

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961 - Santa Ana, California

May, 1996
Volume 36, Issue 5

Editor: Tom Endy
Publishers: Bob & Karyn Sitter



THE CHEVY SEMINAR®

An original 1937 Chevrolet is prominently featured while an old 1928 Model A Ford sits nearby.

Shoshone, California.

1996 Board Members

President:	
Bev Marsh	714-531-7237
Secretary:	
Lee Jackson	714-521-8460
Treasurer:	
Mike Kuester	714-974-3329
Technical:	
Bob Ferazzi	714-838-1036
Dennis Griffin	714-832-4112
Activities:	
Lou Spielberger	714-751-5102
Editor:	
Tom Endy	714-897-5861
Publishers:	
Bob & Karyn Sitter	714-777-2486

Committee Chairpersons

Pancake Breakfast:	
Wade Roberts	714-675-5457
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
Refreshments:	
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

March Board Meeting Minutes.

The meeting was called to order at 7:21 P.M. April 18th at Lou & Pearl Spealberger's home.

Treasurer, Michael Kuester:

Mike reported on the club's current finances. The 1995 financial records were turned over to the CPA firm contracted to do our tax reports. \$381. will be paid to ACCC for our 1996 dues. This money was collected from the membership along with the club dues.

Activities:

Lou Spielberger has accepted the responsibility of organizing club tours for the remainder of the year. John & Gwen Riggs have agreed to maintain the club's mileage records.

Secretary, Lee Jackson:

Lee advised the board that the required permits have been filed with the city of Stanton for the May 4th swap meet at Vintage Ford. Copies of all the applications are on file with the city and in the club's master President's calendar.

Technical, Bob Ferazzi, Dennis Griffin:

Both chairpersons were absent.

Editor, Tom Endy:

Tom Thanked everyone for having their reports in on time.

Old Business:

Twenty spaces have been sold to date for the club's annual swap meet.

New Business:

A \$1. profit was made at the last General Meeting raffle. The goal was to break even. There will be a shoe box swap meet at the May General Meeting. The May board meeting will be held at Mike Kuester's home, Monday, May 13th, 7:00 P.M.

The meeting was adjourned at 8:29 P.M. 



Schedule of Club Activities!

May!

9th, Thursday

General Meeting. 7:30 P.M.
Santiago Elementary School.

10th, Friday

Technical Seminar, front and rear service brake assemblies. 7:00 P.M. Bob & Patty Ferazzi's

13th, Monday

OCMAFC Board Meeting 7:00 P.M.
Mike Kuester's home.
3142 N. Hearthside St.
Orange, 714-974-3329

16th - 19th, Thursday - Sunday

Annual OCMAFC Santa Barbara Tour.
There will be various departure groups. Dennis Griffin (Wed. 15th), Bob Ferazzi (Thu. 16th), Bev Marsh (Fri. 17th). Contact these individuals for departure time if you wish to travel with them. The Santa Barbara Model A Ford Club will host a tour for us on Saturday, May 18th.

23rd, Thursday

Distributor publication deadline.

25th, Saturday

Larry McKinny's **Varoom!** donut gathering.
The donut shop at Adams and Magnolia in Huntington Beach. 7-10 A.M.

26th, Sunday

Fallbrook Vintage Car Show & Swap Meet.
Two departure times!

Leave at 7:00 A.M. from the El Toro Rd. off-ramp of the I-5 Fwy. @ the **former** location of Coco's. Larry McKinney leading.

Leave at 8:00 A.M. from the Lake Forest off-ramp of the I-5 Fwy (@ Junction of I-5 & 405 Fwy's) @ the **current** location of Coco's. Wayne Krug leading.

June!

