

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961 - Santa Ana, California

August, 1996
Volume 36, Issue 8

Editor: Tom Endy
Publishers: Bob & Karyn Sitter



THE RULES FOR A ROADSIDE SEMINAR®

- 1. It must be 104° in the shade.**
- 2. There must not be any shade.**
- 3. There must not be any place to pull over.**
- 4. The needed parts must not be available.**
- 5. Advice must be profusely abundant.**

1996 Board Members

- President:**
Bev Marsh 714-531-7237
- Secretary:**
Lee Jackson 714-521-8460
- Treasurer:**
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- Editor:**
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- Publishers:**
Bob & Karyn Sitter . . 714-777-2486

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- Pancake Breakfast:**
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Jan Roberts
- The World Class Swap Meet:**
Larry McKinney 714-963-2724
- Sunshine & Sorrow:**
Jeanne Parrish 714-534-8129
- ACCC Representative:**
Larry Conkol 714-535-1411
- Regional Representative:**
Paul Steed 714-289-0931
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Ed Cote' 714-542-6161
- Raffle:**
Lou Spielberger 714-751-5102
- Buttons, Patches & Logos:**
Jim Nichols 714-380-1067
- Club Greeter:**
Jon Heiland 714-836-4244

Secretary's Report!

by Lee Jackson

July Board Meeting Minutes.

The meeting was called to order by President Bev Marsh at 7:02 P.M. July 17th at Bob & Patty Ferazzi's home.

Treasurer, Michael Kuester:

The club's financial status was discussed. All is in good order. The *Distributor* cost for July was lower than usual due to fewer pages and fewer pictures.

Activities:

Tours for the remainder of 1996 were discussed.

Distributor, Tom Endy:

The August paper will be out early due to the printer's (Bob Sitter) vacation schedule.

New Business:


It was suggested that all of the club's memorial trophies awarded at the Christmas Banquet be perpetual. The same trophy would be awarded each year with each recipients name inscribed. No final decision was made.

Old Business:

The Board reviewed an earlier proposal to eliminate the current club 500 mile mileage sew on stripes and replace them with a metal badge with a single mileage bar below. The bars would have different mileage values. Dennis Griffin will explore the cost and availability.

Special Activity:

The 1997 MAFCA National Banquet will be held on December 7th of that year in Buena Park. It will be hosted by a number of Southern California Chapters, including Orange County.

The meeting was adjourned at 8:46 P.M. 



Schedule of Club Activities!

August!

1st, Thursday

Lompoc Vandenberg Tour. Depart from the Citadel at 10:00 A.M. This is a four day trip.

8th, Thursday

Pot Luck Dinner. 6:30 P.M.

A Through L - bring salad or desert.

M through Z - bring a main course.

General Meeting. 7:00 P.M.

Hart Park, City of Orange

12th, Monday

Pancake Breakfast planning meeting

Hart Park, City of Orange 7:00 P.M.

The membership is encouraged to attend.

16th, Friday

Technical Seminar. 7:00 P.M.

Model A Ford upholstery installation.

Dennis & Judy Griffin's home.

18th, Sunday

Sherman Gardens, Mackerel Flats and Goathill Railroad Tour! Bring a Picnic lunch! No Freeways! Depart South Coast Plaza Mall in front of the May Co. at 10:00 A.M.

22nd, Thursday

Board Meeting. 7:30 P.M.

Lee Jackson's home.

5062 Juniper Circle

La Palma, 714-521-8460

22nd, Thursday

Distributor publication deadline.

Remember!

The August General Meeting will be held at Hart Park in the City of Orange. The Santiago Elementary School is closed for the Summer.

So don't go there! ☺



Model A harvest at Bodie!



An old Chevy too!



Manzanar!



Bev's Blurbs!

by Bev Marsh

The President!

Things seem to be going along quite well in the club. The tour of the historical homes was well attended. The Technical seminars continue to draw many people and articles from the *Distributor* are frequently re-printed in other club's newsletters. All the board members are doing their jobs effectively and efficiently.

Congratulations to Don & Colleen Schmidt and Gary and Marilyn Chambers! They have completed their first 500 miles on tour in a Model A Ford. Nice going guys! Upcoming tours include both a back roads tour to Downey to the Henry Ford Picnic and a four day tour to Lompoc and Vandenberg Air Force Base. Remember, for those of you who do not have a running Model A you can still have fun on tour in your "modern Iron". "Modern Irons are always welcome, the only thing we ask is that they follow behind all the Model A's.

