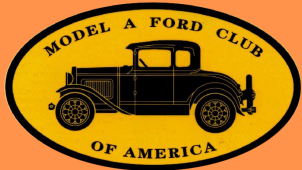


Orange County
Model A Ford Club

THE DISTRIBUTOR
59 Years



Right now, being strong is our only option if we want to conquer this virus.



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Volume 60 Issue 5

May, 2020

Editor Tissy Smith-Hatcher

Think positively and exercise daily, eat healthy, work hard, stay strong, build faith, worry less, read more, and be happy. We are in this together and will soon be back to normal club activities.



News From the President

By Louise Hall



We are still here! That's the good news. I'm sure most of you are feeling weary of looking at the same four walls. Driving your car is a perfect way to get out. There is little traffic, so take a ride. Rick and I went to downtown Orange last week and picked up some great Mexican food from curb side service, then had lunch on a bench around the plaza. We were careful of social distancing recommendations. It felt great to get out and we got to watch dogs and babies playing – from a distance, of course.

We've heard some suggestions that the club do a stay in your car tour. Sounds good, but it doesn't feel like a good time to do this as a club. If you want to take a ride with some friends, that sounds like a fun idea, it just can't be an official club event.

I'd also like to remind you that use of club members email addresses need to be about club or car business only. We are a car club so let's leave any political or other personal options for other platforms.

Please join me in thanking Frank Reese for months of negotiation to procure a bigger storage unit for our use. Frank negotiated a great deal from the storage unit owners. Then Frank organized some club members to move and organize all the club stuff. The team included Richard Bolls, Bruce and Becky MacIntosh, Don Ratzlaff, Jim Runyon and Dom Cimarusti. I know everyone appreciates all your efforts and the roomier unit.

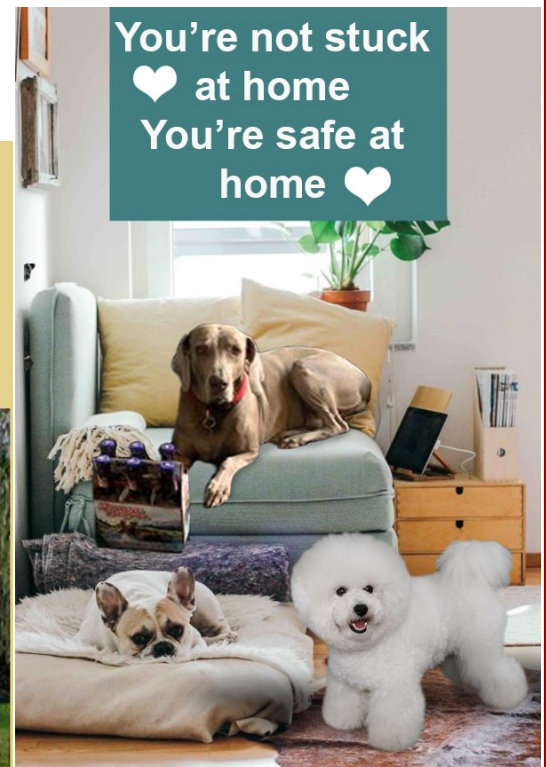
More good news. We did an email to ask if anyone in the club needed help during this period of isolation. No one responded, so I think everyone is okay. But we had several people offer their help! Another testament to the kindness and generosity of our members.

Kaci and Joe are in the process of setting up a Zoom meeting. Watch your emails for the time and date. What is Zoom? It is a web conferencing platform that is commonly used for audio and video conferencing. It is now commonly used for school classes, family chats and happy hours among friends. There have been some security concerns, that is why you will need a password as well as the meeting number. These numbers will be included in an invitation sent to you only if you send Kaci your email address. Rick and I have used it numerous times and had a lot of fun seeing our friend's faces. The purpose of a club zoom meeting would be purely social. No club business will be conducted.

Hope you are all well, and we'll see you soon. Meanwhile stay safe and try one of our upcoming zoom meetings to catch up with your OCMAFC friends.

Keep on smiling, Louise

We're interested in how you are staying busy. Drop us an email and let us know what activities you are enjoying. Here's mine--I paint.



