

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961 - Santa Ana, California

September, 1996
Volume 36, Issue 9

Editor: Tom Endy
Publishers: Bob & Karyn Sitter



Early Riggs

The above photograph was taken in 1939. The location is 730 E. 87th Street, South Central Los Angeles. The house is still standing today. The man and woman standing to the left are Lillian & Ralph Davis, the mother and father of Gwen Riggs. The 1930 Model A Ford parked in the driveway was owned by teen aged John Riggs who was courting Gwen at the time. In those days John was not known as "Open Hood Riggs", he was called "Open Door Riggs". The object in the rumble seat of the Model A is unidentified. John thinks it may have been a piano. ☺

1996 Board Members

- President:**
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- Technical:**
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Jan Roberts
- The World Class Swap Meet:**
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- Sunshine & Sorrow:**
Jeanne Parrish 714-534-8129
- ACCC Representative:**
Larry Conkol 714-535-1411
- Regional Representative:**
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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

August Board Meeting Minutes.

The meeting was called to order by President Bev Marsh at 7:40 P.M. at the home of Lee & Gloria Jackson.

Treasurer:

Mike Kuester gave an update on the budget for the remainder of the year. He also did a projection of income vs expenses up to the 1997 Pancake Breakfast. If we keep within the proposed budget we will have enough funds to cover the expenses for the breakfast.

Activities:

Angel baseball tickets are selling slow. We could get caught short with unsold tickets. We still need a volunteer to host the main course for the Annual Progressive Dinner. Admission prices for the dinner were established by the board. \$8. for adults, \$5. for juniors under 14. The deadline is September 12th.

Technical:

The October Seminar will be on tire mounting.

New Business:

The club still needs a 1997 Pancake Breakfast Chairperson. Ten task forces have already been established with members responsible for specific areas\functions for the breakfast. The Chairperson's duties will be to coordinate the task forces. There will be a "Special Events" position on the 1997 election ballot. We need a volunteer to be the 1997 Election Chairperson. A pre-order form will be included on our 1997 Pancake Breakfast flyer to order special T-shirts we are planning to sell.

Old Business:

The board members agreed to promote and advertise the monthly tours to encourage more club members to participate. The board also agreed there was a necessity to encourage the club to participate in activities sponsored by other local chapters.

The meeting was adjourned at 9:28 P.M. 



Schedule of Club Activities!

September!

12th, Thursday

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

13th - 14th - 15th, Friday, Saturday, Sunday.

Rim of the World Tour. Depart the Mall of Orange Friday the 13th @ 9:00 A.M.

18th, Wednesday

Angel Baseball! 7:35 P.M. \$4. each.
Tickets on sale at the General Meeting.

19th, Thursday

Board Meeting. 7:30 P.M.
Bev Marsh's home.

21st, Saturday

Technical Seminar. 9:00 A.M.
Model A Ford garage tour, starting at Dennis & Judy Griffin's home. Tour to several club member's garages to see variations of the Model A Ford garage and Model A's under restoration. Hot dogs and swimming at the last stop, Glenn & Sharon Johnson's. Bring your trunks!
Ladies are welcome and encouraged to attend!

26th, Thursday

Distributor publication deadline.

28th, Saturday

Progressive Dinner! Depart the Mall of Orange at 4:30 P.M. with the tour group or go direct to Sheila Plotkin's home at 5 P.M.

Remember!

It's back to school time! The September General Meeting will be held at the Santiago Elementary School. Show your school spirit by wearing your club jacket to the meeting. **Don't go to Hart Park!** We won't be there! ☺

Heritage Days!

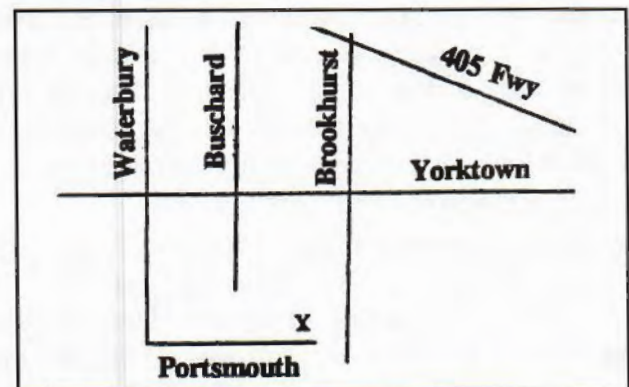
The Annual Placentia Car Show!