Frank Mowrer wore his name badge to the last General Meeting and went home with \$5.00 for doing so. Gerry McKinney handled the 25-25-25-25 drawing and that added \$20. to the club treasury. John & Gwen Riggs walked away (once again) with the Hard luck Trophy. There was a good assortment and lots of food for the pot-luck before the meeting. A big thank you to the Ferazzi's for once again hosting the Board Meeting. Lots of good refreshments were served. Prices have gone down, you can now call MAFCA headquarters in La Habre toll free.

The number is 1-888-2Model A.

The August General Meeting will be held at Hart Park The pot-luck will begin at 6:30 P.M. Bring a prepared dish, your drinks, eating utensils and an appetite. Bon Appetite! ☺

Angel Baseball Tickets!

Reminder!

Angel Ball game tickets are available. The date is Wednesday, September 18th. Contact Bev Marsh for tickets. 714-531-7237 ☺



Jocelyn waits to use the Bodie restroom!



Jocelyn goes looking for the key!



Independence Courthouse!



Hard Luck! . . . and a sad story!

by Carlotta Stress

Open Hood Riggs!

John Riggs once again took center stage at the gala Hard Luck Trophy Awards Ceremony at the July General Meeting. John won the coveted award for the difficulties he incurred with his 1931 Slant Window Sedan, "Open Hood Betsy", during Summer Tour '96. John had a few electrical problems the first few days out and he had some difficulty keeping track of his crank handle. The really big mishap occurred shortly after he and Gwen departed from the massive tour group of four Model A's at the turn around point in Reno, Nevada. The Riggs' went on to Lake Tahoe with the Godfather, Vince Mariola and wife Joann, trailing along behind in a giant red modern iron. The mini group later traveled west toward Highway 49 and the Gold Country. We all warned John he was headed for mechanical trouble if he got too close to Roger Aday Country. Somewhere around Jackson, California "OH! Betsy" refused to go any further (Oh! Dear!). John didn't have to open the hood this time, because all of his troubles were behind him. Well, not exactly, he did have to rent a U-Haul truck and trailer to bring the Model A home. After arriving home John pulled the rear end out and found that his problem was a broken butt weld on the drive shaft of his Volvo overdrive conversion. John is not the first to experience a failure due to the Volvo conversion design. A number of club members have had the same thing happen to them, only luckily, they were closer to home. The Riggs have decided to change the name of "Open Hood Betsy". They now call her "Broken Butt Betsy". ☺



Roger's around here somewhere!



Technical!

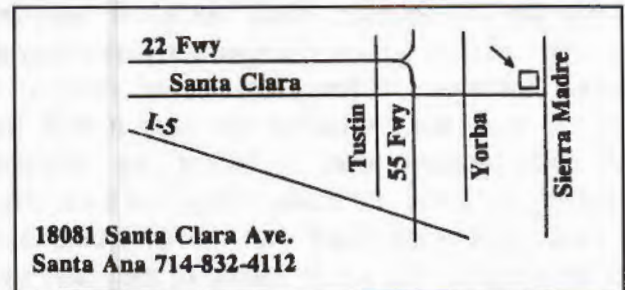
by Bob Ferazzi & Dennis Griffin

July Technical Seminar!

The July seminar on steering arms was a great success. Five sets of steering arms were machined. Merle McClellan started and tuned an old single cylinder engine. Several members were also involved in an air and water rocket launching exercise until they lost the rocket on the roof of a house.

August Technical Seminar!

The subject of the August seminar will be the installation of Model A upholstery. The location is Dennis & Judy Griffin's home, on Friday, August 16th @ 7:00 P.M. ☺



Map to Dennis & Judy Griffin's home

Paul & Carolyn Lindbergh!

Thank You!

Dear Friends: We thank you so much for the "Lindberg Tour" and brunch. We appreciate all of your good wishes. We've had some great tours and wonderful friendships. We do not say goodbye. See you down the road in a Model A Ford. ☺

Paul & Carolyn Lindberg



New Members Greg & Leslie Carcerano



Summer Tour '96!

by Jim & Roulede McGann

Thursday, June 20th:

The Orange County Model A Ford Club tour group left for the Annual Summer Tour and headed up Highway 395 toward Reno, Nevada. The tour consisted of four Model A's and one giant red modern iron. The first leg of the tour included a side trip to the old mining town of Randsburg, but before we got there John "Open Hood" Riggs was at it again. Right as we were leaving Kramer Junction his distributor failed and he had to stop and replace it. Then just as we were turning off of Highway 395 into Randsburg the crank handle fell out of the front of the Rigg's "Open Hood Betsy" and into the intersection. John had left it there for safe keeping when he had changed the distributor at Kramer Junction. Before John could retrieve it from the road, the Godfather ran over it with his giant red modern iron. When we reached Randsburg the giant red modern iron had a flat tire. We blew some foam stuff into the tire, chastised John for dropping his crank handle in the road, and traveled on to Ridgecrest where we put up for the night.

