

# The Distributor

## *Orange County Model A Ford Club*

[www.ocmafc.com](http://www.ocmafc.com)

*Southern California, Founded 1961*

November, 2013

Volume 53, Issue 11



**Classic John Riggs**  
**The Hawaii Tour 2003**

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**The deadline for submitting articles to *The Distributor* is the 25th of each month.**

**Ads will run for two months. Submit in writing to the club's mailing address or e-mail to: [newsletter@ocmafc.org](mailto:newsletter@ocmafc.org)**

# President's Page

**Walt Otto has resigned as President affective October 17, 2013.**

At Walt Otto's request, it is with deep regret that I pass on the message of his resignation as President of OCMAFC effective immediately. To fill the position of a Club President who has resigned, the Vice President would normally step in; however, Frank Mowrer, the current VP, has been out of town and any further "appointment" would be dependent on his decision. Frank is our Tour Director and has previously agreed to serve an additional year in this position. If necessary, the board members will appoint an interim president, as directed in the by-laws, to complete his term of office which includes the remaining 2 months of 2013 and all of 2014. If anyone is interested in this position please contact Kathie McCall or any board member as soon as possible. The next board meeting is scheduled for Thursday November 7th @ 6:00pm with the general meeting to follow.

We do not need to vote for President since it will be an "appointment" by the board as defined in the by-laws to complete an unexpired term of office. Frank has agreed to "continue" as VP for one year only; this has already been announced.

Kathie McCall  
Election Chairperson

## Board member election ballot for 2014

Circle either yes or no

**President: Will be appointed by the board to finish out the current term, which runs through 2014.**

**Technical Director: Pete Cruz** yes no \_\_\_\_\_

**Tour director\Vice President: Frank Mowrer** yes no \_\_\_\_\_

## Vote for the member of the year

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**Clip and mail to the club's post office box, or bring to the November meeting**

# Orange County Chapter MAFCA

## General Meeting Minutes

### October 10, 2013

The meeting was called to order and the flag salute was led by President, Walt Otto.

There were 43 members present.

**Club Greeter: Doris Marshall** entertained us with a good joke. There were no visitors to introduce.

**Secretary, Pam Heiland**, asked for any corrections to the September minutes. Kathie McCall noted that the minutes were not signed. She also noted that the minutes stated that secretary, Pam Heiland was absent due to illness, which was incorrect. She was out of state at the time. Following these corrections, Walt called for a motion to accept the minutes as corrected. It was moved, seconded and accepted that the minutes be approved as printed in the Distributor.

**Treasurer, Joe Goff** reported that the club is in good shape financially. He also reminded everyone that 2014 dues are due by the January meeting. Dues are \$30.00 per year and if not paid by the January meeting, the member will not be listed in the Roster.

**Past President, Richard Parrish**, gave a report on the International Model A Day held in September at Mason Park in Irvine. He felt that we did not do enough advertising. Also, there were quite a few other events taking place that day, however, there were 40 cars and 125 in attendance and everyone seemed to really enjoy the event. The club lost \$500.00 on the event but it was a very good day and many people would like to see it done again next year. The club gave a big round of applause to Richard for all his hard work.

**Vice President/Activities, Frank Mowrer**, was not present however, Walt asked if there was any interest in a tour to Bass Pro in October.

**Technical Chairman, Rick Hall**, reported that the last seminar on seat belts was a big success. It was attended by 19 members and seat belts were installed in Pete's car. There will be a seminar on Oct. 26 at the shop of Don Geisen located at 24842 Stem in Lake Forrest. Don is an upholstery trimmer

and is currently restoring a 1928 Tudor. In November, we may have another seminar with Don at which we will help one of our members install the headliner in his car. When going to Don's shop, you can only get there from the truck lane off of the 5 or 405 freeways. Rick also informed us that CW Moss is getting rid of all of the top wood at very affordable prices.

**Louise Hall** announced that the club is participating in the Walk to End Alzheimer's on Nov. 16 at Angel Stadium. The club has donated \$100 to this cause. They would like to have some cars there. Our team is the Ford Force and everyone is welcome to go and walk or just observe. The walk is an easy 2 miles around the infield.

