

Orange County
Model A Ford Club



THE

DISTRIBUTOR

59 Years



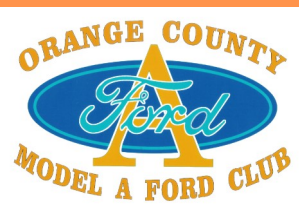
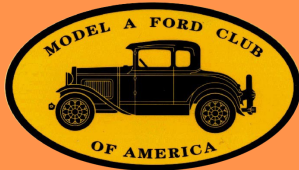
Volume 60 Issue 6

June, 2020

Editor Tissy Smith-Hatcher

It never hurts to
keep looking for
sunshine

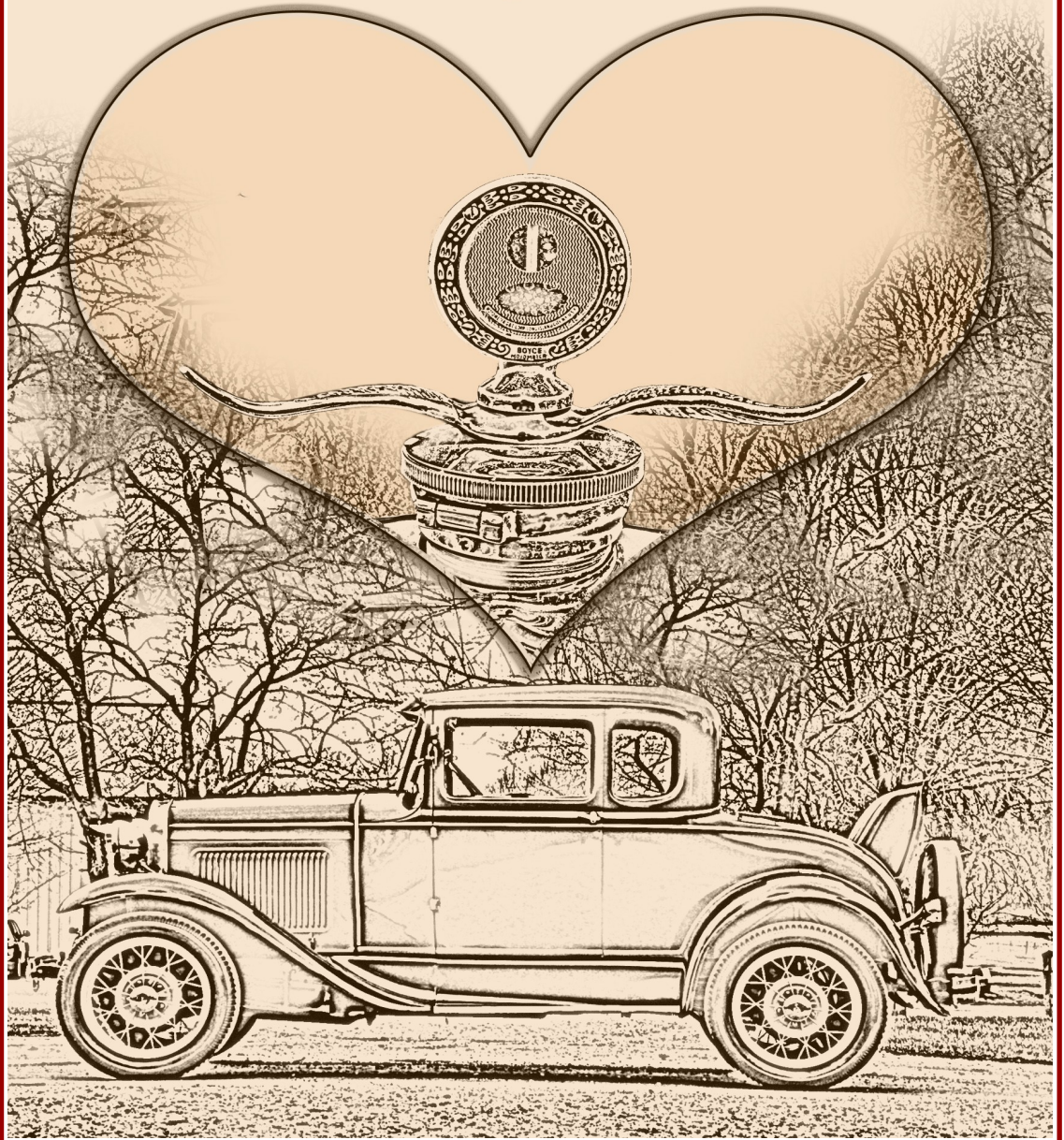
Eeyore



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*We miss sharing time with our friends.
When we can't be together,
keep us in your heart.*



News From the President

By Louise Hall

As we round the corner to June, we are hoping to see more opportunities to get out and enjoy those cars. We've missed seeing you at meetings in April, May and now June. Not sure about a general meeting in July, maybe a board meeting. Unfortunately, our annual ice cream social has been cancelled this year.

