

# *The Distributor*

## *Orange County Model A Ford Club*

*Chartered August, 1961*

June, 1994  
Volume 34, Issue 6

Editor: Tom Endy  
Publishers: Bob & Karyn Sitter



### **THE CHAOTIC SEMINAR®**

**....."I love a parade! I wish I was at one now."**

Glenn Johnson, November, 1993.

## 1994 Board Members

<b>President</b> .....	<b>Don Tune</b>	<b>714-832-8239</b>
<b>Secretary</b> .....	<b>Dan Simmons</b>	<b>714-968-7466</b>
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<b>Technical</b> .....	<b>Paul Steed</b>	<b>714-998-0394</b>
<b>Activities</b> .....	<b>Pieter Dwinger</b> <b>Glenn Johnson</b>	<b>714-639-4767</b> <b>714-528-0891</b>
<b>Special Events</b> .....	<b>Roger Aday</b>	<b>714-993-4558</b>
<b>Editor</b> .....	<b>Tom Endy</b>	<b>714-897-5861</b>
<b>Publishers</b> .....	<b>Bob &amp; Karyn Sitter</b>	<b>714-777-2486</b>

## Committee Chairpersons

<b>Sunshine &amp; Sorrow</b> .....	<b>Jeanne Parrish</b>	<b>714-638-2355</b>
<b>ACCC Representative</b> .....	<b>Larry Conkol</b>	<b>714-535-1411</b>
<b>Regional Representative</b> .....	<b>Paul Steed</b>	<b>714-998-0394</b>
<b>Refreshments</b> .....	<b>Ed Cote'</b>	<b>714-542-6161</b>
<b>Raffle</b> .....	<b>Terry Lucas</b>	<b>714-633-0390</b>
<b>Buttons, Patches &amp; Logos</b> .....	<b>Jim Nichols</b>	<b>714-380-1067</b>
<b>Club Greeter</b> .....	<b>Jon Heiland</b>	<b>714-836-4244</b>

# Schedule of Club Activities



## June, 1994

### 4th-5th, Saturday - Sunday

1994 Antique Nationals, and Other Fun Things at Palmdale. Depart from the Mall of Orange at 10:00 A.M. **Saturday, the 4th.**

**Note! This is an overnight tour.**

### 9th, Thursday

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

### 11th, Saturday

Technical Seminar, Summer Tour Safety Check 8:00 A.M. **Glenn Johnson's Home**  
503 W. Madison Ave.  
Placentia 714-441-0641

### 12th, Sunday

Tacoma Tour planning meeting @ Pieter Dwinger's residence @ 7:00 P. M. (sharp).  
2228 E. Coolidge Ave.  
Orange, 714-639-4767

### 16th, Thursday

Board Meeting at Glenn Johnson's residence  
7:30 P.M. **503 W. Madison Ave.**  
Placentia, 714-528-0891

### 19th, Sunday

**Two events this date:**

Start of the Great Race @ Huntington Beach Pier @ 10:00 A.M. (arrive @ 9:00 A.M.)

Father's Day Mystery Brunch and Tour to Route 66 Museum in Cuccmunga. Depart the Mall of Orange at 0930 A.M.

## July, 1994

### 4th, Monday

The "**WOW**", WHAT A POKER RUN!!  
Depart the Mall of Orange @ 10:00 A.M.

### 13th, Wednesday

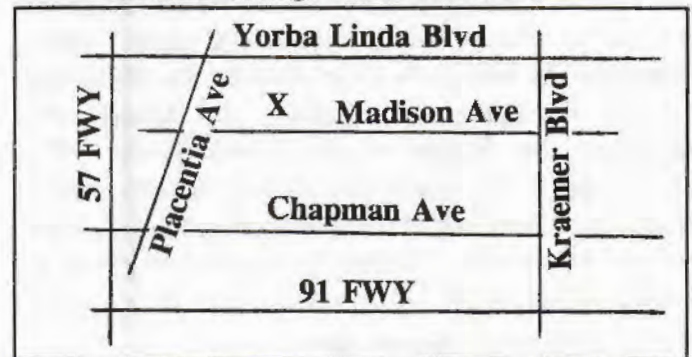
Official club departure date for the **Long Trek North** to the **1994 MARC/MAFCA National** at Tacoma, WA

### 14th, Thursday

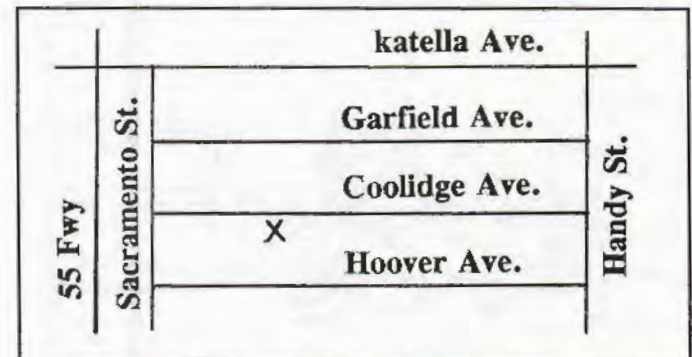
The July General Meeting will be held at **Hart Park in the City of Orange** due to the Summer closure of Santiago Elementary School.