2nd, Sunday

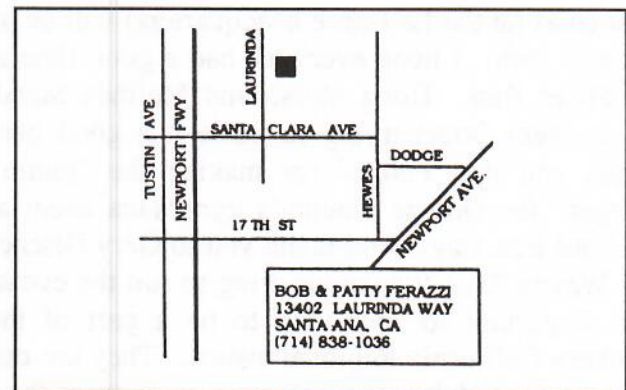
Antique Nationals. Drag race & car show. Los Angeles County Raceway, Palmdale, CA. Gates open at 8:00 A.M. Hosted by Four Ever Four Cylinder Car Club. General Admission Adults \$12. Children 6-15 \$1. Info 909-695-3717 or 909-787-0672. Or contact Larry McKinney 714-963-2724.

9th, Sunday

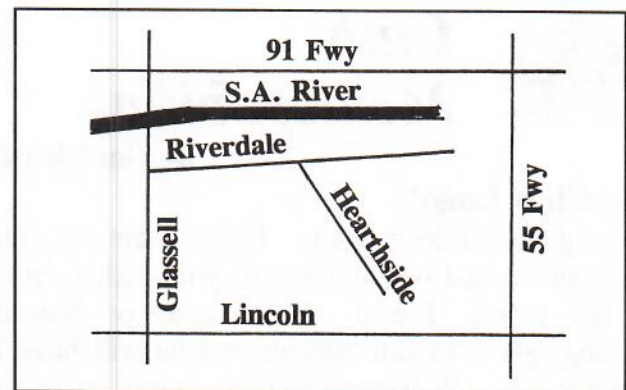
Lindbergh Tour to San Juan Capistrano. Leave the Mall of Orange at 8:45 A.M.

20th, Thursday

Summer Tour Departure!



Map to Bob & Patty Ferazzi's



Map to Mike Kuester's

Mike Kuester
3142 Hearthside St.
Orange 714-974-3329



Bev's Blurbs!

by Bev Marsh

The President!

Once again club members have stepped forward to volunteer in time of need. Lou Spielberger will be our new Activities Director and John & Gwen Riggs will be taking over the tour records. It is a privilege to know such people. If any club member has an idea for a tour please suggest it to Lou. Thanks again to Lou and Pearl for hosting the April Board Meeting. Gary Haubold was the winner of the name badge drawing at the April General Meeting. It is good to see Gary & Shirley out riding in their Model A. Not having a running Model A never stopped them from participating in club activities, but now it seems they are having more fun than ever. I attended the MAFCA board meeting on April 20th and found it very interesting. Some members have said they would like to attend one, so mark your calendar, the next one on the west coast (at the La Habre headquarters) will be on October 19th. I hope everyone had a good time at the Poker Run. Doug Marsh and Melinda Marsh put in many hours trying to make it a good one. Thank you Bob Ferazzi for making the "tummy plunger" for Orange County's gymkhana event at the Ford Fun Day. And thank you to Gary Discher and Wayne Krug for volunteering to run the event. It is important for our club to be a part of the Southern California Regional events. They are our local brother clubs, and we need to support their events. ☺



Club Memorabilia!

by Jim Nichols

The Club Logo!

We're going to do it again. If you want the club logo emblazoned on the back of your jacket, be it an Ike jacket, P-coat, Nehru coat or Barong Tagalog, get it to Jim Nichols and he will have it done for you. We have to do them in lots, and a lot is happening now. Everyone including Richard Parrish is encouraged to have a jacket done, even if it's an orange one. Cost is \$30. You supply the jacket. Contact Jim Nichols for information.

714-380-1067. ☺

Orange County Model A Club History!

by Lou Spielberger

Past Presidents!