Friday, June 21st:

We were up for a hearty breakfast and on our way. Twelve miles north of Lone Pine we stopped to view and explore the remains of the Manzanar World War Two Relocation Center. This camp was opened in March 1942, and closed in late 1945. During those years it held a population of 10,000 people of Japanese ethnic descent. The camp area was declared a National Historical Site in 1992. To the west, just 12 miles away, we could see Mount Whitney, 12,494 ft. tall. Our next stop was Independence, California where a movie was being filmed. The old Independence City Hall had been altered to read "Ford County Court House". A number of other old buildings in town had also been altered for the movie shooting. We couldn't pass up the photo opportunity to use some of them as a background. We lined up the Model A's and shot away, later discovering that a whole group of buildings on a corner were totally fake. It's amazing what those Hollywood folks can do.

The next stop was the Mount Whitney State Fish Hatchery. The trout there looked to be 10 pounds or more; they were whoppers! We stayed overnight at the High Sierra Lodge in Bishop, California, elevation 4140 ft.

Saturday, June 22nd:

After breakfast we continued heading north. The weather was nice, but it was beginning to cool. Up Sherman Summit (7,000 ft.), past Crowley Lake, on up to Deadman's Summit (8038 ft.), down hill to Lake Vining and beautiful Mono Lake. It is a stark out-of-this-world place, but something to see. Up hill, over Conway Summit (8138 ft.) and on to Highway 270 where we turned east toward the ghost town of Bodie. Once one of California's wildest gold mining towns, founded in 1859, and reaching it's peak in 1879. We walked through the town and saw the remains of buildings, mining machinery, old roads, etc. The most memorable part of this day's tour was the last 3 miles of Highway 270 into Bodie. It is a dirt road that truly challenged the old Model A's with it's washboard surface and thick dust. We had to even count our dental filings when it was all over. The night was spent in Bridgeport, California, elevation 6495 ft.

Sunday, June 23rd:

Departing Bridgeport, we traveled along the swift Walker River, past scenic Topaz Lake, and on to the town of Genoa. We did some sightseeing there, and even saw the start of the Kingsbury Wildfire that burned 4,000 acres toward Lake Tahoe. We tried to convince John Riggs that the fire was started by "Open Hood Betsy" backfiring. The weather was getting cooler as we stopped for the night in Carson City.

Monday, June 24th:

Leaving Carson City, we drove on to Virginia City where we spent the morning. The weather now was downright cold as we window shopped and rode the Virginia City & Truckee Railroad round trip to see some of the mines. Traveling on, we stopped to tour the Bowers Mansion, built in 1864, on old Highway 395 before going on to Reno, Nevada. By now it was raining, but the highlight of the evening was the Pizza Feast hosted by the Godfather, Vince Mariola and wife Joann in their motel room.

Tuesday, June 25th:

With it still raining, we visited the National Automobile Museum in Reno. The displays are spectacular and well worth seeing. We took advantage of the photo opportunity at the museum by donning some of the vintage clothing available for that purpose. We posed in front of a Model T Ford for the shoot. It was then on to Harrah's for a wonderful buffet lunch and a day of gambling. Did anyone besides the Godfather win?

Wednesday, June 26th:

Up for an early start that morning, we were headed for home. It was cold and still raining for most of the day. We even saw some electrical displays. Before our departure from Reno, we split into two groups with the Riggs' and Mariola's heading west to Lake Tahoe, and the remaining three Model A's heading for home. Our last night on the road was spent at Lone Pine.

Thursday, June 27th:

From Lone Pine to home. The weather was nice. It was a great tour enjoyed by all. A special thanks to Wayne & Joceyln Krug for making this tour a memorable one.

Prologue:

The group of three Model A's that departed from Reno and came straight down Highway 395 toward home arrived without mishap. The other lone Model A and the giant red modern iron that went west toward Lake Tahoe encountered some difficulties. In Jackson, California the Riggs' "Open Hood Betsy" acted up again. To learn more about the Adventures of John Riggs, read the article **Hard Luck.... and a sad story.** ☺



A Kodak Moment!



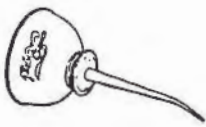
The Godfather displays manikin form!



Independence! Fake buildings on left!



The Summer Tour '96 Group!



Properly Oiled!

by Ben Hadd

Shock Links!