### 21st, Thursday

Board Meeting. Location TBD.




**Map to Glenn Johnson's House**

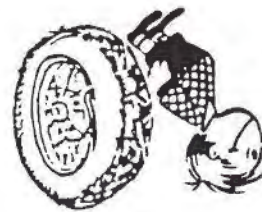


**Map to Pieter Dwinger's House**



# The President

 Don Tune




# Special Events

By Roger Aday

Fun was had by all on the Santa Barbara Tour. We also took care of a little club business while there. In my last article, I indicated that the Board meeting would be held in Santa Barbara on Thursday, May 21. It had to be postponed till Saturday due to too much going on. In attendance were Tom Endy, Dan Simmons, Glenn Johnson, Roger Aday, Lou Spielberger, Jim Nichols, Yours Truly and Dennis "Sticky Valve" Griffin. Missing Board Members were Paul Steed, Terry Lucas, Red Kiser and Pieter Dwinger. We discussed the normal club stuff as well as past and future activities. I announced that on Wednesday, May 25th we will meet at Dwinger's home finalize the club logo.

On our way home from Santa Barbara we made the traditional stop at the "Old Tool Store" in Santa Monica.

We held the logo meeting at the Dwinger's because Pieter has the same graphics software on his computer that I use to create buttons, flyers and logos. Most importantly, he also has a color printer. In attendance were the Dwingers (of course), the Krugs, the McKinneys, the Simmons and Yours Truly. We made changes to the recommended logo (colors, fonts, outlines, etc.) until we arrived at a design we thought everyone would like. Colored prints were given to the Krugs to get a bid. There will be prints on view at the next General Meeting. 

I would like to take this opportunity to thank those of you who participated in the car show at Robert Bein, William Frost and Associates. It can be a lot of fun to display a piece of Americana that has been restored to it's original luster and share it with others. A special thanks to Glenn Johnson who made sure everybody got there. Remember, those of you who showed your cars can deduct \$10. off of your next years club dues.

Pieter Dwinger and Glenn Johnson are putting together the tour to Old World Village. This will not be a paid event, but last time they gave each driver a \$5. gift certificate to buy food or souvenirs. Watch the *Distributor* for time and place.

The people at the Heritage Hill Festival have invited us for ice cream and apple pie on the afternoon of June 26th. If you are interested in participating please let me know as soon as possible so we can give them an approximate number of attendees.

*Th th th th that's all folks.....keep em tight!* 😊

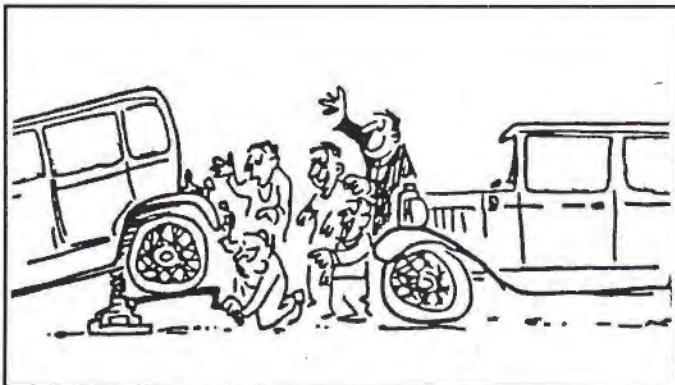


# Terry Says!

By Terry Lucas

## Referral Rescinded!

A couple of months ago I recommended a plating shop called **All Gold & Chrome**, located in the City of Orange. Situations change and I must rescind the recommendation that I gave them. About a month ago they received a large contract to plate faucets. Since then the quality of their work has suffered greatly. The work force has stopped paying attention to quality and is pressing on to crank out a lot of work in a short period of time. After several broken promises couple of broken parts and a lot of poorly plated parts, my recommendation is now, **"Don't go there!"** 😊



**"Anyone here named Lug Nut Roger?"**



## Letters!

To the Editor

By Richard Parrish

### Change of Club Jacket Color!

At the May General Meeting the club voted to spend \$450. to program a machine to embroider a four color logo on jackets or other apparel. If you wish to have your jacket or other article embroidered you can take it to the embroidery company and for an estimated \$25. they will embroider your name and logo on the upper left chest area and a large logo on the back.