- 1961 Unknown (George Washington???)
- 1962 Bill Vaughn
- 1963 Bill Vaughn
- 1964 Joe Eatherton Sr.
- 1965 Gene Robinson
- 1966 Larry Boef
- 1967 Andy Saez
- 1968 Richard Parrish
- 1969 Jim Douglas
- 1970 Richard Krist
- 1971 Larry Boef
- 1972 Bill Vaughn
- 1973 Jim Marsh
- 1974 Jim Marsh
- 1975 Larry Conkol
- 1976 Glenn Johnson
- 1977 Karl Elliott
- 1978 Matt Plotkin
- 1979 Tom Schenk
- 1980 Chuck Williams*Tom Schenk
- 1981 Bev Marsh
- 1982 Bud Lacey
- 1983 Pieter Dwinger
- 1984 Pieter Dwinger
- 1985 Pieter Dwinger
- 1986 Jon Heiland
- 1987 Glenn Johnson
- 1988 Dan Simmons
- 1989 Jim Marsh
- 1990 Jim Marsh
- 1991 Paul Steed
- 1992 Paul Steed
- 1993 Lou Spielberger
- 1994 Don Tune*Pieter Dwinger, Glenn Johnson
- 1995 Wade Roberts
- 1996 Bev Marsh

* Did not finish term of office, the Vice President assumed the duties. ☺





Hard Luck! . . . and a sad story!

by Carlotta Stress

Almost Missed Breakfast!

The Hard Luck Trophy award for April went to Sam & Wilda Vernola. The story goes that prior to the Pancake Breakfast the Vernola Family, including the Vernola daughters, helped polish their 1931 Slant Window Town Sedan so it would look spiffy for the great event. Early the morning (6 A.M.) of the breakfast, Sam & Wilda headed for Hart Park in the trusty Model A. The car started popping and jerking and acted like it didn't want to run right. Fearing a breakdown along the way, the Vernola's decided to take the Model A back home while it was still running. After returning home, they climbed into their modern iron and went on to the breakfast. Upon arrival at Hart Park, Dennis Griffin learned of the hard luck story, and undaunted, convinced the Vernola's that their Model A was destined to run and be present at the event that day. Dennis and Sam went back and got the Model A, found the problem, which was a clogged fuel line, fixed it and returned to Hart Park in a smooth running Model A. The effort was accomplished in time for all to enjoy breakfast. Not such hard luck after all. ☺



Technical!

by Bob Ferazzi & Dennis Griffin

Brakes!

The April Seminar was held Friday, the 19th, and was attended by 20 members. Ten sets of front brake shaft actuators were rebuilt. Five service brake cross shafts were also rebuilt. Next month's seminar will deal with the backing plates. Bring all four backing plates to the seminar. If you had a set of drums turned and want your brake shoes arced to fit the drums, bring the drums and the brake shoes. We have the necessary equipment to do the job. The May Seminar will be held on May 10th at 7:00 P.M. at the Ferazzi's home. See you next month. ☺

Ladies Seminar!

by June Riha & Gerry McKinney

There will be nothing crafty until June. It was suggested at the last board meeting that an April and May Ladies Seminar could be the cleaning of Model A brake parts at the men's seminar. But!...I don't think so. ☺



Donut Derelicts!

by Larry McKinney

Come On Down!

Join hundreds of other old car and hot rod enthusiasts at the donut shop. The donut shop is located on the NE corner of Adams and Magnolia in Huntington Beach. The donut shop has become an informal Saturday morning gathering spot for the car buff community. There are a lot of **Varoom!** folks there, but it's time we showed them that 4 cylinders and 40 horses is all you need to have a good time. Let's get those Model A's out and meet there Saturday morning May 25th between 7-10 AMand have a donut while you're there. ☺

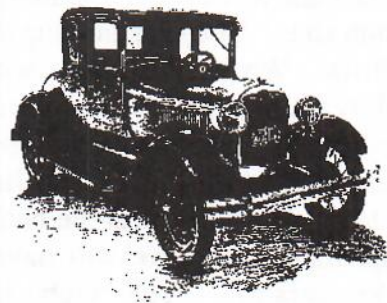


Car of The Month!

The May car of the month will be Bernie & Ginny Marston's Model A Ford Pick Up. The car will be on display at the May General Meeting. ☺



How you gonna get it there McSpeed?





Pieter Dwinger!

The Untold Story!