On a positive note, we have tried some new things. We have had a couple of zoom social meetings. And we've been invited to participate in some non-club drive bys. The one constant in our lives is that things will change. We've tried to keep up with each other via phone conversations and emails. But there's nothing like that personal touch.

In looking at the May/June Restorer I see that our club isn't unique in having to cancel annual events. The biannual National Convention was rescheduled to June 2021. They remind us that it is best to err on the side of caution and not expose our members to a disease that seems to be hitting our age bracket particularly hard.

Although the club has come to a complete stop, I want to thank all those board members who continue work behind the scenes. I want to thank Marilyn Hawkins for her job as treasurer, it is a job that never stops. With Bob hospitalized we realize her stress level is pushed and want to make sure she knows she is supported and appreciated. Our secretary, Norm Kredit has been undergoing some stressful health issue.

I want to quote Kaye Sage of the Sooner Model A Club in Oklahoma.

"Our Model A's have been a part of happiness, wars, a depression, sadness, and challenges. Our Model A's and our ancestors persevered. Now it's our turn to show our strength as we face the challenges that confront us. Let's get out in our old Fords, and as we go down the road, let's wave at each person we see. Maybe we can share some happiness and put a smile on each face that looks our way"

Enjoy your time, make the most of each day, and we'll gather soon!

Louise



Life is like a
CAMERA
 just focus on what's IMPORTANT
 & **CAPTURE**
 the good times
DEVELOP from the negatives
 & if things don't work out
JUST take another **SHOT**



June Brides

By: Harriett McNeill
MAFCA June, 2014



With the June wedding season approaching, here is what a bride needs before the wedding, as suggested in *McCall's*, 1931. For each bed, four sheets, six pillowcases, one pair blankets, one comforter. Also, one dozen bath towels, eighteen face towels, eight guest towels, one dozen wash cloths, two bath mats, one dozen dish towels, six glass towels, table cloths, tea cloths or place mats, large or medium size napkins, tea napkins, bureau covers, doilies, dusters, etc. The custom was that if the girl could afford it, she was to bring into the marriage enough of the household linens to start the running of a new house or apartment. She could have had embroidered sheets to dozens and dozens of table napkins, but the bride could also start comfortably with items from the above list.

Personally, for clothing, especially underthings, the bride was to have enough to last at least six months to a year. She needed not less than: four sets of underwear, four nightgowns, six pairs of stockings, three good pairs of shoes (two day and one evening), one kimono/negligee and slippers, twelve handkerchiefs, two morning dresses. Also a good suitcase was needed and maybe a trunk for going away AND enough loose cash in her purse so she did not have to ask for money on the very first day of the wedding trip.



Gifts were always sent to the bride, and if they arrived after she left for her honeymoon, they were opened by her mother and recorded in the "bride book" so the gifts could be acknowledged promptly upon her return. The wedding dress and bridesmaids' dresses were to be simple and youthful unless the wedding was in the evening, then they would be conservative evening dresses. I thought it interesting that if you were married in your going away dress, you would only have a maid of honor who would wear a street dress and hat. The most practical thing was consideration of expenses. The bride's family and the groom's family were responsible for certain expenses just as they are today. One note---there was no mention of a rehearsal or rehearsal dinner.

The word for the day was:

Don't start your life's greatest venture with nerves and body below par.



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

My COVID-19 Kit

By Don Dormeyer

I'm not qualified to recommend anything, this just what I do.
I carry this in the car when I go out, and when it might be needed.
Kit contains:

Face masks - usually several disposable type masks

Gloves – plastic, nitrile or latex disposable gloves

Eye protection - comfortable safety glasses or eyeglasses; nothing too extreme

4 “wet” disinfectant wipes in a plastic bag. Usually keep 2 bags in kit.

Pen with a soft stylist tip for touch screens and buttons.

Debit card ready in shirt pocket so I don't have to get it out my wallet.

PROTOCOL When I must go out to get anything we can't get delivered, etc. (I'm right-handed)

Left hand is my clean hand and is in my pocket almost all the time.

Left pocket contains one plastic bag with disinfectant wipes in it, if needed.

Right hand is gloved and is the working hand.