At the meeting it was stated that the vote had nothing to do with changing the color of the club jacket, but the May issue of *The Distributor* stated that it is also on the agenda. The following is my opinion for your consideration.

I was signing in at the Calgary Canada Meet last July when I heard "Orange County?" It was Doc Ingwerson from Downey. He recognized my orange jacket. Here I was 2,000 miles from home in a foreign country and the Orange County Model A Club was recognized. One of our members told me he was in Kingman, Arizona at an antique store wearing his orange jacket when a lady said, "you're from the Orange County Model A Club"! It was Anabel Pope, the wife of past national president George Pope. Large corporations pay untold millions of dollars for this kind of recognition.

I know of no other Model A club with the opportunity to use a color which identifies them. I don't wear my jacket to church or social functions. I only wear it at Model A functions and it serves its purpose of being visible and distinctive. *Why throw this away!* I have no problem with people wearing other color jackets, vests or other apparel with the club logo, but *keep the orange jacket* as the *official* club jacket. Those who want to be different may do so.

It also comes to mind that if the jacket color were changed, all mileage patches would have to be exchanged, removed and reinstalled in addition to the purchase of a new jacket and paying to have it embroidered. If the argument that both colors are acceptable the club will have to stock both color patches. The existing stock of club items will be of questionable value. ☺



## Car of the Month

The June car of the month will be Ed Cote's 1931 Deluxe Phaeton. The car is currently undergoing restoration and is only partially complete. It will be on display at the June General Meeting. Ed will tell us, in several thousand words, what he has accomplished so far, what additional plans he has, and maybe even tell us about his Great Aunt Evangeline Cote' and all the racy stuff that was going on between her and Henry. ☺



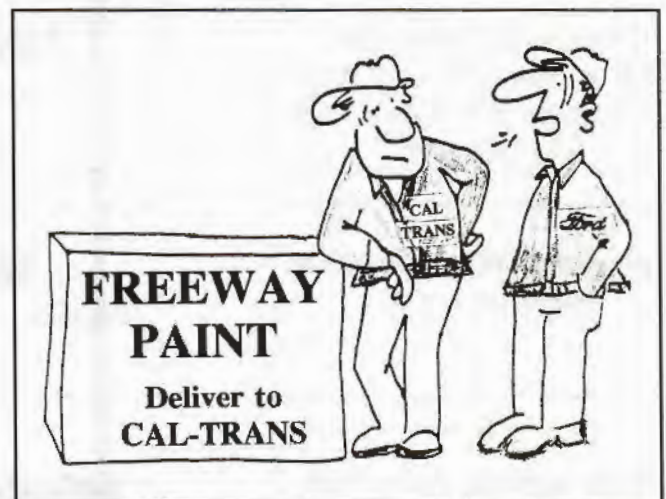
## Club Logos

See Jim Nichols

Official MAFCA Orange County Chapter collectibles are on sale at each General Meeting.

Name Badges	Pennants	Patches
Polo Shirts	T-Shirts	Aprons

## Coffee Mugs Limited Quantities Available



"How long have you been a member of the Orange County Model A Club?"

# *Our Thanks to the Businesses Who Support Our Club*

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## ***Bratton's Antique Auto Parts***

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301-253-1929

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## ***The Model A Shop***

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Bothell, WA 98011-4702  
206-488-1883

## ***Mac's Antique Auto Parts***

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## Technical

By Paul Steed

The May Technical Seminar was postponed, then canceled due to unforeseen travel plans and an untimely illness.

The June Technical Seminar will be held Saturday, June the 11th, at Glenn Johnson's home. Starting time is 8:00 A.M. The seminar will be a Summer Tour Safety Check. This is a must for anyone driving to the National at Tacoma. Plan on a full day of getting your car ready for the long trek north. Glenn is planning on having lunch available.

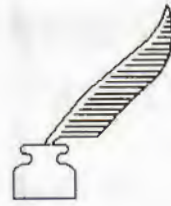
The safety seminars have always been a fun event. It's surprising how many potential horrors are discovered on many of the cars. Correct them now, not along the side of the I-5 500 miles from here. ☺



## Hard Luck

.....and a sad story!