October is the month of the Annual Placentia Heritage Days Car Show. This event is chaired by our friend and fellow club member Glenn Johnson. The date for this year's event is **Saturday, October 12, 1996**. The location, as in past years, is Kraemer Park on Chapman Ave., one mile east of the 57 Freeway, in the city of Placentia. This has always been a fun day. The car show is for all antique and classic cars. The Orange County Model A Ford Club always turns out in mass. Come on out and have a lot of fun and support Glenn Johnson in his efforts. If you haven't received your invitation and registration form in the mail by now, contact Glenn Johnson at 714-528-0891. The entry fee is \$10. and the festivities begin at 10:00 A.M. ☺

An October Fest Tour!

Apple Valley!

Sunday, October 20th, mark it on your calendar. This will be a one day tour to Apple Valley. We might even get to see Roy Rogers and his stuffed horse Trigger. The tour will be led by Richard Parrish, so be sure to wear your orange Cal-Trans club jacket. Departure point to be announced. ☺



Map to Sheila Plotkin's home!

9341 Portsmouth Dr.
Huntington Beach,
714-962-2117



Bev's Blurbs!

by Bev Marsh

The President!

The Rim of the World Tour!

It's coming up on September 13th, 14th & 15th, and I hope a lot of our club members will join us on the tour. It is an annual event sponsored by the Whittier Chapter. There will be gymkhana events, a tour around the lake, a BBG and a banquet. The location is in the fresh clean air of Big Bear. If you are timid and don't think your Model A Ford can climb the hill, drive your modern iron, you will still have a great time.

1997 Pancake Breakfast!

Thanks to Dennis Griffin the 1997 Pancake Breakfast planning is moving along extremely well. We still need an official chairperson to bask in all the glory while Dennis keeps on doing all of the actual work. So if you are good at basking, please step forward and be our chairperson.

Bits & Pieces!

Gloria & Lee Jackson graciously hosted the August Board Meeting in their home. At the August General Meeting at Hart Park there were three winners of the money raffle that Gerry McKinney conducted. The winner of the Model A Ford driver raffle was Lou Spielberger, and the winner of the name badge raffle was Wayne Krug.

Angel Baseball Tickets!

We're beginning to panic. The club bought 30 tickets and we still have 16 of them left. It could lead to bankruptcy. **Buy tickets at the September General Meeting**, they are only \$4. each, and even if you can't go you can scalp them outside Angel Stadium for at least \$50. apiece. The date is Wednesday, September 18th, 7:35 P.M. Come join us, we always have a lot of fun at the ball game.

The Progressive Dinner!

This very popular annual event will be held Saturday, September 28th. The tickets are \$8. for adults and \$5. for juniors under 14. There will be three stops. The first stop for hors d'oeuvres will be at Sheila Plotkin's home at **9341 Portsmouth Dr. Huntington Beach**. Starting time is at 5:00 P.M. at Sheila's or you can meet up with a tour group that will depart the Mall of Orange at 4:30 P.M. Tickets will be on sale at the September General Meeting or you can mail a check direct to Bev Marsh at 14661 Bromley St. Westminster, CA 92683. **The deadline is September 12th.** ☺



Airport Security!

A true life drama by Don Tune

The Model A Shock Absorber!

Early last month while in Orange County, I found a Houdaille shock absorber, minus the arm, in an antique shop. It had been disassembled, cleaned of rust and hydraulic fluid residue and was ready for reassembly and installation. At \$5.00 it seemed like a bargain and so it began it's trip home to Grass Valley. At the Orange County Airport, I placed the new found treasure on the x-ray conveyer belt in a grocery bag. The two security inspectors became excited by the x-ray image. One of the inspectors removed it from the grocery bag and laid it on the table.

Security Insp. #1. "What you doing with that?
It's a landmine!"

Security Insp. #2. "I know!
I gotta get the detonator out!"

At this point it became obvious that the two inspectors were well trained land mine experts. Security Insp. #1 took off running without sounding an alarm and was not to be seen again. Security Insp. #2 continued to struggle with the detonator (the hydraulic adjustment valve) which was loose but could not be removed completely.