Tucked inside the palm of the right glove is a folded wet disinfectant wipe with the tip accessible.

Soft tip pen stylist is in my shirt pocket with my debit card.

If I HAVE TO touch my face it is with a disinfectant wipe.

If I touch anything else, it is with my right hand (gloved)

My left hand is available to retrieve the disinfectant wipe from inside my right glove and use it when needed,

Then return the wipe to the glove. The wipe is heavily saturated with disinfectant.

When done, I use the wet wipe to clean the glove before taking it off, or use medical glove procedure if you know it.

When I get home, I wash hands thoroughly with soap and water, dry on a paper towel and then use the paper towel to turn off the water.

If any “EVENT” happened, like someone sneezing on me, I would take further measures as appropriate.

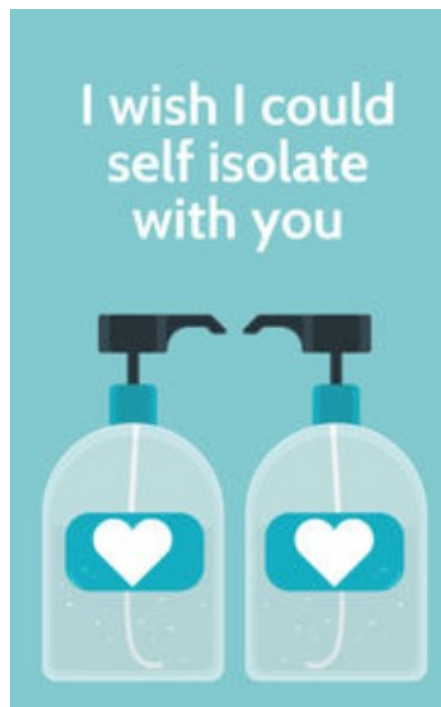
Would love to hear any thoughts for improvements.



**Deadline for
submissions for the next
Distributor is
July 20, 2020**

**Submit all Articles and ads
to**

**tissysmith1@gmail.com
or mail to
P.O. Box 10595
Santa Ana, CA 92711**



**The Ice Cream Social
has been postponed
to next summer**

2020 BOARD MEMBERS

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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.

Please Note: Some information contained in our newsletter has been reprinted from other newsletters; we thank and acknowledge them.

General Meeting Minutes

Due to the COVID-19 virus, the OCMAFC has not met for the months of April and May. All Board meetings and General meetings, as well as special tours and breakfast gatherings were also canceled. All Board activities have been by e-mails or telephone. In March our annual Pancake Breakfast also had to be canceled. The Board, at the suggestion of Special Activities Chairman Frank Reese, has passed a motion by majority vote to request the return of our deposit from the City of Orange with the intention to reschedule this special activity in early 2021. The months of June, July and August are not scheduled at this time due to the virus and facility issues with our meeting rooms at CHOC. The Board will continue to pursue other arrangements with consideration of the safety of members and what regulations allow. The Board solicits your suggestions on moving forward. Please contact via telephone or e-mails to any Board member. Check the newsletter, Website or e-mail for more information as this situation evolves. Keep your tires up and your batteries charged until we can meet again.
Norm Kredit, Secretary



Joanie & Bruce Harris thanks Joanie for being the first member to respond when we asked "How are you doing? Let us know." She said she is having FUN!! Making the best of the quarantine.

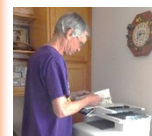
Mary Dormeyer went for a walk today in the neighborhood and fell. Some bruises, a fractured elbow, and a few stitches on her forehead at the emergency room. No Covid-9. Resting and in good spirits.



Bob Hawkins fell twice last week (on his back in the house and in the street where he banged up his knee) and struggled to stop the bleeding. Doctor called and said take him to the hospital as he had low hemoglobin. Stayed at Kaiser hospital for 2 days. Because of COVID-19 no one could visit him, even his stepson, the Catholic priest.



Bruce MacIntosh is scanning about 4 decades of OCMAFC Distributor newsletters from early 1960s through 1990s for digital storage. **Becky** is crocheting from 1930's pattern books. In addition to a combination of good walks, cooking, reading, and working on the Model A of course.



Matthew MacWillie is on a slow road to recovery after his fall head first off the ladder. Ouch!



Norm Kredit has been in extreme pain from his back. He has been taking medications to help with the pain, but the medications make him sleepy. He has undergone multiple tests. **Lori** continues as caregiver.



Jim Persons reports that **Carol** is at home from the hospital. She having some at-home care. They are enjoying a visit from their granddaughter. Please remember the Persons, as Carol continues to recover.



