we blended in well. From Gypson Canyon, we took Santa Ana Canyon Rd back to Orange County.

Lake Mathews and Gavilan Heights were a pleasure to drive. Real country feeling and easy to stay together.



4th Thursday Morning Breakfast Tour by Leonard Driver

The 4th Thursday breakfast for October was held at Coco's Costa Mesa with 24 attending. Good turnout for Thursday.

Afterward, six Model A's took a quick tour around the Newport Back Bay and Balboa Island.

We jumped on the Car Ferry that took us from Balboa Island to the Peninsula. Where else can you get a bay boat ride for \$2.50?

The six of us traveled up the coast, through Huntington Beach and concluded our drive where PCH met Warner Ave. That made for an easy drive home for all.

The beautiful part of this drive was the Back Bay and 15mph road that winds around the estuary.

The fun part of this drive was the Balboa Ferry crossing. What a wonderful sight that is, with the ferry carrying three Model A's.

Mid-week is a wonderful time for this quick tour.

For a look at a YouTube video, courtesy of Leonard Driver, click or cut/paste this link:

<https://www.youtube.com/watch?v=EbNB5OILYcU>

Sunshine & Sorrow

By Marilyn Hawkins
m_hawkins33@cox.net

Here it is again, Christmas holidays that bring our homes alive with colorful decorations, our wallets close to depletion and our hearts happy with the joy of having family and friends. I decided not to focus on health issues this month, but to hope and pray everyone will stay healthy not only for the holidays, but in the months to come.

*May the magic and wonder of Christmas
bless your home and bring you peace in the New Year*

Era Fashions for Special Occasions by Eric Engle

With the upcoming Installation Banquet January 8th for our new Board Members and Committee Members, in times past a few attendees have dressed in "Era Fashions" for this special occasion. Members are encouraged to have some fun "Dressing To The Nines" for this upcoming event. It often doesn't take all that much to LOOK the part either. For men, it can be as simple as a pair of nice slacks, white long sleeved shirt, narrow tie or bow tie, a pair of suspenders, a Fedora or Bowler hat, or maybe a classic White Straw hat (a "Boater" hat), and maybe even a cane. Or maybe a pair of home made Knickers . Women, how about simply adding a feather boa or a fake fur stole, and a beautiful "period" hat ? All easily found on Amazon for cheap.... Just some thoughts on how to maybe have a bit more fun and spice up an already special event. See you there on January 8th.



The Ammeter

by Tom Endy

The Model A ammeter is a fairly simple device, but it can tell you a lot if you pay attention to it. It is a center off type meter. The needle sits on zero in the center when no current is being drawn. When current is being drawn from the battery the needle points to the negative side. The reading depends on how much current is being drawn. When the generator (or alternator) is sending current to the battery to charge it, the needle points to the positive side. The reading depends on how much current is being passed to the battery.

Original ammeters have "bounce" to them. This is because they are un-damped. In this manner they quickly read any variations in current flow. Many reproduction ammeters are not made very well and are damped and move very sluggishly.

If the ignition circuit is wired to receive its power through the ammeter it provides a diagnostic tool. When starting the car the ammeter will bounce back and forth on either side of the zero mark before it starts. This is caused by the points opening and closing. If the car fails to start the bouncing ammeter needle is telling you that there is nothing wrong with the ignition primary circuit and the problem is somewhere else. If the needle is not bouncing, the problem is likely in the ignition primary circuit.

The original Model A generator is usually adjusted for a fixed 8-amp output. It will produce 8-amps regardless of the electrical load requirement or the status of the battery. When driving at night the generator cannot provide all the current demand from the headlights. The battery is then required to supply the balance and the ammeter will show a discharge. Over a long period of nighttime driving the battery will become discharged. When driving on a long trip during the day the continuous 8-amps may over charge the battery and boil the water out of it. Either case is not healthy for the battery.

When a Model A is equipped with an alternator (either 6-volt or 12-volt) the ammeter becomes even more of a diagnostic tool and the battery remains fully charged most of the time.

