

Orange County
Model A Ford Club



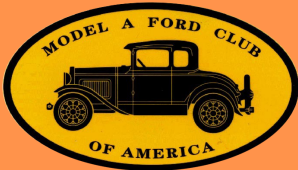
59 Years

Volume 60 Issue 7

July, 2020

Editor Tissy Smith-Hatcher

Life isn't about waiting for the storm to pass.. it's about learning to dance in the rain



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MISSING OUR FRIENDS GETS EASIER EVERY DAY

BECAUSE EVEN JULY
Independence Day

THOUGH YOU ARE ONE DAY FURTHER FROM THE LAST TIME YOU SAW THEM, YOU ARE ONE DAY CLOSER TO THE NEXT TIME YOU WILL

News From the President

Greetings from the Hall household. We are continuing to hold up, trying to make the best of the current situation. Unfortunately, the future is hard to predict. Our abilities to meet as a club seem to be put further down the calendar.

The Orange County Model A Ford club board members did meet this month to discuss pertinent ideas and information. As you know from last month, we have decided not to try to have a pancake breakfast this year and will therefore concentrate on a big come-back breakfast for next year. This left us with some discussion about what to do with details already prepared for a breakfast this year (i.e. t-shirts, donations etc.)

We also discussed what to do and where to meet in August and September, but no definite plans are made at this time. CHOC has let us know that the room we've been meeting in will not be available until at least September. Depending on the state mandates we may try meeting as early as August. We will need to use some creativity to make this happen. If you have any ideas of how and where to meet, please let one of your board members know.

Our most urgent message to you is to ask you to step up, and help out the club. We will have openings for 3 important positions on the board starting in 2021. The President, Secretary and Treasurer will have finished their commitments. Joe Goff has been appointed and confirmed by the board as the Elections Chair. Please call Joe and let him know of your interest in one of these positions. Job descriptions are printed in the by-laws sections of your roster.

Rick and I want to thank all of you who drove by our home to wish us a happy 50th anniversary in June. Our neighbors joined in the fun, and we were surprised to see our nephew and his son join the group. We also enjoyed wishing Kaci Teren a happy 21st birthday with a drive-by at her office in Tustin.

Keep driving those A's and we'll see you on the road soon!
Louise

By Louise Hall





18th Annual All Ford Car Show and Swap Meet



Saturday September 12, 2020

Car Show • 9 am-3 pm | Swap Meet • 7 am

AWARDS • RAFFLE PRIZES • 50/50 • LIVE MUSIC
Non-Food Vendors Welcome!

Benefits Allan Hancock College Industrial Technology Scholarships

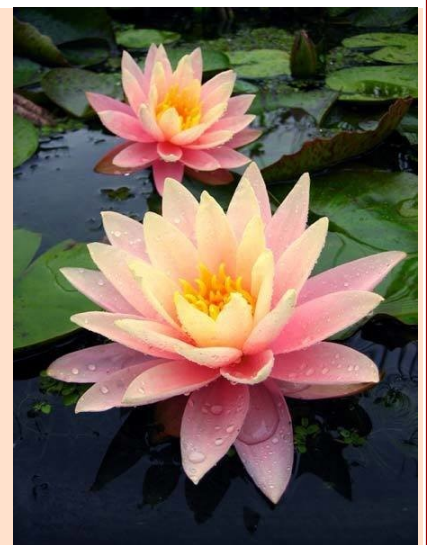
Old Town Orcutt

at the Orcutt Union Plaza
201 S. Broadway, Orcutt, CA 93455

Contact Jay McCord (805) 598-8133 • Curt Warner (805) 478-1231

ENTRY APPLICATIONS AVAILABLE AT: www.santamariamodelaclub.com

The traditional flower of the month of July is the water lily, symbolizing joyfulness, fickleness and sweetness.



A good Life is a collection of happy moments. We would like to acknowledge some recent life events.