Upcoming Tours and Activities Calendar

YOU'RE INVITED



To Our Members'

ZOOM MEETING

Joining together in comradery and friendship



TOPIC: MODEL A'S

DATE: MAY 15, 2020

TIME: 2:00 PM

MEETING ID: 738 9099 1706

PASSWORD: MODELA

URL: <https://us04web.zoom.us/j/73890991706?pwd=Y3pXMS9qdlkx1bUhRYmdKYW9NeDAvdz09>

DOWNLOAD THE ZOOM APP IN ADVANCE ON YOUR PHONE, COMPUTER, OR TABLET.

How many members are now wishing they could tell a story and receive



that Hard Luck Trophy?

Jan 11 (Sun) Ocean Ford Expo, Ilwaco Raceway

ACCC Update: Car Show Placards—Fact or Fiction?

By David Knapp
ACCC Representative

One of the most entertaining parts of any concours is reading the placards placed at the front of each car on display. These snippets of information are supposed to inform spectators about the cars they are viewing, but oftentimes, the information shown is more historical generalization than the personal history of the actual car on display. A combination of the two would be ideal.

What's most frustrating are the false assumptions that some car owners use to elevate the status, rarity, and value of their cars by stating details that are totally unfounded. It would be a labor-intensive task for concours organizations — most of which are short on staff—to verify and rewrite all the placard information provided by car owners. At the very least a little bit of editing is in order, so spectators are not misled.

The biggest falsehood often seen on placards is when a car owner states: "...of the 365 cars built, this is one of only four remaining." Really? And how in the world does the car owner know that? Unless he checked every garage, barn, building, and field in every town and city, in every country, on every continent, there's no way to accurately state how many survived. Although there are several very limited-production cars whose survival status can be verified, such as Ferrari 250 GTOs and Hemi 'Cuda convertibles, for the vast majority of automobiles it's simply impossible to know.

The phrase "known to exist" is the correct terminology that needs to be written down on these placards, and in magazines, club newsletters, websites, and auction catalogs, too. In other words, the above statement should be written as: "...of the 365 cars built, this is one of only four known to exist." For the sake of history, we all need to do our part in being as truthful and forthright as possible.

Another misleading fact is when a car's true production output is not mentioned, only that of the exact particular model on display. Using a 1971 Pontiac GTO Judge convertible as an example, instead of stating, "one of 17 built," the truth is that Pontiac produced 661 GTO convertibles for the 1971 model year, therefore, the correct statistic should be written as: "Of the 661 GTO convertibles built this year, this car is one of only 17 equipped with the Judge option." Without mentioning the 661-production figure, spectators will be misled into believing that only 17 1971 GTO convertibles were built.

Perhaps the most misleading word of all is "original." It's amazing how many times we've read placards that stated: "...completely original, new paint and interior." What should have been written instead is: "...restored to original condition." If a car has new paint and a reproduction interior, how can that be considered original? That shiny new paint and perfect upholstery is not original to the car and clearly wasn't on the car when it first rolled off the assembly line, therefore it's not original.

(Reprinted from the ACCC Newsletter—it's either this something political in nature!)

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

Submit all Articles and ads to

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

**Looking for something new
to watch? Try YouTube and
search the US National
Archives. Private Snafu in
"Censored.", 1944 was
interesting.**

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
 310-938-6872/dkibby714@att.net
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.

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



THE DISTRIBUTOR

March, 1969	THE MODEL A FORD CLUB OF AMERICA ORANGE COUNTY CHAPTER	Volume 10 Number 3
Editor, Sandy Antonacci Publisher, Pat Douglass		

As of this writing, we may not be able to hold our Spring Pancake Breakfast, as there still is eight feet of water running through the Orange City Park parking lot in the creek bed and the park is closed. If we don't get any more rain and they are able to shut the water flow off at the Villa Park Dam, we still may be able to have it. So keep your fingers crossed. If it has to be called off we will contact everyone and inform them of the cancellation. (editor's note)
 (The breakfast has been called off.)

Many thanks to Bruce MacIntosh for locating this publication of The Distributor from March 1969



HOW ARE YOU DOING? EMAIL AND LET US KNOW. WE WANT TO HEAR FROM YOU.

Pam Heiland reports back that she is going crazy. Sounds like we should create a crazy phone tree.