Don. "I knew that would catch your eye", I said.

Security Insp. #2. "I gotta get this out. Do you gotta wrench?"

Don. "It's just a 65 year old Model A Ford shock absorber, it's not a land mine, I told him.

I removed the cap and showed Security Insp. #2 that the object did not contain any C-4, TNT, Plastique, or even hydraulic fluid but was just a "Houdaille Hydraulic Suspension" as was stamped on the housing.

In light of the aircraft bombings of recent years and especially the most recent TWA 800 disaster, it is reassuring to know that there are such well trained and dedicated security inspectors at our nation's airports willing to risk life and limb to secure our travels and protect us from Model A land mines. ☺



Hard Luck! . . . and a sad story!

by Carlotta Stress

"Ragged Roger"!

Gary Haubold was awarded the coveted Orange County Model A Ford Club Hard Luck Trophy at the August General Meeting at Hart Park. It was presented by John ("Open Hood") Riggs. The trophy has been domiciled at John's home for most of the months of this year (and several of last year). Gary distinguished himself recently by having a flat tire on the freeway while traveling to the Citadel, the departure point for the Vandenberg Tour. The significance of Gary's hard luck story is his car "Ragged Roger". The 1930 Coupe was once owned by colorful Roger Aday, who was always having hard luck, most of it self induced. He and his coupe first achieved notoriety a number of years ago when on a Summer Tour he had a wheel come off his car and pass him while he was tooling down the freeway. It's the stuff legends are made of. It seemed to never end, a clutch falling out in the street, weekly engine changes and many other equally strange things. Roger has left the area and gone on to Greener Grasses, but he left behind his coupe "Ragged Roger" in the care of unwitting Gary Haubold. Since Roger's departure John Riggs has been filling Roger's shoes and has become the focal point of much of the club's hard luck news. A new era may be dawning, the Roger-Riggs connection may be fading. After all, John Riggs completed the Vandenberg Tour without mishap. Has a new champion emerged in Gary Haubold? Perhaps a new legend has been born! Years from now when the Orange County Model A Ford Club Hard Luck Trophy is in the Model A Ford Hall of Fame, future generations will view it in awe and marvel that it was once touched by living legends. ☺



Gary Haubold ponders "Ragged Roger"!



Technical!

by Bob Ferazzi & Dennis Griffin

August Technical Seminar!

Approximately 30 club members attended the upholstery seminar. Larry Griffin (Dennis Griffin's brother) did an excellent job demonstrating upholstery techniques. Larry completely upholstered a Model A Ford sedan delivery seat during the seminar.

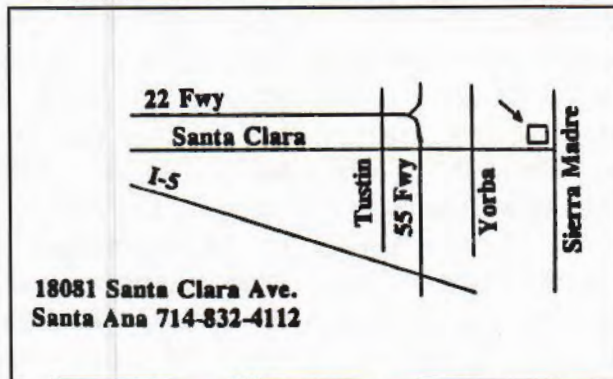
September Technical Seminar!

The September Seminar will be a tour to several club member's garages. This has always been a very popular event. At each of the stops you will get a chance to see unique versions of the Model A Ford garage and Model A's in various stages of restoration. At one stop you might even be able to participate in the lifting of a Model A body off of it's frame. The tour will start at Dennis & Judy Griffin's home on Saturday, September 21, at 9:00 A.M. There will be three stops, ending up at Glenn & Sharon Johnson's for a hot dog BBQ and some swimming. Bring your trunks! It is emphasized that this tour is also for the ladies. They are welcome and encouraged to attend. ☺



Car of The Month!