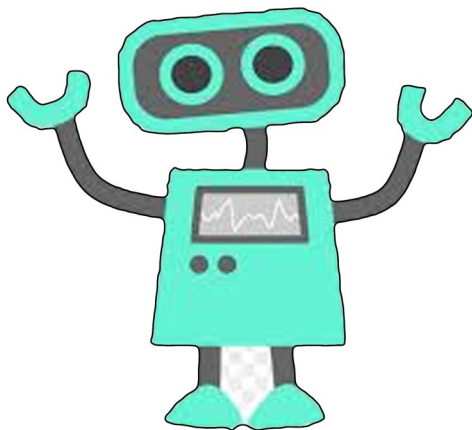
AS YOU CELEBRATE THIS MILESTONE, TAKE THE TIME TO LOOK BACK AT EVERYTHING YOU'VE ACCOMPLISHED AND ALL YOU'VE DONE TO BUILD THIS BEAUTIFUL LIFE FOR YOURSELF. IT'S ALSO A TIME TO THINK ABOUT HOW MANY MORE WONDERFUL MOMENTS YOU WILL HAVE. WHAT LIES AHEAD MAY BE UNCLEAR, BUT KNOW THAT AS LONG AS YOU KEEP USING YOUR HEART AS YOUR COMPASS, YOUR FUTURE WILL BE BRIGHT.

Half Century Anniversary

A half century of marriage
Deserves a celebration;
Your 50-year relationship
Rates major acclamation!
Congratulations to you both
On your durable rapport;
Happy 50th anniversary,
And may you have many more!

Rick and Louise Hall

*Keep looking for those emails
for Zoom get togethers*



We are having a LIVE Technical Seminar

Saturday, July 11

9:30am

Location:

Gerald Gaughen's home

2961 Saint Albans Dr.

Los Alamitos, CA 90720-4456



We are disassembling a Modal A rear end and learning how that works. Thanks to Don Ratzlaff for supplying the rearend. WEAR YOUR MASK AND SOCIAL DISTANCE

History states that red, white and blue were chosen as the colors to represent valor (red), liberty and purity (white), and justice and loyalty (blue)

MUST GET NEW LICENSES TO DRIVE MODEL A CARS

Thousands of Ford Car Users Are Restricted to Planetary Transmission by Their Papers

NEW AND OLD FORD PRICES

	New	Old	Inc
Coupe	\$495	\$485	\$10
Touring car	395	380	15
Fordor sedan	570	545	25
Tudor sedan	495	495	—
Chassis	325	300	25
Truck chassis	460	375	85
Truck (cab body)	545	450	95
Truck with cab and Exp body.....	600	515	85

Statements from the office of Frank A. Goodwin, registrar of motor vehicles, and from the Automobile Legal Association, this morning, call attention to the fact that drivers of the new Ford Model A cars will require unrestricted licenses. Hitherto licenses for the operation of Ford cars have been issued for "planetary transmission," and if a driver had had no experience on gear-shift cars, he was limited to that type of transmission. The new Ford car does not have

planetary transmission and the license required for it is an "unrestricted" license. This means, according to Registrar Goodwin's office, that drivers who have only had "planetary transmission" licenses will have to appear for examination on ability to drive a gear-shift car if they wish to drive the new Ford car or any other make of car.

More than half of the Ford drivers

Continued on Page 8

2020 BOARD MEMBERS

President – Louise Hall
 714-282-0499/rickandlouise@socal.rr.com
VP/Activities – Joe Goff/949-636-3879/
 josecool35@cox.net assisted by Kaci
 Terens
Secretary – Norm Kredit
 714-635-3335/leorakredit@yahoo.com
Treasurer – Marilyn Singer Hawkins
 714-730-4026/jmsinger@pacbell.net
Technical – Darwin Kibby
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Editor – Tissy Smith-Hatcher
 714-546-8554/tissysmith1@gmail.com
Immediate Past President – Jim Runyon
 714-527-1829/jamesrunyon@aol.com

COMMITTEES

ACCC Representative – David Knapp
Breakfast Committee – Terry Collings
Club Greeter – Doris Marshall
Election Chairperson – Joe Goff
Historian & Librarian – Steve Pavich
Merchandise Director – Diane Gaughen
Pancake Breakfast Setup & Coordination –
 Frank Reese, Don Ratzlaff and Richard Bolls
Raffle – Ed Cote
Refreshments – Carolyn Ratzlaff and
 Dianne Runyon
Regional Representative, SCRG -
 Carolyn Ratzlaff
Sunshine & Sorrow – Bob Hawkins

We have removed all
 Committee members'
 emails and phone
 numbers in order to
 ensure their privacy.
 Members can find this
 info in your roster.