**Kathie McCall** reminded everyone that the Nov. meeting will be the **first Thursday** since there is an activity for the hospital going on in our meeting room the second Thursday. She also announced that the December Christmas banquet and Officer Installation will be Dec. 8 from 5 to 9 pm at Angelo & Vinci's in Fullerton. The cost is \$30 per person. Please sign up as soon as possible for this fun event. There will be multiple choices at the buffet dinner and there will be a dance floor.

**Joe Goff** conducted the Roster drawing. It was won by Frank Brown who was not present which means the "pot" grows to \$70.00 next month.

**New Business:** Walt asked for volunteers to serve on a committee to review the club by-laws.

**Distributor Editor, Tom Endy**, gave the deadline date for the Nov. Distributor as Oct. 25. Please sign up with Pete Hyland if you are able to receive the Distributor by email to help the club control spiraling printing and mailing costs. Also, if you do not have an information sheet on the Palm Springs Follies, please see Tom.

The meeting was adjourned by President, Walt Otto at 8:10 pm

Respectfully Submitted,  
Pam Heiland, Secretary

# Activities Calendar

## November 7 (Thursday)

Board Meeting 6:30 PM, General Meeting 7:30 PM  
CHOC Hospital, White elephant sale.

**The November general meeting will be held on November 7th, which is the first Thursday of the month.**

## **The Great White Elephant Sale**

**Will be held at the November 7th general meeting. Bring those things that you can't bear to throw away. Someone else might want it and be willing to buy it. Proceeds go to the club.**

## November 16, (Saturday)

Orange County Alzheimer's Association is sponsoring a fundraising walk at the Angle Stadium in Anaheim. See page 11.

## November 17 (Sunday)

So. Cal. Hill Climb, Murrieta, CA 8:00 AM

## November 21-24 (Thursday - Sunday)

Palm Spring Follies Tour, contact Tom Endy for information.

## December 8 (Sunday) 5 to 9 PM

Annual club installation banquet at **Angelo & Vino's Ristorante, 550 Harbor Blvd. Fullerton.** Sign up list will be available at the November meeting. The cost is \$30.00 per person; checks should be made out to OCMAFC. We need a minimum of 60 people, but the restaurant can accommodate up to 130 in our private dining room. We will also have a private parking area, so drive your Model A. For questions, call Kathie McCall 714-633-0946.

**There will be no general meeting in December.**

# Sunshine & Sorrow

by Jeanne Parrish

Get those cards out to the following members having some health problems. **Bruce Harris** is doing physical rehab, after many days in the hospital, after some falls he took. He is progressing now and is on the way to recovery. **Joanne Nichols** is also in rehab, after a fall in Jim's shop, breaking a hip, surgery and now looking forward to going home. **Don Schmidt** is out of ICU, after gall bladder surgery and is going to be recovering as his strength returns. **Dick Blosser's** service will be on Monday, November 4th at Temple Beth Tikvah 1600 N. Acacia, Fullerton, CA at 11 AM. Drive your Model A's in his honor.

Thinking of **Pam Otto, Ruth Blosser and Jerry Neat, David and Rose Rivard, James & Chris Bush, John and Dorothy Knox, Doug and Lisa Bannister, Dan and Sylvia Adelman, Cliff and Joanne Barker.** Please keep all these members in your thoughts and prayers.

**So. Cal. HILL CLIMB**  
Murrieta, CA  
Sponsored by So. Cal F.A.S.T.

Lunch Available For Purchase

NEW LOCATION  
Commerce Ct, Murrieta, CA

CHECK IN 8:00 A.M. **November 17, 2013**

Open to pre-1935 4-cylinder Model A, B or T Engines

All Classes Stock, Modified, Speedster, Historic Cars MUST qualify within F.A.S.T. rules

MOTELS closest to the site  
Motel 6/Temecula - \$69 951-676-7199  
Comfort Inn/Murrieta - \$116 951-894-7227  
Extended Stay America/Temecula - \$120 800-398-7829  
(Rates do not include taxes)