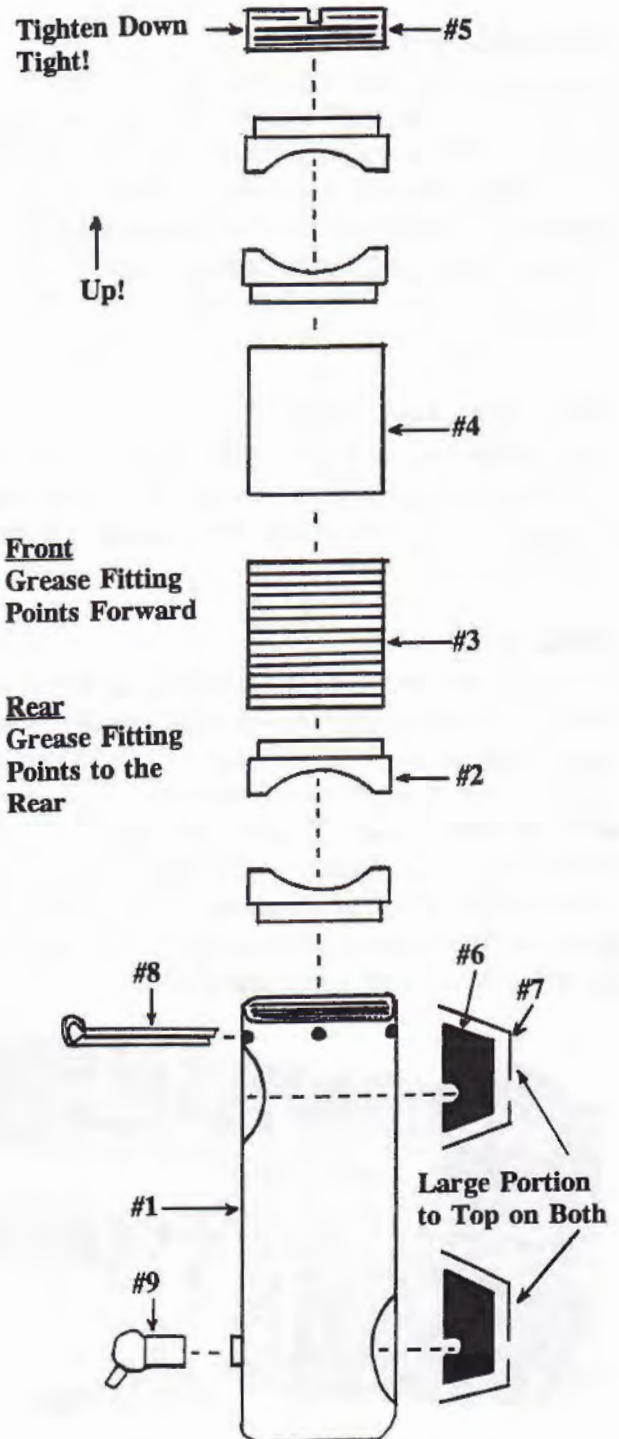
The Model A Ford shock link is the little widget that hooks onto each of the four shock absorber arms and connects to the spring perch on each corner of the car. The original Henry shock link is a tubular devise that has a number of moving parts in it and is itself a small shock absorber. Somewhere along the line an after market shock link that became known as a "dog bone" became available as a replacement. The dog bone is a crude looking two piece thing that's shaped like a dog bone and mechanically connects the shock absorber arm direct to the spring perch with no shocking action. A lot of Model A's on the road today have the dog bones installed in place of the tubular shock link. If the original Henry shock links are what you want on your car, complete repo assemblies are available from Bratton's Antique Auto for \$14. each. You can also easily rebuild some originals. Bratton's carry all the replacement parts. Usually all that is needed are the rubber seals and the metal seal retainers. The very early Model A's had slightly different shaped seals and retainers. The replacements available are of the later type. Since the shock link sits down near the wheels, they tend to collect a lot of dirt and crud. You should disassemble them completely and clean them thoroughly before repacking with grease and installing new seals. And because there is always the possibility of putting things back together incorrectly, a diagram and a part number call out is provided. ☺

Parts List!

- #1. A18063 Tube (Housing)
- #2, A18060 Brass Seats (4 Required)
- #3. A18062 Spring
- #4. A18064 Spacer
- #5. A18061 Plug (Threaded Cap)
- #6. A18058 Rubber Grease Seal (2 Required)
- #7. A18059 Metal Seal Retainer (2 Required)
- #8. A90052 Cotter Pin
- #9. A90140 Grease Fitting

Model A Ford Shock Link!