Retail Price
 \$6⁵⁰



The SISSON
**AUTOMATIC
 CHOKE**

Eliminates Hand Choking
 and Seasonal Carburetor
 Adjustments

Now, thanks to this amazing new device, hand choking is as
 obsolete and unnecessary as hand cranking!

The SISSON AUTOMATIC CHOKE puts an end to
 bothersome, wasteful, inefficient hand choking. No
 groping or reaching—just step on the starter and
 the SISSON automatically does the rest.

Think what that means! No flooded carburetors!
 No diluted oil from excessive choking! No
 forgetting! Quick, easy starting, every time
 —the year 'round.

Easily and quickly installed in 10 min-
 utes. Dependable, rugged, fool-proof.
 Will last a life-time!

A Profit-Building Sensation!

Dealers say the SISSON outsells all
 other accessories! It's not just a
 cold weather device—but sells
 fast the year 'round.

Thousands sold in the last
 few months—sales growing
 every day.

Order Now!

Get your share of
 the big profits the
 SISSON is creat-
 ing—send in your
 order now!



2 BIG PROFIT Leaders!

Known
 the World
 Over ~
 THE
 DEPENDABLE
**PIERCE
 GOVERNOR**

Over half of the Ford dealer or-
 ganization knows from experience
 that the PIERCE GOVERNOR is the
 outstanding leader in performance,
 dependability and profits!

The PIERCE GOVERNOR brings further
 economy and protection to every buyer!
 Saves him money in repairs, up-keep and pre-
 vents costly accidents caused by over speeding.
 Shows a liberal saving on brake lining and tire
 costs.

Yet the PIERCE does not handicap the wonderful
 power or pick-up of the new Ford engine.

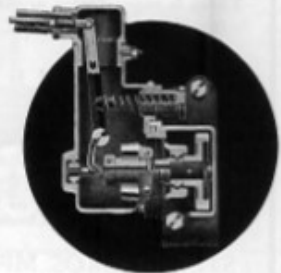
Double Profit on Every Sale!

You not only make a liberal
 profit from the sale of the gov-
 ernor itself—but you protect your-
 self from costly "free service" ex-
 pense caused by abrasive "breaking-
 in".

Large fleet owners are standardizing on
 PIERCE—the most universally used and
 most widely copied governor on the market.

60 DAYS FREE TRIAL!

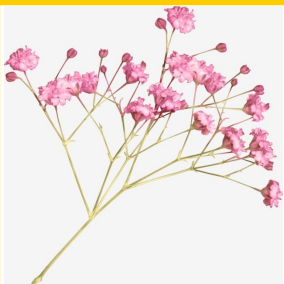
Let us send you a PIERCE GOVERNOR on 60 days
 free trial—if it doesn't sell you on its performance
 and profit possibilities, return it to us. Write us today!



The World's Largest Governor Builders

The **PIERCE GOVERNOR CO.**
 ANDERSON, INDIANA

From: "Ford Dealer & Service Field" (not connected with the Ford Motor Company)
 June 1929 by Czechzit Twice



This is a personal note from your editor. Please take this COVID-19 virus
 seriously. I know we miss our families and friends and desperately want to
 get together to share our lives. But, as Americans have sacrificed during war
 times, we need to do the same with this enemy. The professionals are telling
 us that getting together, even for small gatherings, creates risks because peo-
 ple aren't wearing masks and social distancing. Please be safe and take all the
 precautions. We need YOU. ~~ Tissy Smith

Photos contributed by Steve Pavich



Huntington Beach Wetlands
Pictures taken at 5:30 a.m. on 6-8-2020

Available Positions

ORANGE COUNTY
MODEL A CLUB
ELECTIONS

President
 Treasurer
 Secretary

Please let Joe Goff know if you are interested in any of these positions

Inventor of the 3-Position Traffic Signal

On November 20, 1923, the U.S. Patent Office grants Patent No. 1,475,074 to 46-year-old inventor and newspaperman Garrett Morgan (1877-1963) for his three-position traffic signal. Though Morgan's was not the first traffic signal (that one had been installed in London in 1868), it was an important innovation nonetheless: By having a third position besides just "Stop" and "Go," it regulated crossing vehicles more safely than earlier signals had.