The September car of the month is Larry ("McSpeed") McKinney's forever four (Varoom!) hybrid sedan. The car will be on display at the General Meeting and Larry will describe all the strange things he has done to it. Larry's sedan reminds one of a stand-up comedian of a few years back who had a line that went something like this; **...well, you can call me fast, ...and you can call me vast, ...and you can even call me last, ...but you doesn't have to call me a Model A!** ☺



Map to Dennis & Judy Griffin's home!



Vandenberg Tour!

by Tom Endy

Off we go into the wild.... (you know the rest)!

The first ever tour to Vandenberg Air Force Base for the Orange County Model A Ford Club departed the Citadel Thursday, August 1st around 10 A.M. The tour was a four day event with the highlight being a tour of the base arranged by the Air Force Public Affairs Office. The tour group was comprised of nine Model A Fords, three modern irons and 23 people. The first day's effort was to travel the 170 mile distance to the town of Lompoc (the locals pronounce it Lom-poke). Due to the large turn out, and it being commuter time it was thought prudent to break into two groups, a fast group and a slow group. The fast group was led by Wayne Krug, who burned up the freeway at a 55-60 mph pace. The slow poke group was led by John ("Open Hood") Riggs at a pace of 45-50 mph. The slow pokes arrived at Lompoc some two hours later than the Freeway Flyers. Much of the time was consumed by John stopping to open his hood as well as getting his group lost more than once. The Freeway Flyers had time after their arrival that afternoon to visit the La Purisima Mission State Historic Park. All nine Model A Fords arrived safely without mishap at the Inn of Lompoc, except for some tire trouble experienced by Gary Haubold. Prior to his arrival at the Citadel, Gary's 1930 Coupe "Ragged Roger" blew a tire on the freeway. A close inspection of the remaining tires indicated that "Ragged Roger" was due some new ones. So off he went to the tire place, arriving back at the Citadel with some new tires in time to join up with John Riggs' slow pokes.

The very next morning!

Friday morning we drove the few miles to Vandenberg AFB where we were met by Lt. Dave Schomas and Lt. Todd Moore who were to be our hosts for the day. We parked the Model A's in the visitor's lot and boarded an Air Force bus for a short ride to the weather station. At the weather station we learned about.... weather! Our host there was Lt. Michael Mills. Lt. Mills presented an excellent oration of their mission, and demonstrated much of the sophisticated weather analyzing equipment. However, we never did get a straight answer to where all the weather balloons they launch each day come down. One suggestion was

that they come down in Roswell, New Mexico where the locals believe they are being invaded by space aliens. Back on the bus, the next stop was Space Launch Complex 10 (the Air Force locals call it "Slick-10"). Slick-10 is a deactivated launch facility that is in the process of being converted into a museum. Upon arrival we were hosted by Airman Edgett (junior enlisted men don't have first names). We were shown a number of 1960's rocket engines and mocked-up control centers of that era. Airman Edgett gave a presentation that impressed all of us, including our hosts. We were astounded that a man of Airman Edgett's capability was only a two-striper enlisted man. Our prying revealed that he had spent several years at the Air Force Academy but had graduated from a civilian college. He owed the Air Force 16 months service. The Air Force got a bargain. We as a group recommended that he be immediately promoted to Second Lieutenant and issued a first name.

There was much more!

The next stop was the O-Club (the "O" stands for officers). We got to eat lunch with all the "O's". After lunch we boarded our favorite bus and traveled to the helicopter air-sea rescue station. We were hosted there by helicopter pilot Capt. Mike Glaccum and flight engineer Sgt. Joe DeCurtis. We viewed the hanger, got to touch a helicopter and were briefed on the mission of the station. Their job is to patrol the missile range during a missile launch and to provide rescue service to military and civilian alike. They also assist in fighting forest fires with water drops. Most impressive was the collection of 127 champagne bottles in their administration office (all of them were empty). Each bottle represented a life saved. What a great tribute! Onward to the next stop which was a launch facility that was built to handle the space shuttle. Since it is an active site, we had to view it from a short distance. It was a huge facility. An American flag painted on the side of the building had stars that were eight feet wide. We marveled at what it would cost the government for paint if Puerto Rico was to become a state. The next and last stop was on the coast at Point Honda just a few miles north of Point Arguello where in 1923 seven U.S. Navy destroyers ran aground. The wreckage was still visible for us to see.