Last, but never least...
Mel & Terry Collings got the best ticket. They are staying home and enjoying their time together.



The Literary Digest for July 28, 1928

Get behind the wheel and know the joy of driving this great new car

THE joy of driving the new Ford comes not alone from its speed—its safety—its comfort—its reliability—the pride you take in its beauty of line and color—but also from the pleasure it puts into motoring.

Instantly you start away for your first ride you have a feeling that here is an unusually alert and capable car. That here is a car fully equal to every need and emergency. That here is a car with a new eagerness to go. A new aliveness. A new responsiveness in traffic, on hills, and on the open road.

As the days go by, you find yourself developing a real friendliness for the new Ford—a growing pride that is deeper and more personal than just an acknowledgment of faithful service.

You long to be behind the wheel—to drive for the sheer joy of driving—to know again the sense of power, security and complete control that is yours when you ride in this great new car.

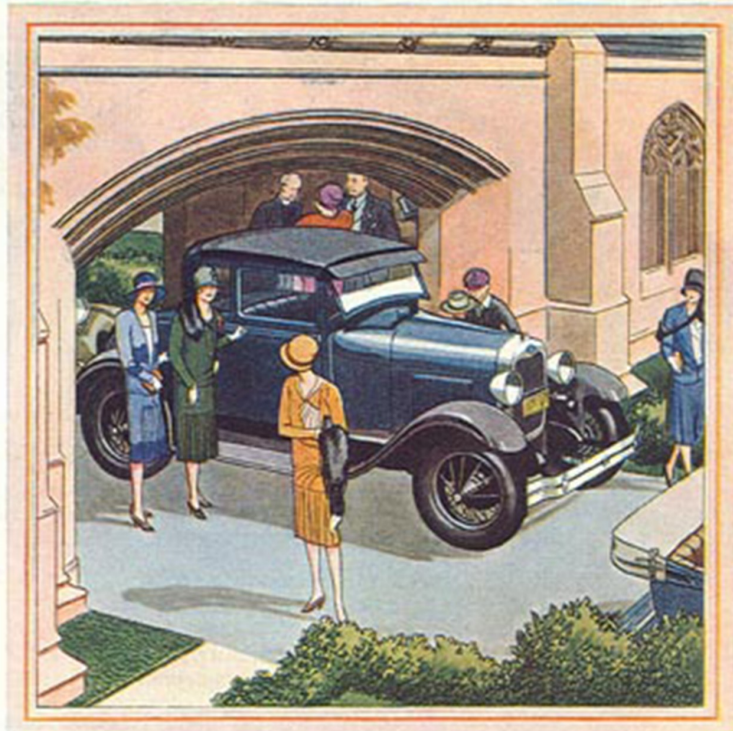
Watching the performance of the new Ford—studying its re-

liability—you begin to see that it is not just a new automobile—not just a new model—but the advanced expression of a wholly new idea in modern, economical transportation.

For now, at a low price, you can get everything you want or

FEATURES OF THE NEW FORD CAR

Steel body
Beautiful low lines
Choice of colors
55 to 65 miles an hour
40 horse-power
Remarkable acceleration
Four-wheel brakes
New transverse springs
Houdaille
hydraulic shock absorbers
20 to 30 miles per gallon of
gasoline
Triplex shatter-proof glass
windshield
Reliability and low up-keep cost



The new Ford Coupe is a splendid all-weather car for the modern mother and her daughter. Distinguished by the quiet simplicity of its lines. Richly appointed in every least little detail. A car that has been built to endure—to serve you faithfully and well for many months and years.

The Literary Digest for July 28, 1928

Looking forward from the front seat of the new Ford, you are impressed by its rugged strength and sweeping lines. Note, too, the unusual vision given by the narrow pillars and large windpans. The windshield in the new Ford is made of Triplex shatter-proof glass. This is an important safety feature.



need in a modern automobile . . . steel body . . . beautiful low lines . . . choice of colors . . . speed of 55 to 65 miles an hour . . . a four-cylinder engine which develops 40 horsepower at only 2200 revolutions a minute . . . quick acceleration . . . exceptional hill-climbing qualities . . . the economy of 20 to 30 miles per gallon of gasoline, depending on your speed . . . protected safety gasoline tank in cowl, with the advantage of direct gravity flow . . . mechanical, self-centering, internal expanding-shoe type four-wheel brakes which are positive in action, yet may be applied with the slightest pressure of the foot . . . four Houdaille hydraulic shock absorbers and new transverse springs of exclusive Ford design for easy-riding comfort . . . typical Ford reliability, low first

cost and low cost of up-keep. A Triplex shatter-proof glass windshield is provided in the Ford without extra cost.