Morgan, the child of two former slaves, was born in Kentucky in 1877. When he was just 14 years old, he moved north to Ohio to look for a job. First he worked as a handyman in Cincinnati; next he moved to Cleveland, where he worked as a sewing-machine repairman. In 1907, he opened his own repair shop, and in 1909 he added a garment shop to his operation. The business was an enormous success, and by 1920 Morgan had made enough money to start a newspaper, the Cleveland Call, which became one of the most important black newspapers in the nation.

Morgan was prosperous enough to have a car at a time when the streets were crowded with all manner of vehicles: Bicycles, horse-drawn delivery wagons, streetcars and pedestrians all shared downtown Cleveland's narrow streets and clogged its intersections. There were manually operated traffic signals where major streets crossed one another, but they were not all that effective: Because they switched back and forth between Stop and Go with no interval in between, drivers had no time to react when the command changed. This led to many collisions between vehicles that both had the right of way when they entered the intersection. As the story goes, when Morgan witnessed an especially spectacular accident at an ostensibly regulated corner, he had an idea: If he designed an automated signal with an interim "warning" position—the ancestor of today's yellow light—drivers would have time to clear the intersection before crossing traffic entered it. The signal Morgan patented was a T-shaped pole with three settings. At night, when traffic was light, it could be set at half-mast (like a blinking yellow light today), warning drivers to proceed carefully through the intersection. He sold the rights to his invention to General Electric for \$40,000.

<https://www.history.com/this-day-in-history/garrett-morgan-patents-three-position-traffic-signal>

Ellie Pease



Get Well Soon!

Ellie has been in hospital in NJ with a serious case of diverticulitis. She has been on an IV antibiotic for over a week and finally been able to take some liquids and soft food next. We are hoping she will be discharged soon and get back to South Carolina. She had been visiting her mom who wasn't handling her move too well.

A Pop Up Drive?

By: Steve Pavich

Jim Persons and I did an abbreviated drive with our Model A's this morning driving south on PCH from Huntington Beach toward Laguna Beach. Unfortunately, Jim's car started backfiring causing us to make a U-turn just before the Huntington Beach Pier and return home. We did not immediately determine the cause of the backfiring but suspect a wire that may be shorting out causing a pause in electricity to the spark plugs. Jim is a good mechanic and problem solver so he'll figure out what the problem is and we'll schedule another cruise.



Members interested on joining us on an "unofficial. non-sanctioned cruise" can let me know they are interested and I'll give them the details. The date is Wednesday, July 8 at 9:30 a.m. We'll meet in the parking lot of the Huntington Beach Marine Wildlife Center on Warner at PCH.



(Continued from Page 4)

MUST GET NEW LICENSES TO DRIVE MODEL A CARS

Continued From the First Page.

of the State, according to Mr Goodwin, already hold unrestricted licenses, which permit them to drive cars of any type of transmission. There are still thousands of drivers in the State, however, who hold "restricted" licenses.

Both the A. L. A. and Mr Goodwin point out that it is not necessary to take this examination in the car you intend to purchase. If you succeed in passing the road test in a gear-shift car of any make, the license will authorize you to drive a car of the new Ford type.

The charge for the road test is \$2. The charge for the road test and license, if you have no license, or if your license has expired, is \$4-\$2 for the license and \$2 for the road test.

Registrar Goodwin expects no immediate rush on his department until after the first of the year, or until after the sale of new Fords becomes general.

Turns out there was a marble in the ashtray



SEAT BELTS in a Model A?

by Marian Blaydes, Springville, California

MANY purists might ask, "Why put something on the Model A that was not there in the beginning?" May I suggest that in the matter of seat belts, it is an excellent idea. My husband, Carson, and I are alive today, because he, at my encouraging, installed lap belts in our "A" just a week before our Great Adventure.

On May 6, 1992, we were very excited about starting what we hoped would be a 10,000 mile excursion in our 1928 Sport Coupe. Our plan was to leave our home in the foothills of California's Sierra Nevada range, travel on the "Loneliest Road in America," Highway 50, to Dodge City, Kansas, then start southward toward Pascagoula, Mississippi. It was there that Carson was to meet his Navy buddies for a reunion.