MAP

VOLUNTEERS ARE NEEDED ON RACE DAY  
If you would like to help out - call Larry Madole (909) 215-5704

Questions - call Art Moore (909) 732-8567, email: art4e4@yahoo.com

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

REGISTRATION  
\$30/car F.A.S.T. Member  
\$35/car Non-F.A.S.T. Member

Mail registration and check payable to So. Cal. F.A.S.T. to:  
Art Moore, 333 E 23rd Street, Upland, CA 91784

# Swap Meets

**Hi Performance\Auto Parts  
Long Beach Veteran's Stadium**

November 10 (Sunday)

December 1 (Sunday)

**Turlock**

January 25&26 (Saturday & Sunday)



# Seat Belt Installation Seminar

by Mike Watson

The September Tech Session on installing seatbelts in a Model A Ford was held at Rick Hall's garage. Some 15 members attended to witness what can be a somewhat tricky process and, of course devour the donuts and coffee in short order. Rick kicked off the session with the day's agenda and introduced Bob Daniels from "Buckle-Up" Seat Belts as the guest speaker.



**Bob Daniels of "Buckle-Up"**

Bob brought a selection of belts and retractors and gave an overview about which one's he recommends for various models and budgets. The display provided a good hands-on Q&A session.

Rick Hall provided an overview of the recent belt/retractor installations he had done on both his 1931 Roadster and 1931 Victoria. The belt/retractor sets were just under \$100 a pair from "Buckle-Up".



**Rick Hall describes his seat belt installations**

With some accessories and/or modifications you may want to make them as inconspicuous as possible. Rick's installations, especially in the Roadster, fit right in that category.

As seen in the following photos the retractors are virtually hidden and the fixed buckle portion is easily accessible but tucked neatly out of sight.



**1931 Roadster retractable center belts**



**1931 Roadster fixed outboard buckle**

Prior planning and fitting of all parts before cutting, drilling or welding is key to getting ultra clean and fully functional results like these. Seat belt anchor points must withstand very substantial forces in the event of even a minor collision. The Model A was never designed for crash worthiness. Carefully inspect all flooring, body braces, rockers and frame components for rust through, rotted wood and overall structural integrity. Repair or replace any components that are not 100% up to the task.

The Installation in the front of the Victoria was pretty straight forward using supplied "L" brackets, bolts and large under floor washers. The Roadster installation required some more creativity and expertise. Make sure your moveable seats are in the usual place during installation. The belts will be fixed and won't move with the seats. Never mount belts to any part of a moveable seat frame or tracks.

# HISTORIANS CORNER

By Dick Smith, Club Historian/Librarian

11 / 2013

This month the “Historians Corner” will feature the 1931 Slant Windshield Model **160 C**, DeLuxe Fordor, 2-window or “Blindback” Sedan.

The purpose of the series of articles is to highlight the differences between the **160 A, B, C**. To accomplish this we looked in September at **Gerry and Sherry Reid’s** restored **160 A Standard Sedan**, followed by **Dick and Carmen Smith’s** restored **160 B Town Sedan**. We will now finish the series featuring **John and Dorothy Knox’s** restored **160 C DeLuxe Fordor, 2-window or “Blindback” Sedan**.



**160 A Standard Sedan exterior**



**160 B Town Sedan exterior**



**160 C DeLuxe Fordor “Blindback” exterior**  
Featured Model

*So Rare !*

## The **160 C, DeLuxe Fordor 2-window or “Blindback” Sedan.**

The 2-window or “blindback” styling was fairly common among 1928 Fordors, but was quite rare by 1931 when this model was built. The 160- type Fordors were the largest sedans of the Model A era.

### **Production History**

The slant windshield sedans were born in the early years of the Great Depression. Auto manufacturers were fighting for a bigger share of a rapidly dwindling market. Since most of the potential buyers were people in the middle and upper income levels, Ford and other manufacturers of low-priced autos introduced DeLuxe models, a seeming paradox in such tough times. The magnitude of the crisis can be seen in the production records; half as many Fords were built in 1931 as in 1930.