Most everyone in the club is aware that 19 months ago the California Franchise Tax Board attempted to collect a sizeable amount of money from our club in the form of taxes. We were not the only car club targeted by the State. Most of them rolled over and paid the tax. This set them up for the IRS to come in and want their share. It also set the precedence that from then on they were a taxable entity. Had our club done the same it would have meant financial ruin and most likely the end of the club as we now know it. Lucky for us a leader stepped forward and picked up the gauntlet. In last month's *Distributor* it was reported that we won our case and have been declared a non-profit public interest organization and are free from past and future tax requirements. This became a reality by the efforts of Pieter Dwinger. Few people in the club are really aware of the efforts put forth by Pieter. For 19 months he pursued the issue with an attorney and a tax consultant. He invested a considerable amount of time, some personal expense and a lot of frustration. We all owe Pieter a debt of gratitude for preserving the future of the Orange County Model A Ford Club. We wish to publicly thank Pieter for his contribution. The next time you see Pieter you might want to take a minute or two to personally thank him. ☺

Editor.

The Hogan Restoration!



This is the Project!

Catherine Hogan



I pray it gets finished!



Hogan describes procrastination!

Warren Hogan



Farewell! Lindbergh!

by Jim Nichols

Not the one who flew the Atlantic!

Club members Paul & Carolyn Lindbergh will be leaving the club soon. They are moving up north to become ranchers. We would like to wish them a fond farewell by hosting them to a luncheon tour on Sunday, June 9th. We will have a club tour leaving from the Mall of Orange at 8:45 A.M. Jim Nichols will lead the tour. We will travel the back roads to San Juan Capistrano where we will have lunch at Sarducci's Restaurant. The club has made reservations for the tour group. Meal prices will be discussed at the May General Meeting. Paul & Carolyn will be our guests. Plan to attend a fun tour, an excellent meal and enjoyable club camaraderie. ☺



Touring! in 1996!

The Laughlin Tour!

by **Gwen Riggs**

The tour departed from the Mall of Orange at 9:00 A.M. April 11th. The group consisted of Al Zannino, Dick & June Riha, Don & Colleen Schmidt and John & Gwen Riggs all driving Model A's. Sharon Johnson, daughter Heidi and boyfriend Jeff followed in a modern iron (Since Glenn wasn't along, we want to make it clear that Jeff is Heidi's boyfriend), and Bob Schmidt drove a van. The Riggs' 1930 Town Sedan, known as **Open Hood Betsy**, developed some overheating problems out around Morengo Valley where John once again opened the hood. The decision was made to take it back home and exchanged it for the 1928 AR Coupe. The Riggs arrived in Laughlin the next day along with Jim and Jo Nichols. The Nichols were driving their 1931 Slant Window Fordor with the new overdrive transmission. Accompanying the Nichols were son Rick and daughter-in-law Marlene. Just before we arrived at the Ramada Express Hotel in Laughlin we passed Mel & Terry Collings parked along side the road in their modern. Mel was trying to figure out where to put the spark advance handle. The Pomona Valley Model A Ford Club hosted a nice BBQ Friday evening. New arrivals were Bill & Eleanor Shaner and Richard & Jeanne Parrish. We were entertained that evening by Marlene Nichol's singing. On Saturday morning there was breakfast, a fashion show, a gymkhana, a Hubley race and car judging. That evening we enjoyed a cocktail party, dinner, door prizes and the car judging awards. Congratulations to Don & Colleen Schmidt for winning 2nd place in the 1928 closed car category for their 1928 Sport Coupe. On Sunday morning we started for home around 9 A.M. We had five Model A's in the tour, plus Don Schmidt in his van. The trip was a beautiful drive on a gorgeous day with only one minor mishap, the loss of a gas cap. John Riggs didn't even have to stop and open his hood. And Jo Nichols found an antique store in Barstow. The tour was a 600 mile round trip. Maybe a little more for the Riggs. ☺



Summer Tour 1996!

by **Glenn Johnson**

Gambling & Ghost Towns!

The 1996 summer tour will be a gambling & ghost town extravaganza. It will be 11 days long. We will head up Highway 395 to Reno and Tahoe, visiting a number of ghost towns along the way. Departure date is Thursday, June 20th.

The Plan!