Red Kiser was the recipient of the Hard Luck Trophy at the May General Meeting. The story goes that a group of club members had gone to the Orange Grove Rehabilitation Hospital where they had spent the afternoon cheering up a group of old folks in wheel chairs and ogling the good looking young nurse. On the way home Red's 1931 Slant Window Town Sedan died at a signal in front of a gas station. It appeared that the battery was dead. The car was pushed into the gas station where the proprietors were eager to assist. They connected up the station's battery charger to the car while Red, in his quiet manner, was trying to explain something to them. Apparently there is not an affective English to Vietnamese translation for the phrase, "it has a positive ground, Dummy!" When they all recovered from the blinding flash and the shower of sparks Red tried to start the car again, and it started. Our club's resident staff of technical experts theorized that the shot of reverse power may have cleaned the crud off of the battery terminals allowing it to work properly. ☺



## Secretary's Report

By Dan Simmons

### May Board Meeting Minutes.

The meeting was called to order at the hotel during the Santa Barbara Tour at 5:30 P.M. Friday, May 20, 1994.

### Treasure's Report, Red Kiser:

Red wasn't there. We still haven't been able to find him.

### Touring Chairperson's Report, Glenn Johnson:

Discussion concerned some upcoming tours, and he noted the great turn outs we have had on recent past tours.

### Special Events, Roger Aday:


Roger will schedule a date for the "Old World" car display in Huntington Beach.

### Editor, Tom Endy:

Everything is fine.

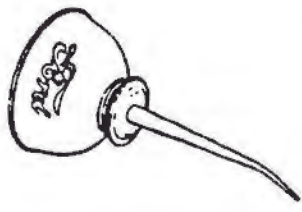
### Old Business:

The new/old club logo will be fine tuned at a meeting at Piet Dwinger's on May 25th.

The meeting was adjourned at 6:00 P.M. 



"My God! It's Fantastic Dan wearing a blue club jacket with the new old logo".  
.... "I like his haircut too".



## *Properly Oiled*

By Ben Hadd

You got oil leaking out of the back of the transmission. So what's the big deal? Oil leaks out of the back of everything on a Model A. But there are a couple of ways to fix it. Oil tends to want to leak from the end of the idler gear and cluster gear shafts. The easiest way to fix it without pulling the transmission out of the car is to buy a transmission shaft seal. Some suppliers carry it under part number 7112 and it costs about \$16. This part is a casting that bolts over the end of the shafts where that little cross piece is located that prevents the shafts from rotating. The seal dams up the oil and stops the leak.

If you have the transmission out of the car, there is a better way. The ends of the two shafts can be machined to accept o-rings. There is an excellent article that appeared in the July-August 1985 publication of the Restorer (page 13), by Harold Powers of Scotia, California. Harold explains exactly how to do it and even provides the part number of the o-ring. The problem is you gotta have a lathe and a grinding tool to do the job. Once we had a member of the club here in Orange County who had the capability, the willingness and a whole bag of o-rings. Trouble is he moved to Missoula, Montana and took his lathe and all the o-rings with him. No one has since stepped up and offered to provide the service.

While you have the transmission out it's a good idea to install new front and rear bearings that have a seal on one side. Be sure to face the seal to the outside so that the bearings will receive lubrication from inside the transmission. Your favorite Model A parts place should have them. If not, bearing stores carry them. Ask for an SKF-6208-2RSJ for the front and SKF-6306-2RSJ for the rear. Both bearings have a seal on each side, so you have to pry the seal off of one side before you install them.

But wait! There's one last thing. Make sure you install the front and rear oil baffles correctly. They can go in two ways, right and wrong. Both baffles have an off-set and when installed correctly there should be about a 1/16th of an inch space between the outer edge of the baffle and the bearing. ☺



## *Era Fashions*

By Ida Wornit

### *Tacoma Here We Come!*

Reproduction Era Fashions

Tacoma and the MARC/MAFCA National are just around the corner. It would be great if we could get most of our attending Orange County members to participate in the fashion contest. You don't have to have an original outfit, you can wear a reproduction one. There are suits and dresses, shoes, ties, and even hats that look very much like the original outfits worn in 1928-1931. If you need help putting an outfit together, or have any questions, call Sharon Johnson @ 714-528-0891 she will be more than pleased to help. It's a lot of fun to dress up in the clothes worn back in the Model A era. Do it, and enjoy a fun part of the meet. ☺

### Categories To Be Judged

#### **Major Garment:**

Dress, Suit, Sport Outfits, etc.

#### **Coordinated Apparel:**

Coat, Fur, Shirt, Tie.

#### **Overall Appearance:**

Coordinated Effect, Colors, Fit of Garment.

#### **Footwear:**

Shoes, Stockings.

#### **Headgear:**

Hats, Hairdo.