Continued on the next page....

A little history lesson!

On September 8, 1923, 14 World War One vintage U.S. Navy destroyers were making their way down the coast to their home port at San Diego. The ships were traveling at 20 knots and were following in a line several hundred yards apart. The plan was to turn east into the Santa Barbara Channel once they cleared Point Conception. The lead ship commanded and it's navigator had the responsibility to plot the course. He had however made an error in navigation, and believed they were at the channel entrance, when in fact they were way to the north. The command was given at exactly 9 P.M. to turn east. The coast was shrouded in fog. The lead ship struck the rugged coast just north of Point Arguello in an area known as the Devil's Jaw. In the ensuing calamity the ships collided, ran aground, and one even capsized. Seven ships were hard aground and two others had scraped bottom, but were able to back out to deep water. There were over 800 men on the grounded ships, of that number 23 were lost. By early morning the survivors began making there way ashore. The area at the time was sparsely populated. The first person on shore to learn of the tragedy was a railroad line foreman. He heard the warning whistles from the ships. Rescue efforts came from Lompoc and Santa Barbara. The small town of Surf, then located five miles north of the crash site was the staging area for the rescue operation. By late morning the survivors had all made it ashore and the extent of the disaster was fully realized. None of the seven ships were ever recovered, though much of their equipment was salvaged in the following weeks. The town of Surf has disappeared and the area is part of Vandenberg. The Navy to this day considers the event the greatest peace time disaster in history.

The tour of Vandenberg was over!

A great tour! Most impressive were the young military people we came in contact with. They all displayed a professionalism and dedication that warrants our respect. The country is in good hands! Our thanks to our hosts Lt. Schomas, Lt. Moore and all the others who took the time to host us. We would also like to thank Lt. Kanode and Sgt. Beard of the Public Affairs Office, whom we did not meet, but were instrumental in organizing the tour for us. John Riggs was surprised to learn that the Air Force was no longer part of the Army. He was so impressed he tried to join up again, but his feet can't reach the rudder pedals on mono-wing planes!

Ted Loeffler and some nostalgia!

The visit to Vandenberg was not the first for Ted Loeffler, who was along on the tour. Ted had been there in 1950 when he was part of the California National Guard 40th Division that was called into federal service when the Korean War broke out. In those days the place was an Army post called Camp Cook. Ted spent the better part of a year there in 1950 and 1951 before the 40th was shipped out to Japan and Korea. As we were leaving Vandenberg Ted reminisced about a brush he had with some MP's during his time there. It had to do with some military rifles, a game preserve and some deceased ducks. I'm not at liberty to provide the details of Ted's participation in the activity since the statute of limitations may not have run out and they may still be looking for him.

The third day!

Saturday morning we lined up the whole crew and headed out for a tour of the renowned Lompoc (the locals were still calling it Lom-poke) flower fields. We drove our Model A's through some magnificent hilly country filled with blooming flowers. We wound up for lunch at Jalama Beach where we had some of the best freshly made hamburgers one can imagine. That evening we all gathered at a local Italian restaurant for dinner. We had a private room. John & Gwen Riggs were late arrivals. The Godfather, Vince Mariola, explained to the proprietors that the Riggs were not part of our party, that they were bag people we found outside and invited in for a meal. As we left John handed the Godfather his check.

Sunday, time to head home!

And that's what we did! As we were milling around the hotel parking lot before we left, we noticed Gary Haubold was tightening the lug nuts on his 1930 Coupe "Ragged Roger". Gary told us that when he bought the car from Roger Aday there was a pre-drive check list attached to the dash board. The first item on the list said to jump out and tighten all the lug nuts.

A terrific tour!

And no one broke down! Our thanks to the Krug's for arranging and leading the tour. The thanks go especially to Jocelyn Krug who contacted the Air Force Public Affairs Office and arranged for the tour of Vandenberg Air Force Base. She also arranged for the hotel accommodations at the Inn of Lompoc. (pronounced Lom-poke by the locals). ☺

A Sunny Sunday Tour!

by Gwen Riggs

Goats, Trains & Flowers!