2 Front, 2 Rear, All Identical!





SwapMeets!

August, 1996

11th, Sunday

LONG BEACH. Hi Performance Collector Car Swap Meet. Long Beach Veterans Stadium, Lakewood Blvd & Wardlow St.
Long Beach, CA. 24 hour info. 800-762-9785
Admission \$5. Free Parking. Seller's Sp. \$25.
Future dates: 1996 - 9-8, 10-6, 11-10, 12-8.

25th, Sunday

POMONA. Antique Auto, Corvette, Porsche, VW & Street Rod Swap Meet and Car Show. Admission \$6. (Children free) parking \$3. spaces \$30. Special \$15. admission and parking for pre-1975 vehicles for sale, includes driver and one passenger. **Pre-1931 stock motor cars admittref free.** Fairplex (Pomona Fairgrounds)
For recorded information call 714-544-7004.

Upcoming Swap Meets!

Saturday & Sunday, August 3rd & 4th
Annual Model T Ford Club Swap Meet at Veteran's Stadium, Long Beach.

Sunday, Sept. 22nd.
TRW Parking Lot, Manhattan Beach.
Sponsored by Harbor Area MARC.
Info. 310-425-8747.

Sunday, Sept. 29th.
San Bernadino, Sponsored by Paradise Valley Model A Club. Info. 909-820-3097.

Saturday, Oct. 5th.
Camarillo Airport, Sponsored by Conejo Valley Model A Club. Info. 805-529-8363.

Saturday, Nov. 2nd.
Vintage Parking Lot - Stanton
Sponsored by Diamond Tread Model A Club.
Info. 310-316-3199.



Classified Ad's!

FOR SALE:

Model A wheels for 19" & 21".
Rear Fenders for '30 - '31 Model A Roadster Pick-Up and coupe. Dennis Griffin 714-832-4112.

FOR SALE:

1929 Model A Ford Tudor. Black, older restoration, good running car. \$6,500.
Nolan Burns 714-848-9640

FOR SALE:

1932 Ford rolling chassis. Complete, with matched serial numbers. \$4,500.
Nolan Burns 714-848-9640

FOR SALE:

1929 Model A Ford Deluxe Delivery. Excellent condition, many extras, \$12,000. Will pay shipping from Hawaii to Long Beach, CA
Larry Beagle 808-776-1744

FOR SALE:

1929 Model A Town Sedan. Good paint, brown\brown. Overdrive, hydraulic brakes, 39' transmission, C-head, Malory ignition, down draft carburetor, C.B. radio, AM\FM tape, trunk, tool box, bud vases, full carpets. \$10,000 OBO.
Bill Shaner 714-758-8129.

FOR SALE:

Bound book of September 1929 (just before the "crash") Los Angeles Times newspapers.
\$50. OBO, Bev Marsh 714-531-7237

WANTED:

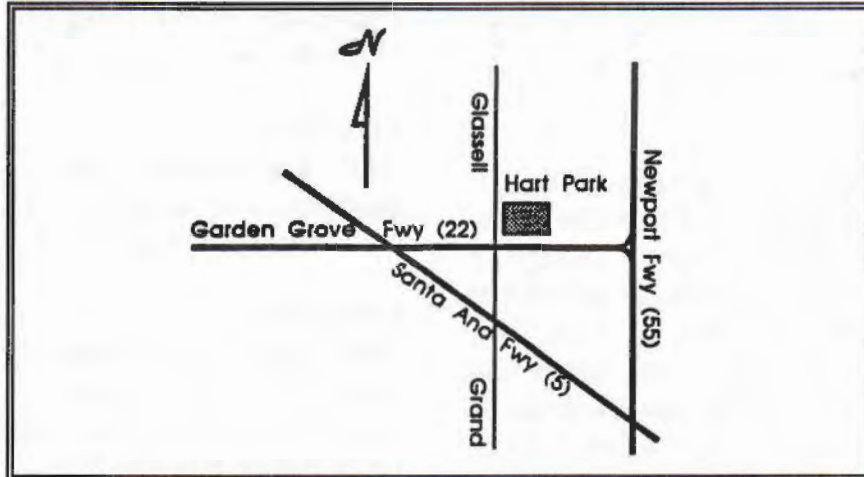
1931 California License Plates.
Must be a matched pair and DMV clear.
Greg Carcerano 714-645-2254

➔ GENERAL MEETING LOCATION

(Second Thursday of every month.)

August 8, 1996 @ 7:00 P.M.

Hart Park
City of Orange
Glassell & 22 Freeway



First Class Mail

Orange County Model A Ford Club
Post Office Box 10595
Santa Ana, CA 92711