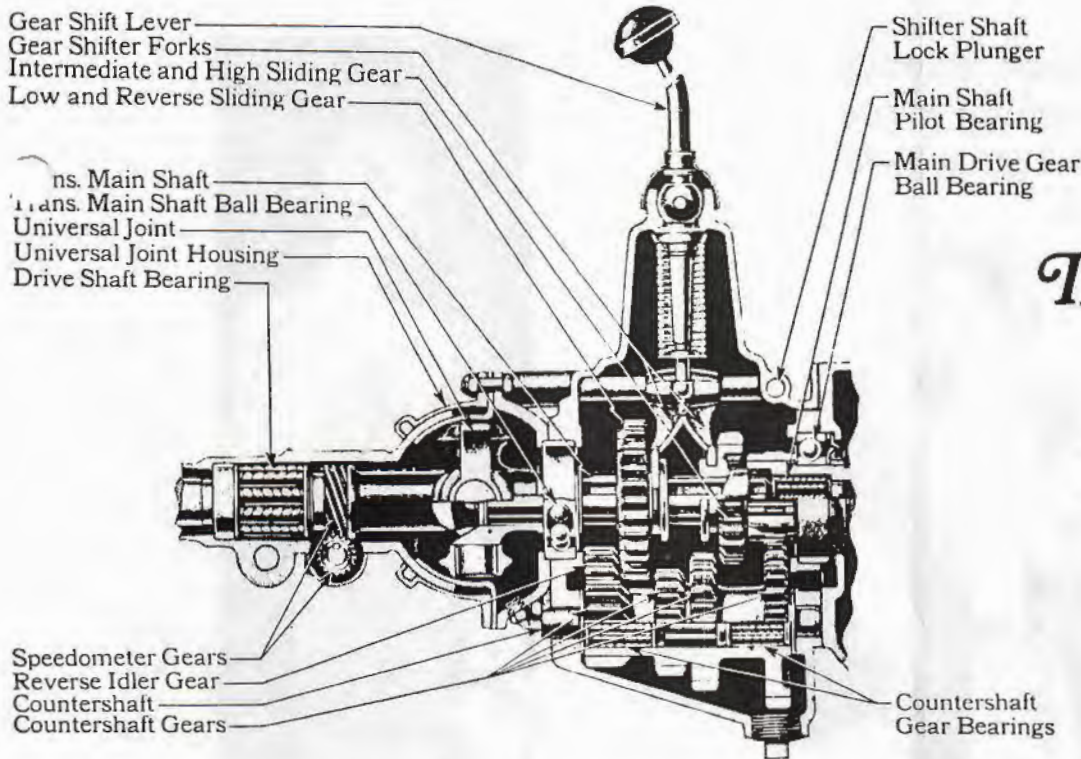
#### **Accessories:**

Purse, Gloves, Glasses, Jewelry, Watch, Cane.

### *Remember The Deadline!*

You must submit a registration form for Era fashion Judging to the National by **June 15, 1994**. Peter Dwinger has the forms. Call him at 714-639-4767. ☺





# Improving the Model A Transmission

by Harold Powers - Scotia, Calif.

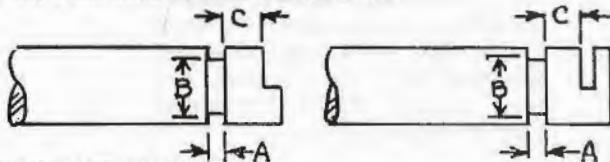
At the 20th Northern California Roundup, I assisted Jerry Lema in putting on a transmission seminar. Jerry did the "tear down and build up" phase. Since I am a machinist, I had some machining tips and parts changes that I felt would improve the transmission. Most of the people at the seminar wanted me to write an article and put it in *The Restorer*.

## SHAFT SEALS

First, I would like to tell you about installing O-rings on the cluster shaft and reverse idler shaft. The reason for installing O-rings on these shafts is because these shafts fit loose in the case and when the transmission gets hot, it seeps oil. The seepage and drips leave a mess.

The part numbers for the O-rings are Victor 72113 or National 622711. The size of the O-ring is 3/32" x 9/16" x 3/4". You must grind the groove for the O-ring in the shaft because the shaft is too hard to machine. The groove should be ground square, not round like the O-ring. This is per National's specification. The length of the groove is 9/64" or .1406. We will call this dimension "A". The bottom of the groove should be .571 or dimension "B". The groove center should be 3/8" from the part of the shaft that is flush with the case; dimension "C".

Here are two examples of different shafts. Install the O-rings on both ends of the cluster shaft.



## MAIN SHAFT PILOT

The next tip is, if you have a rear main shaft that has been damaged on the pilot end by the pocket bearing going out. Do not worry about buying a new one. I have a fix for that also. Just go to a bearing dealer and purchase two I.R. 981212 Thornington bearing races. The dimension on these is: bore - .500-.4996, outside diameter - .7493-.7488. These will fit the standard Model A bearing. Turn down the pilot on the shaft to .5005 and press on both of these races. You then

have a shaft as good as new. When you turn this pilot down, stay approximately 1/8" away from the shoulder and don't machine it square at the shoulder. Leave a small radius.