Sunday, August 21st was the date of a fine local tour where the Orange County Model A Ford Club had a turn out of 15 Model A Ford's and one modern iron. Our first stop was at the Sherman Gardens in Corona Del Mar, where club members and proprietors Wade & Jan Roberts hosted us. Sherman Gardens is always a delightful place to visit and the Robert's are always wonderful hosts. Wade gave a presentation on the history of the gardens and we got to walk around and view the unique flowers and plants. We were also hosted to some refreshments.

Onward!

We next traveled through the Newport Back Bay to the Cliffs Park where we had a picnic lunch. From there we moved on to the next stop which was the location of the Goat Hill Railroad. There we were royally welcomed by the Goat Hill railroad folks. They are a group of people who are into miniature railroading much like we folks are into Model A Fords. These very nice people had two miniature trains ready for us to ride. The trains are powered by 25 HP gas engines and will accommodate two riders. Everyone had a chance to go for a ride.

Anyone breakdown or get lost?

It was the usual calamity of people missing turns and doubling back. It's kind of tough to keep 15 Model A's together in Sunday beach traffic. Gary Haubold was a victim of one missed turn. Gary said that sometimes his 1930 Coupe "Ragged Roger" has a mind of it's own and goes where ever it wants. Mel Collings traveling along behind Gary inadvertently followed him into lostness. Mel said he was busy checking the positioning of his spark advance and blindly followed Gary. Dennis Griffin had to stop and open his hood a few times. He claims that somebody put some rust in his gas tank. Later, just as he was pulling into a gas station, he ran completely out of rust. It was a great tour! It was good to see so many people out enjoying their Model A Fords. Many thanks to Lou Spielberger for arranging and leading a fine tour. ☺

**Model A Fords
hate speed bumps!**

The Godfather!



Vince (The Godfather) Mariola was temporarily promoted to Honorary Pope during the Vandenberg Tour. The Pontiff is seen above bestowing a blessing on the Orange County Model A Ford Club Congregation at the La Purisima Mission State Historical Park. ☺

What is it?



Mystery Vehicle Seen In Local Area!

by Mike Kuester

Recently there have been numerous eyewitness accounts of strange vehicles in our area which appear to be the handiwork of the Ford Motor Company. Obviously from the 1930's, each one appears to be sporting not just one, but two original Model A rear tail lights! They seem to be roadsters, but are quite large with commercial style wheels and tires. One was sporting license plates from Indiana. Can you help figure out what in the world we have here? ☺



Our hosts, (L to R) Lt. Schomas, Lt. Moore!



Seven Navy destroyers ran aground in 1923!



One Hundred and twenty seven lives saved!



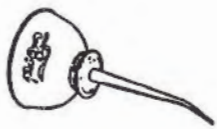
John & Gwen Riggs, Helen & Ted Loeffler!



The Shuttle Launch Complex!



Flowers of Lompoc! (pronounced Lom-poke by the locals)



Properly Oiled!

by Ben Hadd

The Ignition Once More!

On any long club tour sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor. And it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, **tested on a running car**. It's a lot easier to swap out the distributor than to fool around trying to determine what's wrong with it and to attempt to change out a bunch of parts. The three most likely things that tend to go wrong with a distributor are the condenser failing, the lower plate wire breaking or shorting, or the point gap closing up. The point gap can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset that at about 1,000 mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you. The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's best ideas. The wire is supposed to be a very flexible 80 strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. (Except in the case of Mel Colling's car). Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. The best bet, and one I highly recommend, is to install the wireless type lower plate that is available from most suppliers. It goes under the part number A12148-WL and sells for about \$16. Instead of a flexing wire, a brass ring attached to the lower plate is spring loaded against a brass contactor on the bottom of the upper plate. As the spark advance lever is manipulated, the contactor rides on the ring maintaining the required electrical contact. This new type lower plate has proven to be highly reliable.

The condenser is susceptible to failure due to heat and inherent poor quality. It is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it is soldered on, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on. These are the better quality condensers. Bratton's Antique Auto stocks them. To make it easier to replace a distributor out on the road (or anywhere else), you might want to consider installing an extra long head stud bolt where the ignition pop-out cable clamp is attached. This will allow room to double nut the clamp. You can then remove the clamp by taking only the top nut off, leaving the lower nut in place to maintain the 50 lb torque it was set at. Loosening a head bolt can allow water to run past the head gasket into the oil and it may contribute to a warped head and a blown head gasket. Fooling around with this head bolt out on the road can only compound your problems. A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about a buck, and you can't have too many of them. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and a short shaft. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another shaft of similar length be installed down in the engine block. The second shaft is easy to install, it just drops down the hole in the engine block. The two shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, his name is John Riggs, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft. ☺



SwapMeets!