Ford Begins Producing Face Masks, Respirators to Help America Fight COVID-19

U.S. automakers are rising to the call for help from U.S. first responders in the intensifying battle against COVID-19.

Ford is announcing further efforts and says it is teaming up with UAW along with 3M and GE Healthcare to quickly expand production of urgently needed medical equipment and supplies for healthcare workers, first responders and patients fighting coronavirus. This includes both face masks and protective gear along with respirators needed to save patient lives. Ford says in cooperation with the UAW it will assemble more than 100,000 plastic face shields per week.

“This is such a critical time for America and the world. It is a time for action and cooperation. By coming together across multiple industries, we can make a real difference for people in need and for those on the front lines of this crisis,” said Bill Ford, Ford’s executive chairman. “At Ford, we feel a deep obligation to step up and contribute in times of need, just as we always have through the 117-year history of our company.”

Respirators:

Ford team members are working with 3M to increase the manufacturing capacity of their powered air-purifying respirator (PAPR) designs and working jointly to develop a new design leveraging parts from both companies to meet the surge demand for first responders and health care workers. This new respirator could be produced in a Ford facility by UAW workers.

Ventilators:

Ford is partnering with GM Healthcare to expand production of a simplified version of GE Healthcare’s existing ventilator design to support patients with respiratory failure or difficulty breathing caused by COVID-19. These ventilators could be produced at a Ford manufacturing site in addition to a GE location.

“We are encouraged by how quickly companies from across industries have mobilized to address the growing challenge we collectively face from COVID-19,” said GE Healthcare President & CEO Kieran Murphy. “We are proud to bring our clinical and technical expertise to this collaboration with Ford, working together to serve unprecedented demand for this life-saving technology and urgently support customers as they meet patient needs.”

Work on this initiative ties to a request for help from U.S. government officials.

Respirators and Face Shields:

Ford, in cooperation with the UAW, will assemble more than 100,000 plastic face shields per week at a Ford manufacturing site to help medical professionals, factory workers and store clerks. Ford also will leverage its in-house 3D printing capability to produce components for use in personal protective equipment.

Ford’s U.S. design team also is quickly creating and starting to test transparent full-face shields for medical workers and first responders. The face shields fully block the face and eyes from accidental contact with liquids and when paired with N95 respirators can be a more effective way to limit potential exposure to coronavirus than N95 respirators alone.

Ford says the first 1,000 face shields will be tested this week at Detroit Mercy, Henry Ford Health Systems and Detroit Medical Center Sinai-Grace Hospitals. Roughly 75,000 of these shields are expected to be finished this week and more than 100,000 face shields per week will be produced at Ford subsidiary Troy Design and Manufacturing’s facilities in Plymouth, Mich.

Ford says it is leveraging its Advanced Manufacturing Center in Redford, Mich., and in-house 3D printing capabilities to manufacture components and subassemblies for use in personal protective equipment.

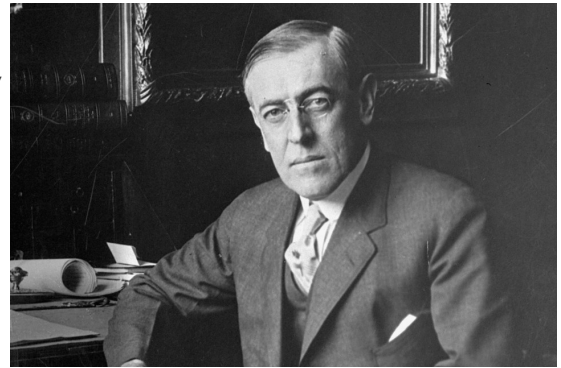
<https://www.carprousa.com/> as of 03/24/2020

Dave Jacek, 3D printing technical, wears a prototype of a 3D-printed medical face shield printed at Ford’s Advanced Manufacturing Center. Credit: Ford



Did You Know He Ran For Senate?

In 1918, then President Woodrow Wilson tried to convince Henry Ford that he should run for a Democratic seat in the Senate. By this time, his Ford Motor Company had been around for quite some time, and Ford was seen as a true American icon. Wilson clearly thought he would make a great addition to the Senate. In a letter penned to the President, Henry Ford said how much he would love to run, but pledged that he wouldn't pay a single penny in donations. True to his word, the businessman ran for the Senate without spending a single cent on his campaign. Incredibly, he still only lost by around 4,000 votes!