The Ford Motor Company is able to sell such a really fine car at a low price only because of new manufacturing methods and production economies as unusual as the car itself.

As Henry Ford himself has said—"The price of the new Ford is low in accordance with the established Ford policy. We hold that it is better to sell a large number of cars at a reasonably small margin of profit than a few cars at a large margin of profit.

"We make our own steel—we make our own glass—we mine our own coal. But we do not charge a profit on any of these items or from these operations. Our only profit is



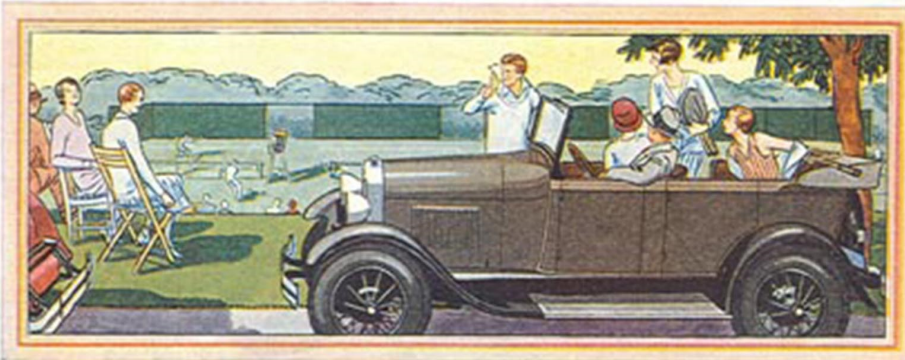
on the automobile we sell."

There are good and substantial reasons, therefore, for the quality that has been built into the new Ford and for its low price.

So we say to you—take a little while today to see the new Ford. Examine it carefully, part by part. Listen to its quiet, smooth-running engine. Know the thrill of driving it. You will realize there is nothing quite like it in design, quality and price.

The new Ford comes equipped with four Houdaille hydraulic shock absorbers, four-wheel brakes, Triplex shatter-proof glass windshield, five steel-spoke wheels, windshield wiper, speedometer, gasoline gage on instrument panel, dash light, mirror, combination stop and tail light, theft-proof coincidental lock, and high-pressure grease gun lubrication.

The new Ford Phaeton is low and feet, with a sweep of line that reflects the art of the master designer. Built to seat five passengers in rooey comfort. Finished in a variety of beautiful two-tone color harmonies. Top is collapsible and may be raised or lowered easily by one person.



FORD MOTOR COMPANY

Detroit, Michigan

Wheel Shimmy-Isolating and Correcting the Cause (From The Model A Trader —Spring/Fall 2000)

By: Darwin Kibby
Technical Director

*This month went by like a flash. Who would of thought time flies when you are bored out of your mind? This is more of an introduction than a technical tip. I wanted to do an article on fixing front end shimmy aka the death wobble. I happen to come across an old article titled "Wheel Shimmy", put together by Ron Becker for **THE MODEL A TRADER** in the Spring/Fall 2000 issue. John Yeagle, Editor/Publisher, no longer puts out **THE MODEL A TRADER**, so I've included the article here for your reading enjoyment. It does a much better job than I can of covering this important topic. Happy reading and stay safe!*

What is wheel shimmy? Webster defines it as an abnormal vibration or wobbling—not unlike a su-per market cart with a bad wheel! Shimmy is not only hard on your "A," it can be downright danger-ous to your health. Shimmy can occur at both low and high speeds. There's no single cause, but by using a systematic approach, the problem can be isolated and corrected. This article will give you some pointers on where to look and how to solve the problem. Addition information can be found in the references listed at the end.

First Things First...

Check the easy things first. Your tires are a good place to start. Look for uneven wear which could be a sign of incorrect tire pressure. Under-inflation is a common cause of low speed shimmy, not to mention the wear and tear on the tire itself. Use an accurate gauge and inflate the tires to 35 pounds minimum. If the shimmy is still present, at least you've ruled out the tires.

Move on to the wheels for the next check. If the lug nut holes in the wheel are worn, it's possible for the nuts to "bottom out" on the brake drum before the wheel is securely bolted onto the drum. Any looseness can result in shimmy. If the holes are worn, special washers are available to compensate for the wear, but in extreme cases it may be better to replace the wheel.

Check each wheel for bent spokes or rims. Either condition will upset the geometry of the wheel and create a wobble. Spokes can be straightened using wooden blocks and a C-clamp to apply pressure to the spoke. A slide hammer also works well in this application.