Encouraged by the moderate success of the Victoria with its visor-less slant windshield styling, Ford proceeded with development of the slant windshield Fordors. They were introduced in March of 1931. They produced a 3-window Standard Fordor (160-A) and the Town Sedan (160-B), and the 2-window or “blindback” model, the DeLuxe Fordor (160-C). Unfortunately, there are no precise production figures for the slant windshield sedans. It is believed that production was over by the end of August.

It is estimated that between 2,500 and 3,500 of the DeLuxe Fordors produced were 160-C’s. These estimates make the 160-C the second “rarest” passenger car.

The difference between the 160-B and the 160c was the sheet metal panel eliminating the third window. Both were priced at \$630.00

We only show (2) 160-C’s in our roster. The Parrish’s and the Knox’s.

Thanks to the Restorer Vol.22, Issue 3 for the production history.

Next month we will look at the first slant windshield Ford produced, the “Victoria”.

# OCMAFC Military Veterans

(In Memory of Jon Charles Heiland, May 10, 1945 – July 13, 2005)

Reprinted from the Distributor October 2005

## Jon Heiland U.S. Army 1966-1968

In 1966 Jon had been engaged to marry Pam for about three months with the intention of having a June wedding. He was a full-time college student and he and Pam wanted to wait until school was out to get married. However, the government had a different idea and Jon received his draft notice stating that his student deferment would not be continued. This was in the midst of the Vietnam War and many young men found themselves in this same predicament.

Jon, being the patriotic person that he was, wanted to serve his country, but he also wanted to marry Pam. He asked Pam if she wanted to move the wedding up because they thought he would be gone in June as soon as school ended. They chose to be married April 1, because the following week would be spring break and they could have some time for a honeymoon.

June came and went with no “call” for Jon so they went about their lives until the following November when Jon got a notice to report. He was sent to Fort Ord for basic training and then to Ft. Gordon, Georgia where he was in MP training. He had been majoring in Police Science in college so this fit nicely with his plans.

In November of 1967 his unit was sent to Vietnam, except for Jon and one other man. The two of them were sent to Stuttgart, Germany where Jon spent the next year. Pam was not able to join him there so they kept in touch with many letters and a couple of long phone calls.

In November of 1968, Jon was honorably discharged and sent home to much rejoicing by his young wife and their many family members and friends. It was a tough time for a young man, newly married, but Jon served with pride and remained very patriotic the rest of his life. The Army honored him with a large flag at his funeral, which was presented to Pam following a very nice speech by a young military man and the playing of taps.



**Jon Heiland 1966**



# International Model A Ford Day

by Esther Goff

Our Club hosted our first (maybe annual) hot dog BBQ at Mason Park in Irvine on Saturday September 28, 2013. The event was open to all local Model A Clubs. Attendance was fantastic. We had members from Harbor Club, Whittier Club, Capo Valley Club, Diamond Tread Club and Temecula Valley Club. There were 112 participants plus some children.

We had 40 Model 'A's on display. Other park visitors came and looked over the cars. Of course, our members were thrilled to share their knowledge and enjoyment of owning these autos. One couple remarked they dated in a Model A.

To start the morning off, we had a special treat, (or should I say a good hearty laugh) watching the men put up our club banner on the gazebo. You would think, these highly skilled technical men could put up a banner with ease. But no, it took 3 to 4 of them to agree where to hang it and how it should be displayed, plus another 3-4 bystanders all giving directions. i.e., "too high", "it's crooked", "it's upside down", etc. But after half an hour or so, it was up!!! It was a true Katz and Jammer spectacle!!

Barry Beckly from the Diamond Tread Chapter won the 32" HD LED HDTV. The winning ticket was drawn by Boy Scout Preston Knapp, son of David and Barbara

Buttons were handed out and Don Ratzlaff was the artistic designer for them. They were truly original and amusing. Did you know we had such creative, hidden talent among us?

A huge thank you to Richard Parrish. He put in many behind the scene laborious hours preparing for the event. More kudos to Frank Mowrer for purchasing all the food, getting utensils, paper plates and propane tanks. He had to make more than one trip in his van. Thanks to Richard Parrish and Walt Otto who went to Roland Heights to pick up the hot dog cookers. They were rusty, dirty and did not work. They had to literally rebuild them. Dale McCall brought the cookers, etc. in his pick up truck.