## SHAFT BEARINGS

Next, the front and rear bearings. If you are replacing the front and rear ball bearings, go to your bearing dealer and buy double sealed bearings. The reason I say double sealed and not single is because it seems to be easier to find the double sealed ones. Be sure they are sealed, not shielded. The part number in a SKF is: front - 6208-2RSJ, rear - 6306-2RSJ. Your dealer can cross reference this to other manufacturers.

When installing these bearings, take a small screwdriver and pop off one seal on each bearing, leaving one seal in place. Next, install with the seal to the outside of the transmission, that is, with the open side to the inside of the case. Make sure you install the original oil slinger on the inside of the bearing. This slinger is easy to install wrong. Be sure it is turned so that the outside of the slinger is away from the outside of the bearing and leaves a gap of about 1/16" at this point for oil to enter the bearing. Otherwise you will have a bearing failure.

The reason for using the sealed bearings is to help prevent the possibility of oil going from the transmission into the clutch or the U-joint.

## BEARING RETAINER

One more problem I have encountered is the retainer on the front of the input shaft or front shaft of the transmission. This retainer has a problem when you spread it apart to remove it. Most of the time it will not spring back tight when you reinstall it on the shaft. If this retainer comes off of the shaft, it will let the shaft move back into the rear shaft, resulting in damage to the pocket bearing and both shafts.

To improve this condition, I have made a spacer and used a snap ring to retain the bearing. If you have a lathe (or go to a machine shop), make a spacer that is 1.843 outside diameter, 1.576 inside diameter, .435-.437 length. Install this spacer, then a snap ring. The snap ring is Spicer part #21-381-1, available from any Spicer dealer or large truck dealer.

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For complete description and price of this Smart Black Coat, see page.....6  
Dress described on page.....43  
Hat described on page.....82



These CORRECT ACCESSORIES are priced very low at Sears.

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. . . and this is why it seems so! For instance, your *hat*, *shoes* and *handbag* can be a *Dark Brown* to make a dark contrast—or you can acquire a striking costume by choosing *jewelry*—a *necklace*—a *bracelet* in brilliant shades of *Green* or *Red* or *Blue* keeping *hat*, *shoes* and *handbag* in *Dark Brown*. So you see how many different moods your *Marron Glace* costume can have!

For complete description and price of this BOLERO DRESS ENSEMBLE, see page.....38

Hat described on page.....82  
Shoes, Gloves, Handbag and Jewelry to harmonize with this dress ensemble can easily be found in their respective departments by referring to PINK INDEX pages.

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## Touring

in '94 with  
Pieter Dwinger  
&  
Glenn Johnson



### By Pieter Dwinger

Sunday, June 19th, is Father's Day. Plan on meeting at the Mall of Orange at 9:30 A.M. for a *mystery* brunch followed by a tour to Rancho Cucamonga to visit the Route 66 Museum. What better way to celebrate Father's Day than to go Model A'ing, visiting the famous Route 66 Museum and a glutton lunch.

Also on June 19th, at 10:00 A.M. will be the start of the Huntington Beach to Wilkes-Barre, PA *Great American Race*. Plan on being at the Huntington Beach Pier by 9:00 A.M. so that you can see all the race cars and talk to the drivers and navigators prior to the 10:00 A.M. official start.

At the next General Meeting on Thursday, June 9th, there will be hand-outs for the Great Race "Shine Time America" car show. Horseless Carriages to muscle cars are invited. There will be people's choice and other awards as well as a grand prize of a trip for two on American Airlines to anywhere in the Continental United States.

Following up on last month's announcement of the July 4th "WOW" what a poker run and pig out, plan on meeting at the Mall of Orange at 10:00 A.M. for a 2 to 2½ hour *most unusual* poker run, followed by a traditional club oink-out!!

**Special Notice** for all Tacoma tour folks! Please arrange to attend a one hour Tacoma "Kick-Off" meeting on Sunday, June 12th, at 7:00 P.M. (sharp) at the Dwinger's. We will be discussing a lot of important tour stuff, like departure time, place, tour speeds, tour rules, tour itinerary, etc. Everyone will have a voice in these and other items. This is everyone's vacation, so come to the meeting and let's get everyone's view point on the table. Dietetic desserts will be served. This meeting is being planned for those who will be traveling with the main tour group, which will be leaving on Wednesday, July

13th. If you are planning on going to Tacoma but will be leaving early, later, flying or traveling other than with the main tour group, you are of course welcome to attend. ☺

## More Touring!



### By Glenn Johnson

#### Santa Barbara '94

A big thanks to whoever ordered the weather in Santa Barbara for our annual gathering at just about the most beautiful beach city on the California coast. Friday and Saturday were picture perfect sunny mornings and most of the group walked to the cafe on the beach for breakfast.