And It Wasn't Just Cars...



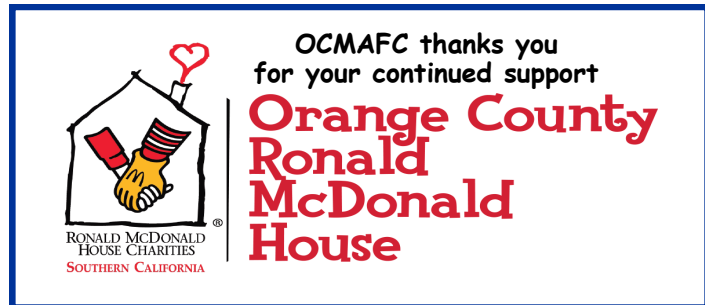
Many people associate Ford squarely with the cars that he and his company manufactured. And this is understandable, considering how popular and successful they became. But, it's important to understand that he did other things as well as manufacturing cars. You may not know this, but Ford also had a company that made charcoal briquettes! Yes, he apparently used the wood scraps from his automobile plants to fuel the production of his charcoal briquettes. The company he formed for this charcoal production was named Kingsford Charcoal. This was a nod to his brother-in-law E.G. Kingsford. The company still exists today, and they still manufacture charcoal, incredibly!



NEW MEMBERS
CHANGES
CORRECTIONS

Russell, Dean & Barbara, 5107 Seashore Drive, Newport Beach, CA 92663-2419,
Cell 909-725-9825; Email: deansrussell@aol.com; Joined 2020 1930 Model A

...ce masks have finally arrived!



ACCC Update: Something Fun!

By David Knapp
ACCC Representative

Here is a fun table of car seller statements. We had a similar one a year and a half ago, but these are new, well maybe you've heard them or used them when dealing with a used car so they aren't really new?

WHAT THE AD SAYS	WHAT IT REALLY MEANS
Stored in the same location for 30 years	It was in a field
Needs complete restoration	It's a parts car
Extremely rare	One of only 3,000 with twin cigarette lighters
A genuine survivor	It's in pretty bad shape
Selling due to illness	My wife's sick of it
Has a lovely patina	It's dented and rusty, and the paint is bad
Recent convertible top	It was new 10 years ago
Partially rebuilt engine	I replaced the water pump 12 years ago
90-percent restored	Just needs paint, interior, brakes, and engine work
Divorce sale	My wife left me because of this money pit
Project car	You're never going to finish this
A Classic!	It's a Rambler Classic
An appreciating Classic!	It's 10 years old
Some rust	The floors are gone
Rolls down the road fine	Has no engine or brakes
Shows 45,000 miles	I'll never admit the real mileage
Needs interior love	Has no interior
Completely original	Never maintained
Restoration started	I took a lot of parts off, then lost them
Would make an excellent rat rod	Not enough left to restore
Needs interior restoration	No instrument panel or seats

Installing New Radiator Hoses-Jim's Tech Tip

By Jim Cannon



Heat takes a toll on the radiator hoses, especially the upper hose. The radiator hoses on a Model A can be a pain to install, particularly the lower ones with the pipe. Here are a few tips I have picked up to make the job easier.

Use a lubricating non-hardening sealant inside the hose ends to make it easier to slide them on to the engine and radiator necks, and easier to move them around when you need to. The best one that I have found is called Hylomar AF (I get it from W.W. Grainger). A thin coating inside the hose helps it slide around when installing, and will also make it easier to remove in the future.

On the lower pipe, install one short hose on each end of the pipe and secure each with a clamp. Estimate where you want the hoses to be, but be prepared to move them later after a trial fitting. Slide the hose end first on to the radiator outlet at the bottom and slide it far forward. Then work the other end's hose over the cast iron water inlet and slide up. Feel through the hose to find the bead on the inlet and clamp on the engine side of the bead. Then tighten the clamp at the radiator.

The upper hose uses a similar technique. Slide the hose first down on the cast iron engine gooseneck. Carefully work the other end over the radiator inlet and slide it up. Then position the hose clamps near the end of the hose and tighten them.