Checking a rim for straightness is a fairly simple procedure. Raise the wheel off the ground and place a block of wood on each side of the rim. Rotate the wheel and check the clearance between the rim and blocks. Any variation indicates a bent rim. Mount the two best wheels on the front of the car and the next best on the rear.

The worst wheel can be used for the spare. Bent rims are almost impos-sible to correct—if the wheel has severe rim dam-age, it may be wise to look for a new wheel.

Out of balance wheels can also be a source of high-speed shimmy. Driving around town, the unbalance may not be noticeable, but on the open road the problem will become obvious. Take the wheels to a tire shop and have them balanced.

Brake Drums, Bearings, and Spindle Bolts ~ Brake drums, wheel bearings, and spindle bolts are next on the list. Checking is a relatively straight- forward procedure. Start by inspecting the spindle thrust bearing sandwiched between the top of the spindle yoke and the spindle bolt. With all four wheels on the ground, try turning the bearing by hand. If you can turn it, the bearing needs a shim to take up the clearance (Figure 1). The object is to ensure that the weight of the car is supported on the thrust bearing and not the junction of the spindle yoke and axle. Any play at this point can result in hard steering and possible shimmy.

Jack up the front axle so that both wheels clear the ground. Place jack stands under the axle to support the weight of the car. Play it safe—don't rely on the jack alone!

Checking the brake drums comes next. Rotate the wheel and apply a slight brake pressure. The wheel should rotate smoothly and evenly. If the wheel tends to bind at one particular spot, the brake drum is out of round. At this point, you have two choices—either turn the drum or replace it.

Before deciding, keep this in mind—until August 1931 when cast iron drums were introduced, Model "A" brake drums were made from relatively thin 0.145" rolled steel. As a result, a badly worn or warped (Cont'd on Page 9)

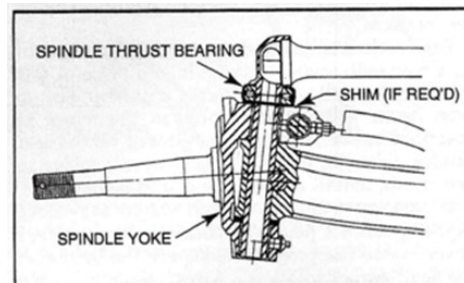


Fig. 1 - A shim may be needed to take up the clearance between spindle thrust bearing and spindle yoke.

(Cont'd from Page 8) steel drum may be too thin to machine. For safety, 0.120" should be the minimum wall thick-ness after machining. Anything less—replace the drum. If you plan on using your "A" as a driver, you may want to consider aftermarket cast iron drums as replacements.

If the drums are near the minimum thickness, but are still usable, consider installing "Rocky Mountain" reinforcing rings on the drums. As the name implies, the steel rings gained favor in mountainous regions where the sheet metal drums took a real beating. Clearances are fairly tight so any paint or rust must be removed from the drum before installing the ring.

A word of caution—ring installation is fairly straightforward, but requires heating the rings to a very high temperature, a procedure that can be dangerous if you're not careful!

A charcoal grill works well as a heat source. Bury the ring in the charcoal, heat it until it's red hot, then slip it over the drum. As the ring cools, it contracts, locking it tightly to the drum.

Next, check out the wheel bearings and spindle bolts. Grab the top and bottom of the wheel and try to rock it back and forth. Any play is an indication of either loose bearings or wear in the spindle bolt and/or bushings. If everything is tight, move on to the next check. If not, here's how to locate the source of the play.

Remove the front wheels and the cotter pin securing the spindle nut. Unscrew the nut and slide the brake drum and bearings off the spindle. Grasp the spindle and try to move it up and down. If there's any play, first check the spindle bolt locking pin. The pin is tapered and if it's loose, the spindle can move in the axle.

If the locking pin is tight, and there's still some play, either the spindle bolt or its bushings are worn and must be replaced.¹² If the spindle is tight, then the play must be in the wheel bearings.

Inspect the bearings for excessive wear or heat damage. Pay special attention to the condition of the inner bearing race and spindle (Figure 2.)

If the spindle nut has been over-tightened, or there's insufficient grease in the bearing, the cone may have spun on the spindle damaging both the wheel spindle and the bearing. Worse case, a spinning bearing race can actually generate enough heat to weld itself to the spindle! If there's any doubt about their condition, replace *both* parts.