Day 1, Thursday, June 20. Depart Orange County for **Randsburg**, then on to **Ridgecrest** (overnight in Ridgecrest). Carriage Inn 619-446-7910. \$55.\1 bed, \$65.\2 beds.

Day 2, Friday, June 21. Ridgecrest to **Cerro Gordo**, then on to **Bishop** (overnight in Bishop) High Sierra Lodge 619-932-7241 \$75.\1 bed, \$85.\2 beds.

Day 3, Saturday, June 22. Bishop to **Bodie**, then on to **Bridgeport** (overnight in Bridgeport). Best Western Ruby Inn 619-932-7241 \$75.\1 bed, \$85.\2 beds.

Day 4, Sunday, June 23. Bridgeport to **Carson City** (overnight in Carson City) Best Western Trailside Inn 702-883-7300 \$59.\1 bed, \$66.\2 beds.

Day 5, Monday, June 24. Carson City to **Virginia City**, then on to **Reno** (overnight in Reno). Best Western Continental Lodge 702-329-1001 \$57.\1 bed, \$60.\2 beds.

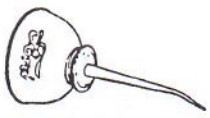
Day 6, 7 & 8, Tuesday, Wednesday & Thursday, June 25, 26, 27. Reno to **Tahoe** on the 25th (3 overnights in Tahoe). Best Western Timber Cove Lodge 916-541-6722 \$90.\1 bed, \$100.\2 beds

Day 9, Friday, June 28. Tahoe to **Placerville** (overnight in Placerville) Best Western Placerville Inn 916-622-9100 \$64.\1 or 2 beds.

Day 10, Saturday, June 29. Placerville to **Paso Robles** (overnight in Paso Robles) Best Western Black Oak Motor Lodge 805-238-4740 \$64.\1 bed, \$65.\2 beds.

Day 11, Sunday, June 30. Paso Robles to **Home!**

A block of rooms have been reserved at the hotels listed. You must call and make individual guaranteed reservations. Remember to ask for senior citizen and/or AAA discount. ☺



Properly Oiled!

by Ben Hadd

Clutch & Flywheel:

There are a number of things that should be considered when it comes time to do some work on the clutch and flywheel. Whenever you replace the clutch pressure plate and clutch disk, it's a good idea to remove the flywheel and have the surface that mates with the clutch disk machined smooth. Be sure to have the surface where the pressure plate bolts on machined as well. It is important to maintain the dimension between the clutch disk surface and the clutch pressure plate mounting surface. Old Henry established it back at the factory way back when. Many years of clutch face resurfacing may have lost the dimension, and now is the time to restore it. **The dimension is 1.123"**. There is much controversy concerning the subject of reducing the weight of the flywheel from it's original Henry weight of 65 Lbs. to something less. The something less is where the big argument comes in. The recommendation is anywhere from 12 Lbs. less, down to the size of a P-coat button. My personal opinion is that 12-15 Lbs. is about right. Anything more and it introduces problems for a smooth running engine. The reason given for the weight reduction is that it eases the pressure on the center main bearing. It also gives you a little faster acceleration, and if you are running a Borg-Warner overdrive it reduces the length of time it takes for it to drop into overdrive when you take your foot off the gas. It is also a good idea to have the flywheel balanced while you have it out of the car. It has to be re-balanced if you have it lightened. The best bet is to take your flywheel and a new pressure plate to a machine shop and have them both balanced after you have the flywheel machined. Anytime you remove a flywheel and pressure plate from an engine, and you plan to put them back without balancing either, make some reference marks with a center punch on the crank flange, flywheel and pressure plate so you can re-install them exactly as they came off the engine. This way you won't upset the balancing someone may have previously established. It's also a good idea to put reference marks on them when you re-install after any balancing you have done. If the starter gear around the circumference of the flywheel is worn you need to install a new one. Be