Do not over tighten the hose clamps, especially the ones on the radiator. If you do, you can buckle and crush the thin brass, and you will cut into the hoses. You should not have to make the clamps too tight if you use some sealant. Start out with them just snug and then only tighten more if coolant drips from the hose when the system is full. After driving a few times, go back and check the clamps, snug them up a bit if needed.

That's it! Have a Model A Day! Jim

2020 has challenged us in ways we never expected to be challenged. However, every cloud – or as the case may be, every smog plume - has a silver lining.

Coronavirus lockdown policies from around the world have had an unexpected benefit - clear skies and clean air in cities that usually choke in the haze of traffic emissions. Before and after shot of L.A., below, is an inspirational reminder of what we can do when we pull together to solve a problem.

Los Angeles, before and after COVID-19



Photos courtesy of CNN.

Restoring License Plates

By Pete Cruz
Technical Director

I was perusing Fordbarn the other day and I found a posting from a guy in Canada wanting some information on painting his license plates. The guy mentioned that his hand was shaky so he didn't want to try lettering them by hand. Short of screen printing at the factory (or the state pen, if in fact they still do that!), nothing is going to work like hand lettering with a brush. If you simply do not want to tackle that job or pay a sign painter to do it, the next best option is to mask the characters VERY carefully with painters tape and spray paint them. Remove the tape before the paint completely dries to avoid chipping.

Since hand lettering is the best option let's discuss that process. First, no matter which option you choose, as with all painting, the key is in the prep work.

1. Strip or blast off the old paint
2. Carefully pound out the dents
3. Primer the plates
4. Paint the plates the background color

You will now be ready to letter the plates. You'll want to use a good enamel paint such as "Sign Painters I shot enamel" to do the work. This paint can be (and should be) thinned to the proper consistency to ensure it "flows" correctly. If you're using I-Shot you can thin it with mineral spirits. You'll need to practice thinning the paint along with applying painting before you tackle the actual plates. There are two methods you can use. The first is to use a long bristle "Quill" brush from manufacturers such as "Kafka" (about \$12). This type of brush will allow you to put down plenty of paint while the long bristles "straighten" the line as you work. Load the brush well with paint then "pull" the brush along the edge you want to keep straight. You'll use two strokes for each change in letter direction. So for a "T" that is four strokes, two for the vertical element and two for the horizontal element. The second option is to use a long bristle "liner" brush to outline the characters then use a Quill brush to fill in the centers. The KEY is to let the long bristles straighten up the line as you paint.

There are two key principles to keep in mind:

A long bristle brush cleans up the line as you pull it to keep it straight

Experiment with the paint consistency until you can get smooth lines (too thick and the paint won't flow, too thin and it will run or not cover. No amount of explanation can replace you simply fiddling with it! You'll know when you have it right.)

A good looking set of plates can really set off a nice original or restoration to take your time and have fun with it!

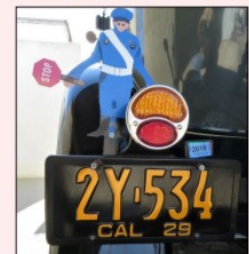
Reprint from the Distributor June 2015



LIFE IS A JOURNEY

Roll the window down and enjoy the ride

Handmade **Policeman** accessory
for your car.