On Friday morning after breakfast Wayne & Jocelyn Krug led a tour back down the freeway to Highway 150 and inland towards Ojai. Highway 150 is a picturesque two lane road that winds up and down around Lake Casitas. It's one of the best Model A roads I've ever seen. We arrived in Ojai about 10 A.M. and spent an hour or so looking through the local antique stores. Having bought all the good stuff we made our get away back to the highway and on to Santa Paula. Santa Paula is a bigger town than Ojai but it doesn't seem to have any major industries so it remains unspoiled and as beautiful as it must have been in the 30's and 40's.

In Santa Paula we visited Wayne's friend Mike Egan and toured his vintage motorcycle restoration shop and parts warehouse. It's like Vintage Ford Parts, but for motorcycles. There were motorcycles from the early 1900's through the 1960's. We next visited the Union Oil company Museum in Santa Paula. It is housed in one of the oldest, most beautifully restored buildings in town. After lunch we toured to the Santa Paula Airport where we were allowed to drive our Model A's out on the tarmac for a photo session around some of the vintage aircraft.

On Saturday most of us spent the morning at a giant neighborhood garage sale, and then toured north on Highway 101 to the railroad museum and Stowe Mansion in Goleta.

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The railroad museum and the Stowe Mansion are on about 150 acres of county park land. We spent several hours touring the museum, the Stowe House and the surrounding grounds. It was a very enjoyable afternoon.

Monday morning we left in several groups at different times, and all arrived home safely. Possible Hard Luck Trophy winners during the Santa Barbara Tour include Dennis Griffin's stuck valve and Jocelyn Krug's swan dive from the running board of their Model A.

### Fallbrook and Manos Estate Tour

On Sunday May 29th seven Model A's, a 1955 Ford Crown Victoria, a 1955 Chevy Hardtop and one modern left the El Toro Coco's parking lot for a tour to the Fallbrook Car Show & Swap Meet. One of the Model A's with us was a 1931 Standard Roadster owned and driven by Don Stevens, who is a member of the Phoenix Chapter and Secrets of Speed Group. Don's car is a super nice stock appearing restoration with a real surprise under the hood. The engine is a B block with a Crager overhead, dual carbs, headers, etc, etc, etc. All painted and finished to show perfection. It was a pleasure to have Don with us on the tour.

At Fallbrook we were joined by three other Model A's from our chapter. We all spent a few hours looking at the show cars and going through the swap meet. At noon we left the show and drove over to Jim & Diane Manos' new home for a BBQ lunch. Jim & Diane moved to Fallbrook a few years ago and this was the first opportunity most of us had to see their new home. Actually the word house or home doesn't really do it justice. Estate would be more appropriate; with a big beautiful new house, a dream garage, a large circular driveway and a couple of acres of orange and tangelo trees. All that plus an indescribable view of the Fallbrook area and the mountains in the distance. What a great spot to retire to. Jim & Diane fed us a terrific lunch, showed us all around their new home and gave everyone a large sack of fresh-from-the-tree tangelos.

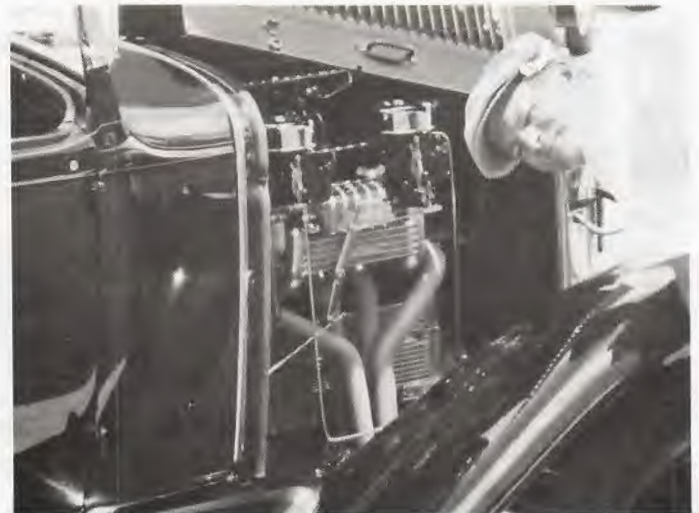
For the trip home we split into two groups, one going up the coast and the other going north on Highway 15. The Highway 15 group made a two hour stop at Escondito Outlet Mall and didn't get home until about 7 P.M. It was a long day, but a fun one as usual. ☺