sure to mount the new one so that the tapered edge of the teeth face toward the transmission. When you go to reinstall the flywheel it is extremely important that you use the correct size bolts and the correct flywheel dowel retainer. The length of the bolts and the use of the retainer are critical for proper installation. Too long of bolts, or lack of the retainer will allow the ends of the bolts to contact the rear main bearing. **The bolts are p\n A6376. 7/16-20 (13/16" long)**. Four are required and they get safety wired. **The dowel retainer is p\n A7609** and it goes on the flywheel under the bolt heads. You'll probably notice that the engine and flywheel will want to turn as you try to tighten the bolts. Make a simple tool with a piece of strap iron about 20" long. Drill a hole in one end and one or more toward the center that will line up with the bolt pattern where the pressure plate bolts on. Bolt the strap iron onto the flywheel and use it as a handle to hold the engine from turning while you tighten the mounting bolts. Pay particular attention to the installation orientation of the clutch disk. It can be mounted two ways, right and wrong. Most are marked on the disk the direction they are supposed to face. All six fingers of the clutch pressure plate should be the same height. Do not attempt to make any adjustments to the pressure plate mechanism unless your name is Roger Aday. Replace it if in doubt. You will need a spline alignment tool to install the clutch disk and pressure plate. **An old transmission drive gear, p\n A7017 works best**. When mounting the pressure plate, tighten the bolts in a cross pattern with very little torque each time until all are tight. One last thing to consider is the alignment of the transmission drive gear with the engine crank shaft. This is established by the alignment of the clutch housing that bolts on to the rear of the engine. There are two very important **U-shaped brass shims, p\n A6400** that go between the block and the housing at the top two bolts. The shims are .010 thick and you may need more than two. In order to check for proper alignment, make a simple tool that you can attach to the flywheel mounting bolts that has a finger protruding to the circumference of the flywheel housing. Check with a feeler gauge that the housing is sitting perpendicular to the engine drive train. Shim the upper two housing mounting bolts until correct. It is possible to have a distorted flywheel housing, in which case you should replace it. For more information on this subject refer to **How to Restore Your Model A, Vol. 4, pg. 10.** ☺



SwapMeets!

May, 1996

12th, 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 \$4. Free Parking. Seller's Sp. \$25. **Future dates: 1996 - 6-9, 7-14, 8-11, 9-8, 10-6.**

No Pomona Swap Meet in May!

Upcoming Swap Meets!

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:

Four Model A 19" tires\tubes\wheels. (mounted) blackwalls. \$125.00 Barry Stoute 714-544-7056

FOR SALE:

1930 Model A Ford Cabriolet. Dual side mounts, Stoneguard. luggage rack with trunk, 12 volt electrical system, turn signals, excellent condition. \$17,500. Dick 714-997-5647.

FOR SALE:

1930 Model A Sport Coupe. Chassis amateur restoration, new tires. Body and doors in primer. \$5,000. Roger Sowersby 714-871-5849

FOR SALE:

1931 Model AA Dump Truck. Engine turns, standard bore, needs head. \$1,750. Roger Sowersby 714-871-5849

FOR SALE:

1931 Sport Coupe. Original, restored to show condition. Rebuilt engine with less than 1000 miles, rumble seat, cowl lights, wind wings, quail, rear spare mount, Tacoma Cream, orange wheels. \$11,000 OBO. Bill Beattie 714-496-9434 Dana Pt.

FOR SALE:

16' flat bed trailer. Tandem wheels, hydraulic brakes, brown, cream pin stripe. \$1,500. Bill Beattie 714-496-9434 Dana Pt.