September, 1996

8th, 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 - 10-6, 11-10, 12-8.

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.
Pancake Breakfast, 6:30 - 8:30 A.M.

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.

FOR SALE:

Model A Ford parts. NOS late exhaust manifold \$110. Mint late exhaust & intake manifold, matched & surfaced, \$85. original 30-31 cowl lights, \$75. mint slant pole coil, \$50. NOS Phinney Walker clock mirror, \$150. Burns down draft intake manifold, polished aluminum, \$150. Original restored tire pump, \$75. mint restored perch bolts, \$40. each. Boyce steering column mounted temp gauge, mint restored, \$250. Running Indian with spear radiator cap ornament, mint chrome, \$135.
Terry Lucas 714-633-0390
12651 Overbrook Dr. Santa Ana, CA 92705



Classified Ad's!

FOR SALE:

Borge-Warner overdrive. Traditional Orville conversion for a Model A Ford. Removed from a running car, disassembled and repaired and is ready for installation: \$550.

John Riggs 310-431-8783

FOR SALE:

Model A wheels, size 19 & 21 inch.

Rear Fenders to fit 1930 - 1931 Model A Coupe, Roadster, or Pick-Up body styles.

Dennis Griffin 714-832-4112.

FOR SALE:

1929 Model A Roadster. Older restoration, easy upgrade. Red on black, yellow wheels. Rumble seat, luggage rack & trunk, wind wings, stone guard, quail, whitewalls. \$7,000. OBO.

Norm Barkeley 310-513-7250 (days),
714-969-6059 (eve's).

WANTED:

1931 California License Plates.

Must be a matched pair and DMV clear.
Greg Carcerano 714-645-2254

Letter to the Editor!

The Brumfield Head!

Dear Tom:

I thought you might like to pass this information on to your fellow club members. One of my customers, Dr. Jim Hampton of El Paso, Texas, phoned and informed me that he had won The Great Race from Tacoma to Toronto in a Model A Ford Speedster **using a Brumfield head** on his engine. He won approximately \$60,000.00! The race is going to be shown on ESPN in the near future. Thanks Tom.

Sincerely, Larry Brumfield

Editor's Note!

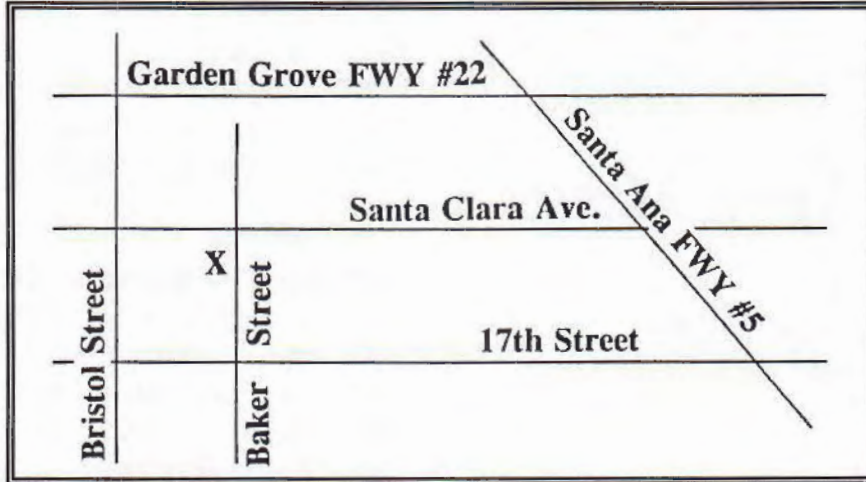
A large number of Orange County Model A Ford Club members are using a Brumfield head on their Model A Ford. The reports have all been very positive. ☺

GENERAL MEETING LOCATION

(Second Thursday of every month.)

September 12, 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