Grease the bearings thoroughly with wheel bearing grease. The rollers inside the bearings must be completely coated. Slide the inner bearing on the spindle until it seats against the spindle backing. Install the brake drum, outer bearing, washer, and spindle nut. Tighten the nut until you can feel the drum begin to drag. If a torque wrench is available, go for about 10 ft. lbs. Back off the nut one or two notches—the drum should revolve freely with no play. Install a new cotter pin and check the other wheel. Reinstall the wheels and torque the lug nuts to approximately 64 ft. lbs.

Linkages and Steering Gear Box ~ Next, check the steering linkages. Grasp a wheel and move it back and forth while observing the drag link and tie rod ends for any looseness. Any play at this point may indicate worn spindle or Pitman Arm balls or possibly wear in the linkage connections. By unscrewing the end plugs, the drag link and tie rod can be removed and the balls inspected for wear. Several vendors offer ball replacement if needed. Check the components inside the linkage ends for wear and replace as needed. Replace the end plugs and tighten each one to 15 in. lbs (that's *inch* lbs.).

The steering gear box comes next. Before doing any of the following checks, make sure that the box is bolted tightly against the frame. A loose box can introduce unwanted play into the steering system. If needed, tighten the two bolts holding the sector housing to the frame.

Grab the Pitman Arm, move it back and forth, and check for looseness. Any play could mean that the sector gear, worm gear, or bushings are worn or the gear box needs adjustment. Turn the steering wheel and check for any up or down movement of the arm. If there is, it could be an indication that the steering sector shaft bushings are worn. In either case, the steering gear box should be thoroughly inspected for wear and possible mis-adjustment.

A word of caution—rebuilding or adjusting the Model "A" steering gear box is not a job for the novice. This would be a good time to check with other owners who have either done the job or can recommend someone who has. If you want to see what's involved, detailed procedures can be found in the *Model* (Cont'd on Page 10)

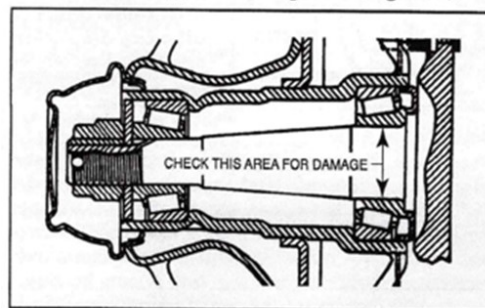


Fig. 2 - Check the condition of the inner bearing race and spindle surface. If the cone has been spinning, friction generated heat may have damaged both the race and the spindle.

(Cont'd from Page 9) *A Ford Mechanics Handbook.*'

Radius Rod Assembly and Ball ~ A loose radius rod assembly (wishbone) can also be a source of shimmy. On the Model "A," the radius rod assembly serves two purposes; it adds rigidity to the front axle and also helps establish the proper spindle bolt caster angle.⁴ The rod assembly terminates in a 1-1/2" hardened steel ball which fits into a socket on the bell housing. Spring loaded steel caps bolted to the socket keep the ball in place. As the ball and/or steel caps wear, the ball becomes loose in the socket reducing axle rigidity and messing up the caster angle—perfect conditions to induce shimmy.

Caution—Before removing the socket caps to check the ball for wear, place a support under the radius rod assembly to prevent it dropping down when the caps are removed. If the ball is worn, it can be ground down and a replacement ball welded into place. New socket caps and hardware are readily available from most full-service Model "A" parts vendors.

While you're at it, check the radius rods. If the front axle has sustained any damage over the years, it's possible that the rods may be bent. Using the proper equipment, radius rods can be straight-ened—a job best left to the professionals.

Springs and Mounting ~ Check the front spring U-bolt nuts for tightness. If they're loose, both the spring and front axle will be free to move resulting in shimmy. Remove the cotter pins and tighten the nuts securely. Be sure to install new cotter pins.

Inspect the front spring for worn or broken leaves. If the spring looks like it needs work, it can be removed and rebuilt. Once again, proceed with caution—removing the front spring can be dangerous if not done properly—get some experienced help before attempting this project!

Wheel Alignment ~ If everything checks out to this point, the next step is a complete wheel alignment. The object is to ensure that toe-in, caster, and camber meet original factory specifications. The wheel alignment procedure is beyond the scope of this article but step by step instructions can be found in the *Model A Ford Troubleshooting & Diagnostics* manual.⁴

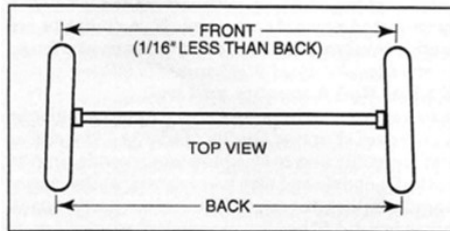


Fig. 3 - Toe-in is adjusted by varying tie-rod length.