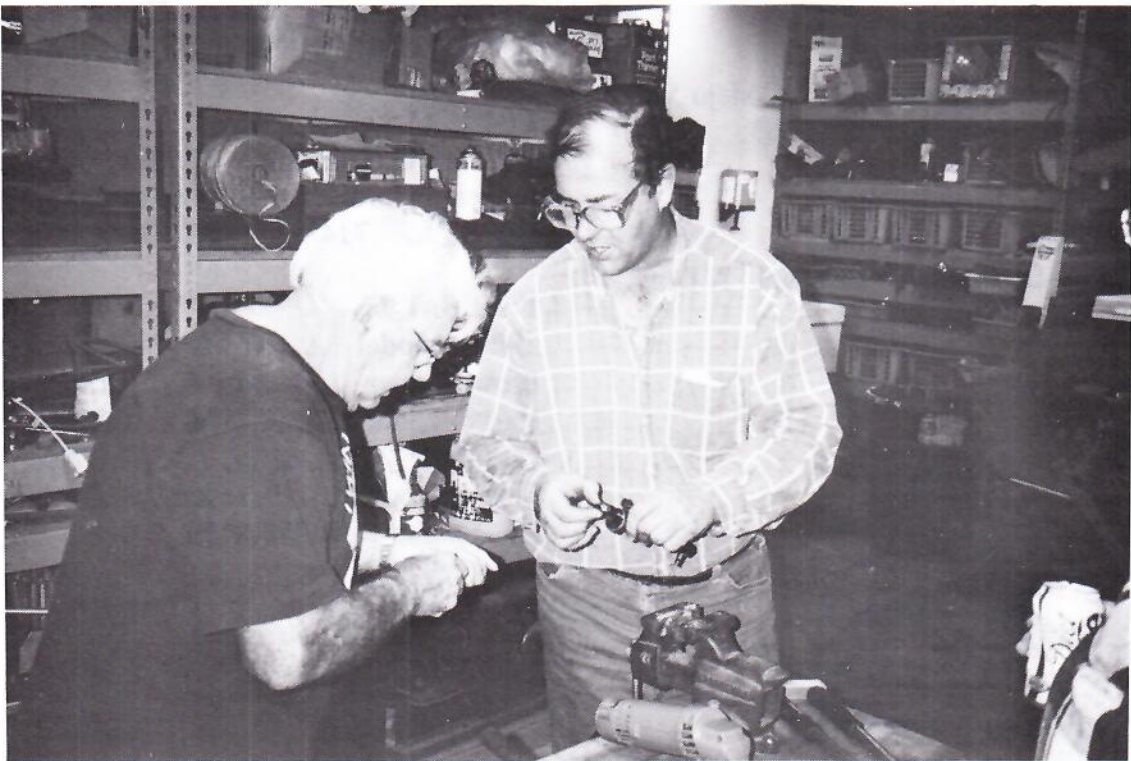
FOR SALE:

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. Make offer. Bill Shaner 714-758-8129.

The Quick-Stop Brake Seminar!



Teacher Bob Ferazzi provides detailed instructions!



John Riggs requires remedial instruction!

....and there's more!



John now fully trained drills a hole in a brake shaft!



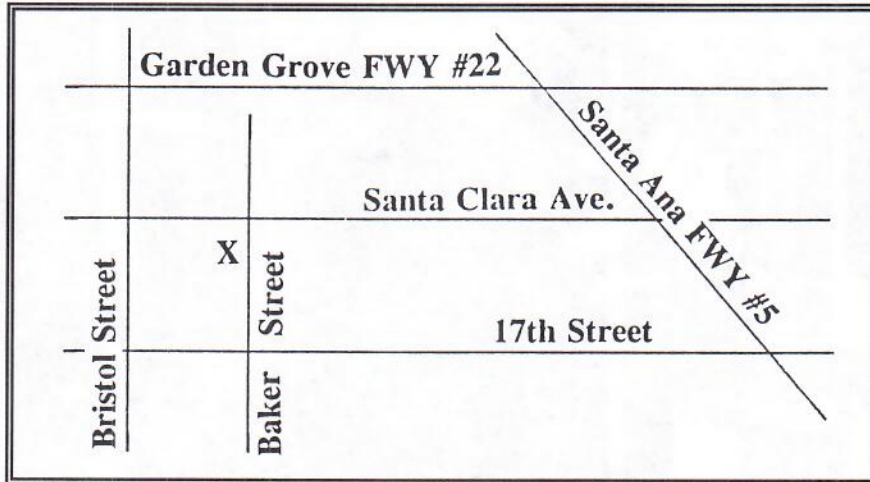
Bill Shaner, expert brake shaft bushing cutter outer!

➔ GENERAL MEETING LOCATION

(Second Thursday of every month.)

May 9, 1996 @ 7:30 P.M.

**Santiago Elementary School
2212 N. Baker Street
Santa Ana, CA**



First Class Mail

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