The "A" performed in an excellent manner, even carrying us safely, and in relative warmth through a snow storm on Colorado's Monarch Pass (11,312 feet in elevation). It was a new experience

We were flipping end-over-end through the air, and rolling from left to right while traveling approximately 350 feet after the impact.

for me to ride in a car that had the windshield obscured with snow. The windshield wiper system on the Model A is for the driver only, as most everyone knows!

Our only problem, in so far as the mechanical performance of the car, was to experience a flat tire, the right rear. Somewhere along the

way we had picked up a sliver of metal, which punctured the tube in three places. We found one is never short of help when working on a vintage car while on the road. Immediately, a rancher who was returning home from moving cows from one pasture to another, offered his help in mounting the spare tire. Part of his conversation was, "I had one just like this, only it was a Fordor." Within minutes we were on our way again.

We took 10 days to reach Pascagoula. The reunion was wonderful, full of renewing old acquaintances and seeing the christening of the new LHD-3, the third ship in the United States Navy to wear the name USS Kearsarge, the ship Carson and his buddies were on in the 50's.

After leaving Pascagoula, we started what was to be a leisurely meander through the panhandle of Florida and up the east coast of our land, with our ultimate destination being Dallas and the MAFCA National Convention - we didn't get that far!

Just after lunch on that beautiful sunny day, we were traveling at our usual 45 m.p.h. and had just commented on the speed at which we observed most of the other cars traveling. Practically as soon as that observation had been made, the most horrendous explosive sound occurred. The next few moments in time are somewhat blurred in memory, but our speed had increased approximately 15 m.p.h.! We had been struck from the rear by one of those speeding modern cars. The impact burst and

shredded both rear tires, which was the explosive noise. The offending vehicle buried the front half of its length under our Model A past the rear axle. We were no longer on a horizontal plane. Our car had been launched like a rocket, more than slightly off kilter. We were flipping end-over-end through the air, and rolling from left to right while traveling approximately 350 feet after the impact. On one bounce the right front wheel was severed from the axle at the king pin. Before it reached its final resting place, the Sport Coupe skidded backward for about 50 feet in the sandy Florida soil. The car ultimately rested on the passenger side with the door folded back to the hood. Our projected tour of 10,000 miles was cut short to only 3,019 actual miles!

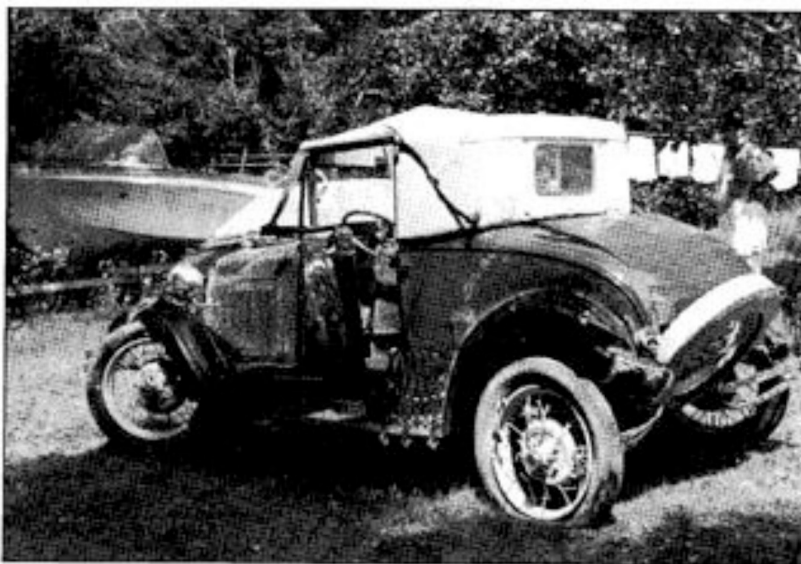
The point of this whole article is to laud the use of seat belts. If belts had not been installed before our trip, we, like the entire contents of the car, would have been thrown out. For that is exactly what happened to all the contents of the car including Thermos jug, purse, spare parts, maps, etc. There was nothing in the interior of the car but us!