The alternator has an internal regulator circuit that constantly looks at the status of the battery. If the battery needs charging the alternator sends the appropriate amount of current to it to bring it back up to full charge. This will occur right after start up when the starter has drawn a significant amount of current out of the battery. The ammeter will then show a high charging rate going to the battery. A few miles down the road and the ammeter will move toward zero indicating the battery is almost fully charged. On a long trip the ammeter should be sitting at zero indicating the battery is fully charged and no current is going to it.

When the headlights are turned on the alternator immediately picks up the load and the ammeter remains at zero indicating that no current is being drawn from the battery to power the headlights.

On a relatively long drive if the ammeter does not return to zero it is telling you that there is a defective cell in the battery that is preventing it from becoming fully charged. The ammeter is telling you it is time to have the battery checked.



The Model A ammeter is a fairly simple device.

(General Membership Meeting Minutes continued from Page 3)

Drawings: Cash ticket went to Julie, caregiver for Jeane Parrish. Roster drawing went to Gerry Reid, who happily was present.

Louise announced that this is her last meeting after her term of 4 years since she will be on a vacation cruise for the December meeting. She will continue on the board as past president and of course will be hosting the Installation Banquet January 8th.

Submitted by Kathie McCall, Secretary (pending approval)

Deadline for submissions for the next Distributor is **25th of ea. month-**

Submit all Articles and ads to eengle@socal.rr.com or mail to Eric Engle, 16732 Redwood St., Fountain Valley, Ca., 92708

MAFCA is accepting 2023 renewals. Call 866-379-3619

or visit

www.mafca.com



UPCOMING EVENTS

SAVE THE DATES :

NATIONAL AWARD BANQUET, Dec. 5-8, Golden, CO.

OCMAFC Annual Installation

Banquet, Jan, 8th 1-4pm, The Villa in Orange

POKER RUN

January 14, Starting point-Train Station in Orange across from CW Moss, Cont. Doug Marsh

For Sale 1929 Tudor - \$15K OBO

One of our members has this fine looking 1929 Tudor for sale. Looks stock, but has a B-engine, 12 volt system, and hydraulic brakes.

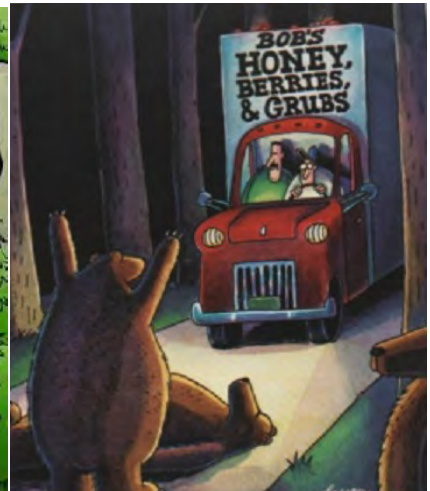
For information please contact Robert Werbick at 714-600-2541

or

rwerbick@pacbell.net



Just for Laughs



To Overdrive, or Not to Overdrive...*THAT is the question?*

By Eric Engle

There seems to be a growing trend, for some Model A owners, to add an overdrive to their cars or trucks, and probably with good reasons. While some may think this to be a bit of an unnecessary expense, the benefits can be numerous.

It would seem that the most common misconception of having an overdrive is that they are **ONLY** used by those owners who are brave enough (foolish enough?) to venture onto the freeways. While it's true that it does make it nice to be able to cruise along at 55-60 miles per hour at times, the higher speeds are **NOT** the only reason for installing an overdrive into one's vehicle.

A bit over one year ago, I had my Mitchell OD installed because I did indeed wish to go on longer tours, which would certainly have meant going on the faster freeways and highways. And while it is **REALLY** nice for that, I have also found, through experience, that it's **NOT** the only reason to have one.

My very first experience with needing my overdrive was on the club's annual Mount Baldy tour. That is where my 26% overdrive **REALLY** shined for the first time !!! Cruising up, or down, the mountain roads, second gear overdrive was a wonderful thing!! Yup...the Mitchell overdrive works in every gear...even reverse, if you're crazy enough to want to try that...but not me!!! But second gear in overdrive is just the right gearing for pulling most of those steep hills, or for holding the car from going too fast down hill. Saving one's brakes while going down hill is a **VERY** good thing!! Less worrying about overheating the brakes, which might lead to the dreaded brake fade.