Of these parameters, only toe-in is fully adjustable and is set by varying the length of the tie-rod. When properly adjusted, the distance between the front of the wheels will be 1/16" less than the corresponding measurement between the back of the wheels (Figure 3).

Correct toe-in is essential for front end stability and to prevent wandering while driving in a straight line.

Camber is designed to provide easier steering and reduce tire wear when turning. Camber angle is determined by the axle and spindle design and will be 3-1/2 degrees unless the axle is bent (Fig. 4).

Caster is the parameter that ensures the front wheels will return to center after a turn. Of all the front-end parameters, caster is the most critical with regard to shimmy. Caster angle is determined by the front spring position, the radius rods, radius ball and socket, and the axle. If these components are within specification and the axle is not bent, the caster angle will be 5 degrees (Figure 5).

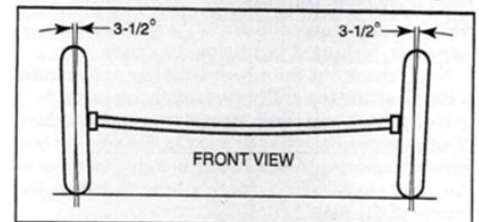


Fig. 4 - Camber is a non-adjustable parameter.

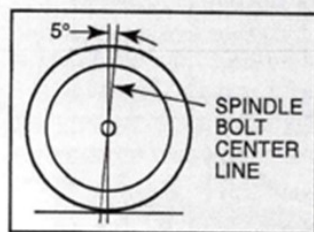


Fig. 5 - Caster angle is determined by the front end design and is non-adjustable. If all parts are within specification, caster angle will be correct.

The Front Axle ~ Persistent shimmy after the wheels have been aligned may indicate that the axle is bent. Model "A" front axles have seen plenty of bad roads, pot holes, and ruts in their lifetime and a bent axle is not out of the question. Checking a front axle requires careful measuring but it can be done. Bent axles can be straightened using a hydraulic press, something most owners don't have, so it's a job for the professionals.

Once again, replacing the axle could be a better choice. (JY)

Ron Becker, "Restoring the Model "A" Front Axle -Part 1," *MODEL A TRADER*, Summer 1995

Ron Becker, "Restoring the Model "A" Front Axle -Part 2," *MODEL A TRADER*, Fall/Winter 1995 'Model A Ford Mechanics Handbook - Les Andrews. Cottage Hill Publishing, 22126 Cottage Hill Drive, Grass Valley, CA 95949



FOR SALE: 1930 155-C Murray 4 Door for sale. Green with black, mohair upholstery and woodgrain dash. Bought the car from Fred Upshaw, noted Fullerton antique mechanic, in 1987 on a DMV mechanic lien sale. Owner was killed in the Korean war, never picked up the car, and Fred stored the car for more than 30 years not wanting the owner to show up and having his car gone. Good touring car, not a show car. I have reduced the price to \$11,500/negotiable. Call Richard Riggs 714-889-9919



FOR SALE: 1931 Model A Pickup hard-top. Asking \$15,000 or best offer. Call Walter Zalimas 623-341-6756



FOR SALE: Four Tires 6.00-16 black sidewalls. 15 years old in "good" shape according to owner. If interested, please contact Bob Carver at rcarve@sbcglobal.net or Don Ratzlaff at 714-388 8455.

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Next General Meeting

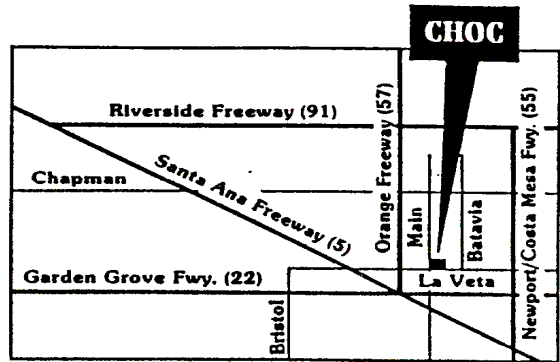
7:30 PM

[Second Thursday of every month]

Next Meeting Some Day Soon

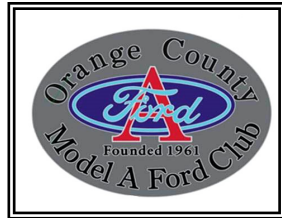
CHOC Hospital Complex

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!
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