**Fallbrook Tour!** Jim Manos House.



**Fallbrook Tour!** Jim Manos Garage.



**Don Steven's 1931 Roadster!**



**Highway 150 near Ojai!** Santa Barbara '94



**Santa Paula Airport!** Good looking '28's



**The Lizzie Borden House @ Goleta!**



**The Union Oil Museum @ Santa Paula**



**Glenn tries to beat the photo timer!**



**"Wayne gets to cook and do dishes."**

# Swap Meets



**June, 1994**

**None!**

**July, 1994**

**10th, Sunday**

**LONG BEACH.** Hi Performance Collector Car Open Air Market. Long Beach Veterans Stadium, Lakewood Blvd & Wardlow St. Long Beach, CA.

**Future dates:** Sundays, 8-14, 9-11, 10-9, 11-13, 12-11.

**17th, Sunday**

**POMONA.** Antique Auto, Corvette, Porsche, VW & Street Rod Swap Meet and Car Show. Admission \$6. parking \$3. spaces \$30.

Special \$5. admission and parking for pre-1975 vehicles for sale, includes driver and one passenger. Fairplex (Pomona Fairgrounds). For recorded information call 714-544-7004.

**Future dates:** Sunday, 8-28, 10-16.

## VANCOUVER USA SWAP MEET 20th Annual

**Saturday, July 16, 1994.** On this date the Orange County Chapter Tour to the MARC/MAFCA National will be rolling right past their door. Located 9 miles North of Vancouver, WA, (Just across the Oregon border). Exit I-5 at 179th St. Go south on the access road on the west side of I-5 to the Clark County Fairgrounds. Admission free, parking \$2. Overnight camping facilities available. Sponsored by the Oregon Trail Model A Club (503-472-8799), and the Evergreen Old Car Club (206-695-8202).

## Ten Commandments For The Car Collector

- I. *Thou shalt not store thy cars out-of-doors, except for thy wife's modern iron.*
- II. *Thou shalt not covet thy neighbor's car, nor his garage, nor his battery charger.*
- III. *Thou shall not love thy cars more than thy wife and children; as much, but not more.*
- IV. *Thou shalt not read thy Hemmings on company time, lest thy employer make it impossible to continue thy car payments.*
- V. *Thou shalt not despise thy neighbor's Edsel, nor his DeSoto, nor even his 1947 Plymouth.*
- VI. *Thou shalt not allow thy daughters nor thy sons to get married during the holy days of Hershey.*
- VII. *Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when, indeed, thou art going out to look at another car.*
- VIII. *Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.*
- IX. *Thou shalt not promise thy wife a new addition to the house and then use it to store cars; thou shalt not store cars in the attic.*
- X. *Thou shalt not buy thy wife a floor jack for Christmas.*

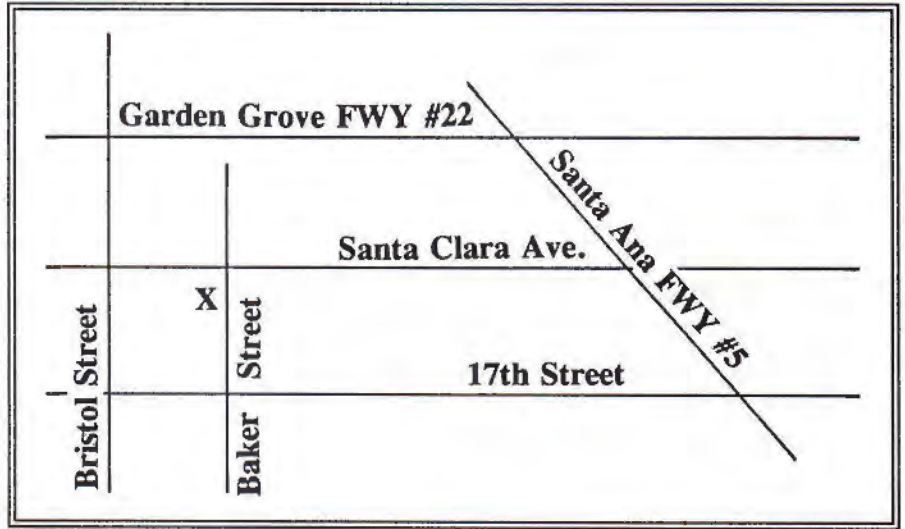
*-Donald R. Peterson*

# GENERAL MEETING LOCATION

(Second Thursday of every month.)

**June 9, 1994 @ 7:30 P. M.**

**Santiago Elementary School  
2212 N. Baker Street  
Santa Ana, CA**



**First Class Mail**

Model A Ford Club of America  
Orange County Chapter  
Post Office Box 10595  
Santa Ana, CA 92711