The problem with going up a steep road is that, all too often, 2nd gear is just too low, with the motor running at too high of RPM's ...But, 3rd gear is too high and the motor simply can't sustain pulling in that gear... So the driver is having to constantly shift between 2nd and 3rd gears to drive up the mountain grades. That's where the 2nd gear in overdrive really becomes a blessing!!

One more benefit to these overdrives...they are synchromeshed. In other words, they can be shifted in and out without double-clutch. Some owners use this as a means of shifting into first gear while at a complete stop. Leave the transmission in first gear, put the overdrive in neutral, then when the light goes green, simply push the clutch peddle in and shift the overdrive into direct drive. No first gear grinding! And with practice, the overdrive can also be used to downshift. Example: Driving in 3rd gear and the driver needs to downshift to 2nd...what to do?? The driver simply pushes the clutch peddle in, shifts the overdrive into neutral, waits for a moment for the engine's RPM's to come down to almost an idle, shift the transmission into 2nd, and then the overdrive back into gear, and voila!!.....downshifting accomplished without needing to double clutch, **AND** without grinding. But it does take a bit of practice to put to memory the sequence.

While there are a number of manufacturers of overdrives, probably the most popular at this time are the Mitchell overdrives. Some of the other brands used are the Ryan overdrive, Borg Warner, and sometimes Volvo. But it would seem that, for the most part, the Mitchell is the "go-to" leader currently. Installation is basically a bolt in operation, with no special modifications necessary, other than making a hole in the floorboards for the extra shift lever.

These are only some personal observations of mine while using my overdrive. I am not recommending any particular brand, only bringing to attention the distinct advantages of having an overdrive unit in the car and how much nicer the driving experience becomes with one. And isn't that what it's all about....improving the experience of driving our fine old cars?!?!.....

POKER RUN



**Come join the fun.
Doug Marsh has set up a challenging Poker Run
Saturday, January 14th 2023**

Model A's AND Moderns are welcome to join in

**The starting point will be the train station in the
City of Orange, on East Chapman Ave., directly
Across the street from C.W. Moss. Written instruction will be
handed out at that time.**

**Start time from the train station will be at 9:00 a.m.
Cars will be sent out in 5 minute intervals.**

**Written instructions at each stop will have clues to help drivers and their
passenger solve the puzzles so that they can find their way to the next
destination. Each destination will have a large "A" posted on a tree/pole.,
where participants will find an bag of playing cards. Participants **WILL**
take only **ONE**. At the end of the Poker Run, the playing cards will be
used to make up a poker hand. \$10 PER hand. Prizes for **BEST HANDS**
and **CLOSEST** to Average time.
And of course we will be ending at a restaurant for a meal with good
friends.**

**Contact Doug Marsh for further info. 805-903-3617
Or pizmojoe@yahoo.com**

Dedicated to the History and Preservation of the Model A Ford

ORANGE COUNTY
MODEL A FORD
CLUB

OCMAFC
P.O. Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

We are on the Web!
www.ocmafc.org

Next General Meeting

[Second Thursday of every month]

Next Meeting Dec. 8, 2022

Time: 7:30pm

Location:
First Christian Church of Orange
1130 E Walnut
Orange, CA
(Between Tustin & Cambridge)



2023 DUES RENEWAL INVOICE • You can use this form to submit your dues

Orange County Model A Ford Club

Names: _____

AMOUNT: \$30.00 per family at same address

Please, make any roster CHANGES below...

New Family Members: _____

Cars: _____

Telephone Nbrs: _____

Address: _____

E-mail Address(es): _____

Any other changes: _____

**Would you like to add or update your photo in the Roster? Just send to
Becky MacIntosh - Becky@genimage.com**

**You may confirm current info by going to the "Members Only" page at
www.ocmafc.com or the 2022 Roster for accuracy.**

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

**P.O. Box 10595
Santa Ana, CA 92711**

Payment **MUST** be received by February 28, 2023 to be included in the club's
printed 2023 Roster!