We and the occupants of the other car were basically unhurt, for they too, had their seat belts secured.

After flying to our home in Springville, CA from Florida, and after resting and recuperating from our ordeal, we felt able to attend the 1992 MAFCA National Convention in Dallas, but made the journey in a modern car.

Our experience has not "turned us off" Model A's; in fact, already, much effort has been expended toward restoring a 1929 Town Sedan purchased just before the start of the fateful trip. Hopefully, with seat belts installed, we will be traveling to Tacoma in 1994 for the combined MAFCA-MARC Meet.

We thank God for His ever-vigilant care, Henry Ford for making such a wonderfully well-built car, and I especially thank my husband, Carson Blaydes for installing the seat belts. Without them, I am convinced this story would never have been written!



The Blades' Sport Coupe after flipping end-over-end at 60 m.p.h.

Installing Fuses on Your Model A-Jim's Technical Tip

By: Jim Cannon

Just to prevent a small electrical problem from becoming an even bigger one, many of us like to install a fuse on our Model A. You've all seen them, the little fuse holder that mounts to the side of the starter switch, holds a little glass fuse, and connects to the solid yellow wire. A great idea, but it has a few weaknesses.

First, an open fuse holder like this will eventually corrode as it is exposed to the elements. Oil mist and road grime will collect it and give you a bad connection. Vibration from the engine will loosen up the little metal clips that the fuse snaps down into. With time, this little fuse holder becomes a trouble spot in your electrical system. I've seen it several times on tours.

It is possible to purchase a molded fuse holder with a waterproof cover that snaps securely over the fuse (see photo). It uses a flat, blade-type fuse that can be obtained in any amp rating you need. They work on 6 volt or 12 volt cars. You splice it into the wiring harness and solder the connections (not just crimp them on). Cover with woven loom to hide everything except the fuse itself and it disappears (mostly). Much better.

I'm often asked where to put the fuse. If you only put it on the solid yellow wire at the starter switch, if it ever blows while driving, your engine will die right there. This might be at a very bad time to have no power, when you really need your engine running. It could be dangerous.

Most shorts that would cause a fuse to blow are in the lights or the horn. I recommend putting fuses in the two solid yellow wires coming off of the generator (alternator) that go to the headlight switch and the horn. If one of these fuses blows, you won't have lights or a horn, but your engine will still run. Figure out how much current your lights draw and put a fuse about 25% bigger than that on that wire. The same with horn wire. If you accidentally use too small of a fuse, it will blow and you replace it with one of a slightly higher amp rating.

Once you have installed these first two fuses, then you add a third fuse to the yellow wire coming off of the starter switch. Use a fuse amperage here that is a bit bigger than the s you used for lights and horn. This becomes your protection against a really big problem in all of the wires besides lights and horn (like ammeter and associated wires). This fuse should not blow if you have a short in the lights or horn, so the engine will keep running and you can limp home (without horn or stop lights -- be careful). But if you have a major short, one capable of starting a fire, the 3rd fuse will blow and save your car.

This is one of my more complicated Tech Tips. I hope it helps your car stay safe and reliable. I'm always open to feedback. Have a Model A Day! Jim

The Super-Finish for Auto Bodies and Fenders

COL-O-TEC Oil Lacquer



PAINT YOUR OWN CAR

FOR AS LOW AS
\$1.18
AVERAGE CAR

Two pints of Col-O-tec Oil Lacquer (\$1.18) will give the average car two (or even three) coats, producing a beautiful finish.

Just brush or spray it on . . . it flows out evenly. Dries without brush marks.

Deep, velvet, semi-gloss finish that does not streak or fade; and so durable that washing, scrubbing and polishing does not mar it. Can be polished to a high lustre.

Much safer to use than a true lacquer because it can be used over enamel, paint or lacquer without danger of "lifting" old finish.

Anyone can use Col-O-tec Oil Lacquer with perfect satisfaction. Sets dust-free in 1 hour; dries hard in 3 to 5 hours. Goes a long way, and very economical to use because of its exceptional covering and hiding qualities. For automobiles, bicycles, toys, furniture, woodwork, and any wood or metal surface, either interior or exposed to weather. Comes ready to use.