Behind the scene was the preplanning: Richard Parrish secured permits from MAFCA, reserved the park and purchased liability insurance. All this, plus the time these members put in setting up on the day of the event, not to mention the tear down. Many of the members and their wives served the food. A great time was had by all and hopefully all the work paid off. Good job guys!!!!



**Barry Beckly from the Diamond Tread Chapter won the TV and Walt Otto presented it to him.**



**Sgt Sam Thompson USMC and girl friend Niki**



**International Model A Ford Day**

# Pressure Plate Adjustment

by Tom Endy

The July\August 2009 publication of the Restorer features an excellent article by Les Andrews on how to properly adjust the six fingers on a Model A Ford clutch pressure plate. The average hobbyist should be able to adjust the clutch correctly by following Les' instructions. It is prudent to always check the finger depth of a pressure plate as many are not adjusted correctly as they arrive from your favorite supplier.

By following Les' instruction I was able to correctly adjust the clutch on two engines. However, the problem I had was that I needed more hands than I came equipped with and I had a difficult time getting close enough to read the markings on the ruler. Therefore a tool was needed. Les says to lay a flat piece of metal across the surface of the back side of the pressure plate and measure down with a scale to each clutch finger. Most documentation floating around the hobby indicates that the finger depth settings should be between  $5/8$ " and  $3/4$ ",  $11/16$ " being nominal. I approached a friend and fellow club member, who is an excellent machinist, and asked if he could make the needed tool. The photo below is that tool.



**My thanks to Red Sickman of the Orange County Model A Ford Club (Southern California) for producing the tool.**

Looking at the photo, the horizontal piece of metal is placed across the pressure plate back surface. The vertical piece measures the distance to the clutch finger. The vertical piece has a slot cut into it. As it is shown the distance is  $3/4$ ". Loosen the screw and push it up to the stop in the slot and it is automatically  $5/8$ ". In between is  $11/16$ ".

I later discovered that it would be better if the vertical was off to one side. However, as it is the tool works just fine.

During the adjustment process of the clutch on my two engines I discovered an interesting phenomenon. The first clutch would engage when the pedal was about  $1/16$ " off the floor. When I measured the finger depth the distance was  $1\&1/4$ ". I reset the finger depth to  $3/4$ " and it brought the engagement point into the middle of the pedal travel.

The second engine clutch would engage when the pedal was almost all the way up to the stop. I found the measurement of the finger depth in this clutch to be at  $1/2$ ". I reset them to  $3/4$ " and it brought the engagement point into the middle of the pedal travel.

My conclusion is that setting the fingers at between  $5/8$ " and  $3/4$ " will bring the engagement point into the middle of the pedal travel. The  $5/8$ " setting will bring it closer to the all the way up to the stop of the pedal. The  $3/4$ " will bring the engagement point closer to the floor. It would seem that  $11/16$ " is the nominal.

It is also important that all six fingers be adjusted exactly even. The tool makes it easy to do that. Les recommends that after the adjustments are made that you place the flat side of a rear wheel bearing on the fingers and see if there is any wobble. I did this and it works well. Of course the engine has to be sitting vertical in an engine stand to do that.

It should be understood that the adjustment procedure and the measurement values are for a fully assembled clutch. The clutch disk and pressure plate must be attached to the flywheel. This will place the six fingers in position to engage the throw out bearing, and that is when the depth should be between  $5/8$ " and  $3/4$ ". It also makes it much easier if the engine is out of the car or at least the transmission and bell housing have been removed if the engine is still in the car.

My thanks to Les Andrews for his excellent article and my thanks to Red Sickman for producing such a fine tool. ☺

**Reprinted from the *Victoria Bustle* at the request of Rick Hall**



## For Sale:

### **1930 Model A Coupe with rumble seat:**

Excellent mechanical, body, and interior. It is now, and was, garaged when I bought it. Asking \$13,000 OBO. Tom Forth 714-914-8014

### **1930 Coupe with trunk compartment**

EZ Steering Kit installed, Flathead Ted Brake Floaters installed, Paint and Body in Good Condition.