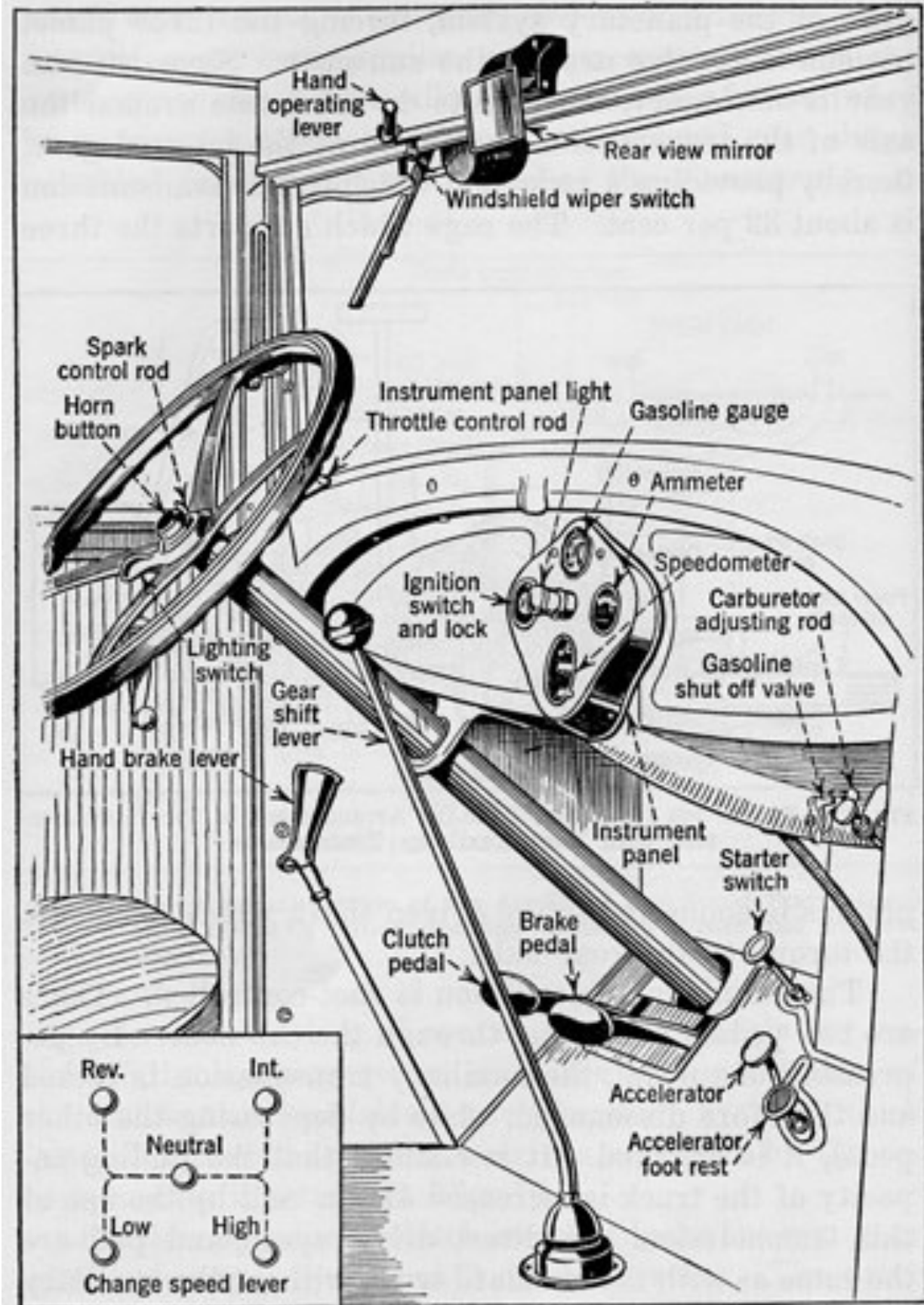


Attach to license plate holder.
About 9" tall. When you brake, the arms
swing out. Neat accessory!
They are \$100 each .

Very popular. . .

Contact: Bobby "D" @ 310 540-3690.
Torrance, CA

Courtesy of Harbor Club



ORANGE COUNTY
MODEL A FORD
CLUB

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

Next General Meeting

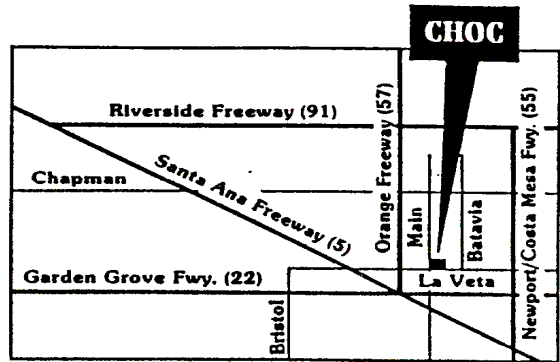
7:30 PM

[Second Thursday of every month]

Next Meeting Some Day Soon

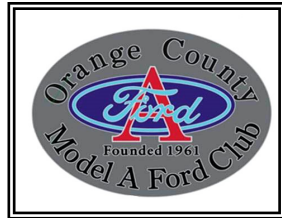
CHOC Hospital Complex

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:
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Santa Ana, CA 92711

To:

First Class Mail

Stay Safe!