Sixteen Colors: Black, Cream, Twilight Blue, Royal Blue, Limousine Blue, Bright Red, Rich Maroon, Bright Green, Coach Green, Light Brewster Green, Dust Brown, Golden Brown, Pearl Gray, Steel Gray, Green Gray, in pints and ½-pints. Also White and Orange in ½-pints only.

½ PINTS (G697)	34c
FULL PINTS (G686)	59c
1-Gallon Can (shipped direct from factory, not prepaid)	4.42
G696—THINNER for Oil Lacquer, ½-pint can	*10c

Clip on Some Elegance

By: Sherry Winkinhofer
Northwest Missouri Model A Ford Club

"When a woman can't afford a new dress, she buys new costume jewelry to brighten up her old ones." I found this quote in a 1930 article discussing fashion. To me, it highlights the austerity of many of the working-class women of the Model A years. While a working woman could not afford to buy a new dress frequently, she could be a master at changing her looks with accessories. Dress clips were a new fashion embellishment that could be purchased inexpensively to bring new life to last season's wardrobe.

Read the full article on the MAFCA Website at http://www.mafca.com/ef_articles.html and learn how dress clips were used in daily fashion during the Model A years!

Dress Clips – A Small but Classic Accessory
www.MAFCA.com July 2020



A Diamond Clip Brooch set by Cartier

A Cartier Clip Brooch

Clip Brooch, Cartier, London, 1929

VERY NEWEST "PINCLIPS"
ANY TWO FOR **65c** EACH **35c**

FOR HAIR HATS DRESSES

18F1902—Charming New Style. "Platinoid," white metal, clips that will not discolor. Do not confuse this high grade with cheap inferior clips. Mounted with tiny white brilliants. Make ideal Christmas gifts. Specify style by letter. Shpg. wt., each, 2 oz.

Sears, Roebucks, and Co. Fall/Winter Catalog 1931-32. "Any Two for 65c."

EC506—Clip ornament in modernistic design. French enamel with egg shell effect, non-tarnishing chrome finish. \$1.50 ea.

Cloisonné dress clips from the Chas. L. Trout 1931 catalog

Newest CLIP-PIN

\$1.00 POSTPAID

26W321—Clip Pins are the rage in Paris—wear them on your shoulder, your hat, or where you will. Three baguette shaped brilliants and two large full cut stones in a background set entirely with sparkling white rhinestones. \$1.00

Costume

Wear two of these exquisite Clasp-Ons says fashionable Paris. One perched on the hat, the twin grazing the frock. White metal with sparkling imitation diamonds. Clasp them anywhere. Postpaid. **14K608A Price, 79c** each.



A "whitestone" dress clip from the Chas. L. Trout 1931 catalog



USC LIBRARIES - THEOLDMOTOR.COM



Claudette Colbert wearing dress clips on her straps. From "The New Movie Magazine", July 1931



Carole Lombard on the cover of the "Motion Picture Magazine", November 1931.



ORANGE COUNTY
MODEL A FORD
CLUB

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

Next General Meeting

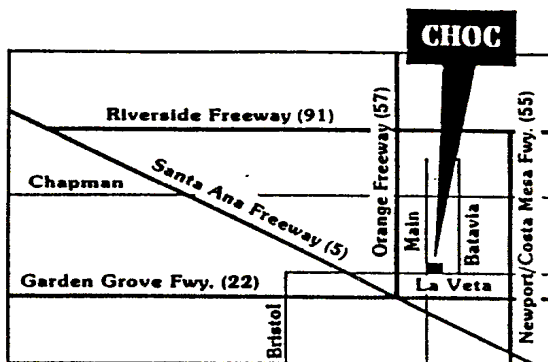
7:30 PM

[Second Thursday of every month]

Next Meeting Some Day Soon

CHOC Hospital Complex

1201 W La Veta, Clinic Bldg | 2nd Floor,
Orange, CA 92868



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 meeting room through the double door entry off the 2nd Floor parking structure

We are on the Web!
www.ocmafc.org



Return Address:
Post Office Box 10595
Santa Ana, CA 92711

To:

[Empty rounded rectangular box for recipient address]

First Class Mail

Stay Safe!