**\$12,000 obo 714-871-7997**

### **1931 Coupe with rumble seat**

Mitchell Transmission, Mitchell Overdrive, H&H Engine, Mallory Ignition. Leather Upholstery, Body, paint, and tires in good condition. Frame-off Restoration 5 years ago Runs and drives well.



**Price negotiable: 949-366-2470**

## **Dues are Due**

Membership dues are due. To continue membership in the Orange County Model A Ford Club send a check payable to OCMAFC for \$30 to the club post office box. The January general meeting will be the deadline for membership renewal to have your name listed in the 2014 club roster.

## **Walk To End Alzheimer's**

On Saturday, Nov. 16, 2013 the Orange County Alzheimer's Association is sponsoring a fundraising walk at the Angle Stadium in Anaheim. Our club, Orange County Model A Ford Club has been asked to bring cars to the event for display prior to the walk and to participate in any way we can. The club membership voted to support this as our charity event for the year. Here's what is needed:

- Model A or other antique cars to be displayed (we'd like at least 10)
- Walkers (join our club team, the **Ford Force!**) Family and friends are welcome.
- Support, both monetarily and physically! Just show up and join in on the fun!

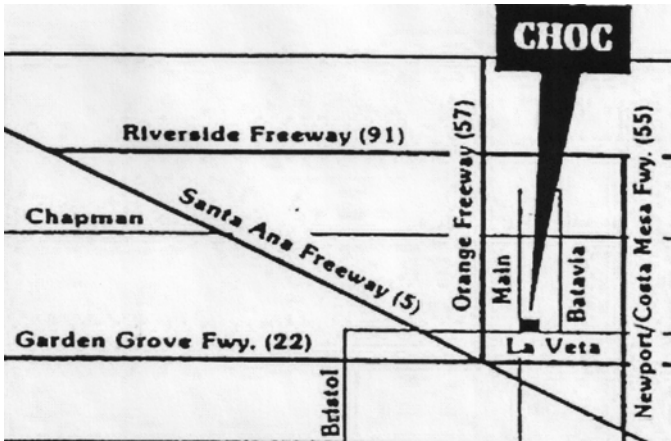
We will meet at the Angel Stadium parking lot at 7:00 a.m. for special parking instructions. Purple decorator items will be supplied to decorate our cars. **Be sure to wear PURPLE.** This is important! And after the walk we will adjourn to have lunch together (approximately 12:00 noon).

You can join the Model A Club team by either supporting us financially and/or walk with us to raise money. The team name is the Ford Force. Go to [www.alz.org/walk](http://www.alz.org/walk) to register to walk or to donate. Rick and I will be walking, taking our car and lending our support in anyway we can. Let's help beat this terrible disease! Call with any questions. Louise Hall, 714-282-0499

## **Restoration Tip: Touch-up Paint**

**by Rick Hall**

Are your wheels chipped? Does your firewall look like heck? Scratched or chipped doors? Get some matching touch up paint and make that Model A look like new again. Dunn-Edwards paint stores will color match your pain for free. Ask for Syn-lustro Alkyd gloss enamel. I took in a wheel and a Y.O.M. license plate, and the matches were perfect. The smallest amount they can blend is a quart, and the cost is about \$21 per quart. The paint can be brushed, sprayed or even rolled on with a tiny touch up roller. A Q-tip works nicely for chips on wheels or door edges. This is a great way to detail your car without breaking the bank.



## General Meeting

7:30 PM

[Second Thursday of every month]

## CHOC Hospital Complex

*455 South Main Street, Orange, CA*

From Main Street, turn east on to Providence Ave. and immediately on your right, enter the structure and park on the second level. Meetings are held in Building 2 in the Wade Education Center-2nd Floor. Access the meeting room through the double door entry off the 2nd Floor parking structure.



## Orange County Model A Ford Club

Post Office Box 10595  
Santa Ana, CA 92711

## First Class Mail

To: