

# *The Distributor*

*Orange County Model A Ford Club*

*Model A Ford Club of America*

*Chartered August, 1961-Santa Ana, California*

October 1998  
Volume 38, Issue 10

Editors: John & Alice Graves  
Publishers: Bob & Karyn Sitter



*What's this business about double clutching?*

*(Start 'em young!)*

# 1998 Board Members

## President:

John Riggs.....562-431-8783

## Secretary:

Colleen Schmidt.....714-524-2659

## Treasurer:

Diana Stewart.....714-892-8612

## Technical:

Mike Kuester..... 714-974-3329

Paul Steed..... 714-289-0931

## Activities:

Greg Carcerano.....949-645-2254

## Editors:

John & Alice Graves.....949-497-3067

## Special Events:

Lee Jackson.....714-521-8460

# Committee Chairpersons

## Pancake Breakfast:

Lee Jackson.....714-521-8460

## The World Class Swap Meet:

Dennis Griffin.....714-832-4112

Larry McKinney.....714-963-2724

## Sunshine & Sorrow:

Jeanne Parrish.....714-534-8129

## ACCC Representative:

Larry Conkol.....714-535-1411

## Regional Representative:

Bev Marsh.....714-373-9769

## Refreshments:

Peter Mastro.....714-534-5792

## Raffle:

Gary Discher.....714-533-1973

Walter Deutsch.....714-693-1914

## Buttons, Patches & Logos:

Carl Erickson.....714-997-2854

## Club Greeter:

Jon Heiland.....714-836-42

# THE OPEN HOOD PREZ!



Here it is time for me to sit down and put something together for our paper. Lots has been going on and I hope you have all been enjoying our activities and your summer.

We had several go to the Whittier Chapters Rim of the World and thanks to Dennis and Judy Griffin for organizing, to Sam and Willy Vernola for the "Porch Coffee Shop", and to Vince and Joan Mariola for sharing their "Hospitality Suite".

I understand you guys at the park had a great meal (as usual) and a good meeting. Thanks again to Greg for filling in.

We will be back at the school for our October meeting but they are redoing the media center where we usually meet so we will be in Bungalow 30. It's a nice big room (no desks) and I'm sure we will all enjoy meeting there. Please be sure and see map in this paper. The school has been most cooperative and we hope to have some slides, videos, etc. from some of our previous events. Bring any of the above you may share with us as we are anxious to see them.

Bates Nut Farm, Nov. 8th is being put on by Lori and Rudy Perez and the "Cruisin A's" and we want to be sure and have a good turnout. It's always a great event.

Our annual dinner is coming right along. Should have more particulars at the meeting and also a sign up sheet. It is our biggest social event of the year and I hope to see you all there. Jeanne Parrish and Bev Marsh have done lots of work putting this together and I'm sure it will be super.

October Board meeting at Lee Jackson's.

See you soon!

John

***Board Meeting***  
***Orange County Chapter***  
***Model A Club of America***  
**September 17, 1998**

The meeting was called to order by President John Riggs at 7:45 in the home of Bev Marsh. Members present were: John and Gwen Riggs, Bev Marsh, Mike Kuester, Diana Stewart, John and Alice Graves. Greg Carcerano, Colleen Schmidt, Jeanne and Richard Parrish.

Secretary's Report: The General Meeting held at Hart Park of Sept. 10, was conducted by Greg Carcerano in the absence of the president and several members who were attending the Rim of the World tour in Big Bear. Even so, we had a good showing of about 35 people present. The club received a \$50 donation from Vince Mariola who chaffered his Phaeton at a wedding recently. Carl Erickson had the new T-shirts available for purchase, along with bargains on old items still in stock. Greg announced coming events. The Long Beach Aquarium tour on Sept. 26 will be a surface street tour. Correction to the minutes: The cost of the Progressive dinner is \$7.50 for adults, not \$7.00 as reported in the minutes.

Treasury: Diana Stewart reported little activity for the month. Membership fees are now due. The board approved a \$25 donation to the Whittier Chapter for Rim of the World.

Activities: Coming events were reviewed. You must have your money in for the Palm springs Follies trip by the Oct. General Meeting if you wish to remain on the list. The cost is \$33/each. Make checks payable to OCMAFCA. A motion by Bev Marsh to donate \$25 for the 1998 MAFCA National Banquet, sponsored by the Wisconsin Chapter, was seconded and carried. The board also approved a motion by Greg Carcerano to make a 425 donation for the "Christmas in October Bikers Toy Run" sponsored by the Lucerne Valley Roadrunners.

Technical: Mike Kuester reported on the success

of last month's open house at Bud William's All Ford Shop. Our host reported that we were the most enthusiastic group he's had to visit his collection and that we're welcome back at any time. Friday's technical tour/open house to John Hesford and Frank Oddo's vintage restoration facility in Brea, promises to be another good one. Editors: Articles due by Sept. 24. A copy of the Roster will be circulated at the Oct. General Meeting for noting any changes, corrections or additions to your listing.

New Business: Jeanne Parrish and Bev Marsh led a discussion on the Christmas Banquet. A motion for the club to subsidize a portion back to the members was carried. Bev announced that the Western Divisional Meet will be held in Temecula Next Year, Oct7-9. After a lengthy discussion as to whether we should attend as guests or participate as a club, it was agreed that we would participate as a club assuming one of the responsibilities for the next year meet.

Meeting adjourned 10:00PM

Submitted by:

Colleen Schmidt



**1999 MAFCA WESTERN  
DIVISIONAL MEET**

Mark your calendars for the first divisional meet to be held in our area in over 20 years.

Our club, along with the 12 other clubs in the Southern California Regional (SCR) will be hosting this 3 day meet.

There will be car and fashion judging, Hubley races, a grand tour, Friday night social, Saturday awards banquet, seminars, and gymkhana among the activities. Everything is being carefully planned out for the meet and it should be a great event.

It will be held on Oct. 7,8, and 9th, 1999 in Temecula

***You All come!***

***Bev MARSH***

# Schedule of Activities

## October 1998

### **8th Thursday**

General Meeting  
Santiago Elementary School  
7:30PM

(see map on back cover)

Due to remodeling, we will park in the same area but the meeting will be held in the music room. Please see map for general directions (in the newsletter)



### **9th Friday**

Fix-it Seminar and Shop tour  
19444 Via Del Caballo  
Yorba Linda (see *Technical News*)

### **10th Saturday**

Placentia Car Show. Call 993-8232 for info.

### **15th Thursday**

Board Meeting  
Lee & Gloria Jackson  
50062 Juniper Circle  
La Palma, Ca. (See map)

### **22nd Thursday**

All articles for Newsletter due. **Sooner if possible.**

### **28th Wednesday**

Leave for Phoenix Model A Club & restorers Club of Arizona, Southern fall Tour. Visit historical sites. Return Monday Nov. 1st. See Greg Carcerano for registration forms and details.

## November 1998

### **7th Saturday**

Diamond Tread Parts Exchange  
6:00-2:00 Vintage Auto Parts in Stanton.

### **8th Sunday**

Bates Nut Farm-Tour and Craft Show  
Food Booths, Hayrides, oodles of Crafts.  
Leave promptly from the Mall of Orange Sears parking lot at 8:00AM. Meet with touring group in Old Town Temecula at 9:30 and then 35mi. of non-freeway driving to the Nut Farm.

### **13th-15th Friday-Sunday**

Palm Springs Follies. Motel Reservations must be made by Oct. 15th, Tele.#760-327-4200. Tell them OC Model A Club for discount. Call Greg if you want to be on the waiting list to go. All the tickets must be paid for by the October meeting. They are \$33 each, check to OCMAFCA and given to Greg Carcerano.

## December 1998

### **Thursday-Saturday 3-6th**

MAFCA Banquet  
Milwaukee, Wisc.

### **13th Sunday**

### ***Mark your Calendar!***

Annual Installation and Banquet.  
At the West Coast Anaheim Hotel near Disneyland (formerly Inn at the Park)  
5:30 no-host bar followed by dinner.  
Sign up sheet at the Oct and Nov meetings.



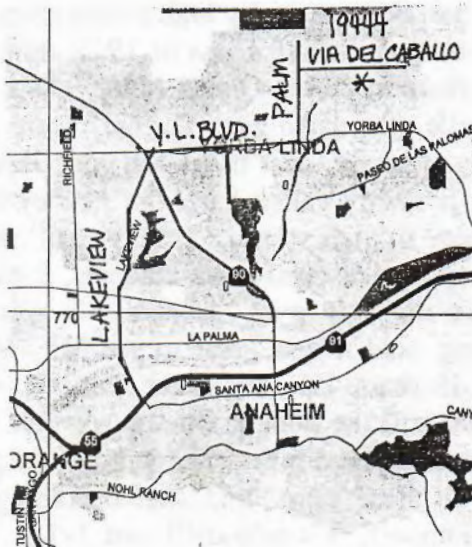
# Technical News

## Marston's Barn/Shop Tour & Fix-it Seminar

Friday, October the 9th at 7:00PM we will be giving a hands-on fix it seminar and barn tour at the home of Bernie & Ginny Marston in Yorba Linda. Bring any external Model A engine component that's not working quite right, and we will install it on our test engine and attempt to fix it. This includes water pumps, generators, starter motors, distributors, spark plugs, etc. We also will be spending some time on the proper assembly of the brake system. We'll show you how to get the most out of your brakes. There is also a nice collection of Model A's and Model T's, so come and enjoy the evening!

### And the address is:

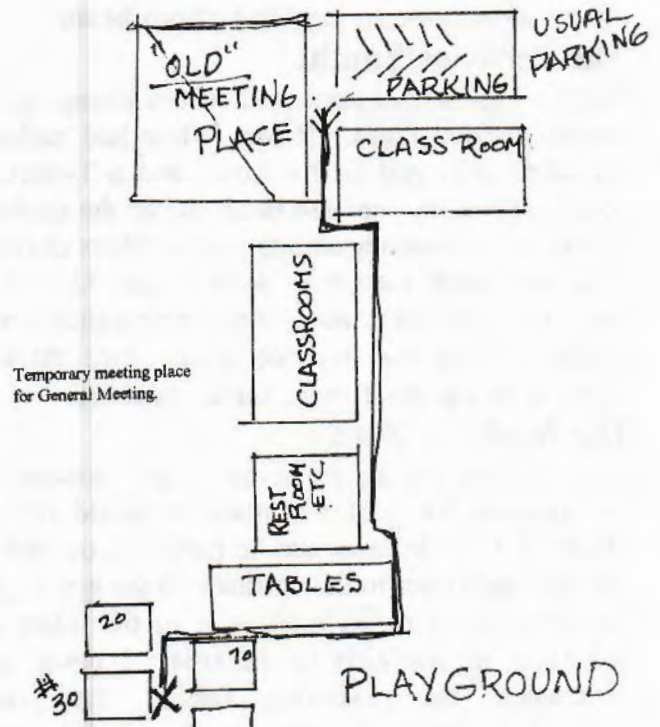
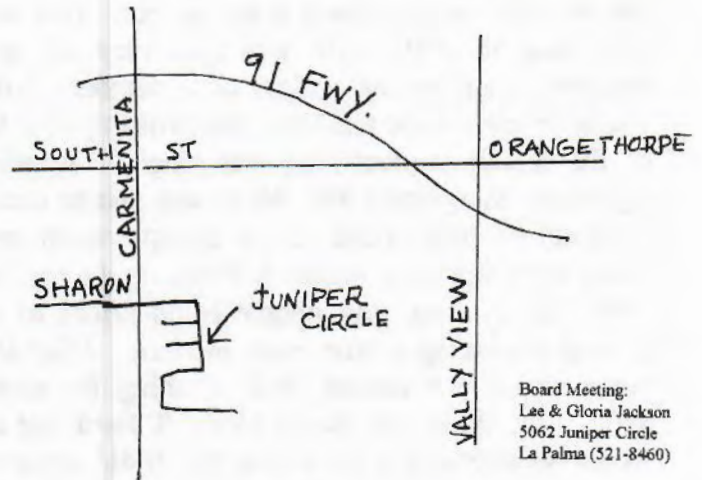
19444 Via Del Caballo, Yorba Linda (see map below). If you get lost, call us at 714-777-4400. Drive down the side yard and park in the back area by the barn. The lights will be on and refresh-ments will be served, so please be sure and come have a great time!



## September's Seminar:

Our special thanks to John Hesford for opening his vintage restoration facility for us in Brea and to Wayne Morrison from the Lord Fusor Co. who demonstrated adhesives used in body repair work, as well as John Jarvis for setting up the demo. We hope you will do well at Bonneville in October!

Mike Kuester



# ***An Unforgettable Teacher!***

by Tom Endy

## **Mr. White!**

Years ago, when I was a freshman at Mark Keppel High School in Alhambra, there was a new auto shop teacher there by the name of Mr. White. In those days I didn't know teachers had first names. We always addressed them as Mr, Miss, or Mrs. Years later I discovered that Mr. White did have a first name, it was Charles, Chuck to his friends. There were several things unique about Mr. White. The first was that he was only about 24 or 25 years old when he came to teach at our school. That was way back in 1950. He was also very tall and handsome, and to the delight of a number of the young single female teachers, and probably to a lot of the female students, he was single. Another significant thing about Mr. White was that he drove a Model A Ford coupe as his transportation car. There were still a lot Model A Fords on the road in 1950, but by then most people could afford to be driving something a little more modern. After all, you could buy a decent 1938 anything for about \$200. Mr. White also had a Model T Ford that he would occasionally bring to school. It did occur to me at the time that Mr. White was an old car buff, and he drove a Model A Ford because he liked them, not because he couldn't afford better.

## **The Perils of Youth!**

Being a high school teacher at such a young age has certain disadvantages. If Mr. White had traded in his white shirt and tie for Levis and a T-shirt, he could have easily blended in as one of the students. There was a tendency among the members of his all boys auto shop classes to want to put him to the test. Practical jokes abounded. Shenanigans were pulled on him that no one would dare think of trying with the other more senior teachers.

## **The Model A Ford!**

Several times during my senior year I noticed that on occasion some of his students would roll his Model A Ford from where he parked it out behind the auto shop over to the entrance to the girl's gym. He would have to go retrieve it to the hoots and hollers of all the girls in the area. I never fully understood the reasoning behind the prank, I thought it was just to embarrass him in front of all the girls in the gym area. Years later I learned that he married one of the lady gym teachers.

## **Pay Attention Kid!**

Mr. White was a very good teacher. I never thought much about it when I was in school, I came to the conclusion years later after I had matured and begun to assess life's lost opportunities, like why I hadn't paid better attention in school. I did understand early on that almost everything I knew about a car, I had learned from him. The thing I admired most about him was that he was always very polite and considerate to us students. It was obvious that he was trying to teach us something even though we sometimes defied the learning process.

## **A Tall, Skinny, Red Headed Kid!**

Not too long ago I learned by chance that fellow club member Glenn Johnson has for years been doing business with a retired school teacher who owns a business that provides vintage cars to the motion picture industry. The retired school teacher turned out to be none other than Mr. White. When I learned of this I obtained his phone number from Glenn and I called him. It had been almost 45 years since I had graduated from high school and last spoken to him. I doubted he would remember me. When I identified myself and told him I was a former student, he thought for a minute, repeated my name, and then said, "a tall, skinny, red headed kid who drove a 1938 Chevy coupe". How in the world, after 45 years, 35 years of teaching, and thousands of students, could he possibly remember me? Maybe that's what being a good teacher is all about.

## **A High School Reunion!**

This past September my high school class, the Mark Keppel High School Class of 1953, held their 45th year reunion on the Queen Mary. Mr. White and his wife (the lady gym teacher) were invited as guests of honor. Her name had been Joyce Bodley. They probably called her Miss Bodley back when we were in high school. I didn't call her anything then since like most male students, I didn't know any of the lady gym teachers. It was a terrific evening, and it was great to see Mr. White again after 45 years. He was older, but so were we all. He was still the same polite, considerate individual as I remembered him. The strange thing was that after all those years, and after becoming a mature adult myself, I could still not bring myself to address him as anything other than Mr. White. ☺

# FALL AND WINTER PREPARATION....

Now that it is Fall, Winter is just around the corner. It might be well to put in a good supply of coal as this could be a cold winter.

Finish up on all that last bit of canning and get it in the cellar. Apples should be wrapped and in those bushel baskets by now, that means applesauce all winter.

Some of the Fall and Winter styles are on this page. The Manchurian Wolf fur trim might feel good this Winter, especially if you are a passenger in a Phaeton. A new felt hat and a fox scarf will get you through Fall.



IMPORTED AUSTRALIAN FOX

**\$13.75**  
POST PAID

17R6885—Brown  
17R6886—Natural Red  
Here is a beautiful scarf of dense, silky, longhaired genuine imported Australian Fox. Made of selected skins of full luxuriously furred quality. Length, not including tail, 29 inches. We pay the postage.

17R6891 White **\$9.98**  
17R6893 Beige  
17R6892—Platinum  
17R6890—Red Fox Shade

Same style and length as above, made of Thibetian Fox (Mandchurian). Has thick, fluffy, long hair and resembles genuine Fox.

GENUINE IMPORTED RUSSIAN FOX

**\$35.00**  
POST PAID

17R6875—Brown  
17R6876—Natural Red  
17R6877—Black  
Our finest fur scarf! With every quality to make your spring ensemble a *stunning outfit*. Presented to you at the lowest price on record, is this luxuriously beautiful scarf of finest quality genuine imported Russian Fox. It is made of winter trapped skins, insuring silky lustre and thick, soft fur. Has a large, handsome, bushy tail. The length, not including the tail, is about 31 inches. We pay the postage.

FINE QUALITY NORTHERN AMERICAN FOX

**\$25.00**  
POST PAID

17R6880—Brown  
17R6881—Natural Red  
The soft flattery of a fur scarf framing the face, adding its rich appearance and luxurious warmth, makes it the perfect complement to the perfect costume. This one of selected grade, winter-trapped genuine Northern Fox is an exceptionally beautiful and durable scarf. It is richly colored and densely furred. The length not including the tail is about 29 inches. We pay the postage.

©  
9 RA 310  
FINE ALL WOOL VELOUR  
**\$14.95**



9 RA 310  
BACK VIEW

**We Pay the Postage**

## *Tale of My First Tour:*

### *1998 Rim of the World*

*By Rick Peterson*

Last year, I inherited a 1931 Deluxe Roadster known as TillyII from my grandmother, Alta Peterson. Rim of the World has long been one of Alta's favorite events, so, I set out to prepare for the trip this year.

During my inaugural drive home from San Diego, I blew the head gasket because of a loose generator mounting bolt. The very next day, I began my Model A education and bonding with TillyII as I pulled the head and replaced the gasket. I have been battling overheating problems while traveling at freeway speeds ever since.

As a trial, we participated in this year's Poker Run. In preparation, I replaced the antique propeller fan with four blades the night before. During the installation, I gouged a hole in the upper radiator hose and ended up jury rigging it, because, it was too late to get a replacement. During the trip, we discovered that the water pump leaked (quickly repaired with a little grease) and that exhaust gas was entering the water coolant. With the aid of water and frequent replenishing, we successfully completed the trip.

The Rim of the World tour was now only two weeks away. To remedy the exhaust leak, I performed a multi-day block seal treatment and replaced a bad spark plug.

It was now the weekend prior to the tour. The water pump was leaking again and this time adding grease did not fix the problem. After re-packing and greasing the pump the problem was resolved. I took the car for a test drive and it still overheated. We checked with club members and learned that they were leaving Wednesday morning, I had planned on leaving Friday Morning. Due to the overheating problems and early departure, I had doubts about making the tour.

Monday was a work holiday and it was now Tuesday. At work, I requested Wednesday through Thursday as vacation and explained my desire to travel with other club members. Luckily, my boss is a car enthusiast and he approved my sudden vacation request.

It was now the night before and I needed to determine if TillyII was fit to make the journey. I took her out for a test drive. While driving over 50MPH, she started to overheat. I recalled reading that a Model A would overheat when it is too rich, so, I experimented with different mixture settings. I try richer, I try leaner. After awhile, I found a

lean setting that seems to prevent overheating. I drove up and down PCH keeping the speed up in the 50's as much as possible. This time, TillyII did not overheat, I was ecstatic with the results. I could not be sure if the problem was cured or if I owed my success to the evening temperatures, so, I continued trying to make the car overheat. I drove with the throttle wide open as much as possible on and off the highway. After driving 75 miles, I decided TillyII was up to the tour and returned home with the good news.

It was now 7:00PM. I ate some dinner then returned to the garage to inspect the car. Oh no, that radiator hose was leaking again! I headed out for hose. Kragen was closed, Pep Boys was closed. The local Chief did not have straight hose large enough. The gas station garage did not keep radiator hose on hand. I begin to think to myself, "After all this work, I may not get to go!" In desperation, I rushed across town to another Chief before they closed. Inside, the counter man said, "No, we don't have any radiator hose like that." He headed back into the aisles and shouted, "Here, this should fit! It's fuel tank hose, hut, it will work."

It was 9PM and I still needed to pack. I accessed Acorn's web site remembering they had a list of recommended items to pack. I made a print out of the list, headed to the garage, tore apart the car to learn what my grandfather, Joe had packed. I compared my inventory, and decided which items to take. I asked myself, "What might fail?" and "Could I get this part if it breaks?" I carefully arranged the tools, supplies and spare parts in the car like pieces to a puzzle. I was amazed at how much I had packed. It was now 3AM and I needed to get some sleep. I could not sleep in, because, I still needed to pack clothes and less important items for the car.

We left for the Orange Mall at 8AM to join the second convoy. Deena followed me in our Honda, because, I was not sure TillyII would make the trip. As I approached the first signal, the radiator started steaming. I thought to myself, "Oh no, we are not going to make it. How can this happen after all my hard work and testing?" Suddenly, I remembered that I had left the radiator cap open overnight. In all the excitement, I had forgot to top it off, after all, for the past few weeks it had not lost any water overnight. After adding water, we drove to the mall.

We were the first to arrive at the mall. I replenished my 5 gallon water jug at the Sears service bay. The Mariolas arrived in their Model A on time and informed us that the Riggs had to switch Model A's and were running late. As



we waited, I told Vincent my troubles and he suggested removing the air filter and agreed to drive slow.

At 9:30AM we headed for Big bear. Vincent led and John followed behind me. At the rear of the pack were two moderns, my wife, Deena and Marion Wavra with her friend Catherine. We traveled 50-60 MPH. After 40 minutes, TillyII was overheating and I had to pull over. Due to my desperation, I suddenly took an off-ramp and lost Vincent. The Riggs and my wife pulled off with me as I stopped to add water.

We got back onto the freeway and I became the leader. This was quite ironic since I hardly knew the directions and had my eyes glued to the MotoMeter. For the next 15 minutes, traffic on the 215 was bumper-to-bumper due to road construction and a recent three-car accident. Another 30 minutes and TillyII was overheating again. We stopped at Highway 38 to add water. After admitting that I was lost, John drove ahead to locate the Mariolas. He returned and informed us that they were waiting for us a mile up the road.

We met up at Trio Taco and decide to grab a bite and rest a moment. Soon, Marion arrived and we learned she took and unplanned detour and was glad to be back with the group. I looked at the time and wondered how I would do climbing the grade at high noon, I had hoped to be up the mountain by now.

With our parade procession reunited, we headed out. At the base of the mountain, the road was being resurfaced and we had to wait for a pilot truck to escort us. I took the opportunity to add water. The road was steep and we were in slow bumper-to-bumper traffic. Soon the construction ended and we continued in third gear. After a while, TillyII overheats, so, we pulled over to add water. One third of the way was a rest stop where I had an interesting task of refilling my water jug and radiator from a drinking faucet. The rest stop marked a turning point. From that point on, the road was not as steep. The temperature on my MotoMeter went up and down with the road without overheating and we completed the trip without having to stop for water.

After checking into our accommodations, we followed each other to Parrish's Big Bear home. Richard and Jeanne had arrived the day before and prepared a welcome reception for the club. At the house, we met up with the Griffins and Vernolas from the first convoy of the day. We relaxed, got acquainted and enjoyed one another's company. Afterwards, we departed our separate ways, but, agreed to get together the next morning for breakfast

Thursday started with breakfast at Denny's. Later that morning, Dennis treated me to a one-on-one technical seminar and lent a helping hand with my overheating problems. That afternoon we all went out on a boat cruise around the lake where I learned a lot about Bear Valley's

history and enjoyed seeing the multi-million dollar edge water homes. In the evening, we regrouped at the Black Forest Inn for a potluck barbecue and enjoyed the outdoors.



Pit stop at Big Bear



" Cruisin"

A Rim of the World welcome reception was held at the Frontier Friday evening. A light dinner and two hours of musical entertainment were provided. We joined up with the McDonalds and the McMillans who had arrived earlier in the day. I enjoyed walking around the grounds comparing the different Model A's. Afterwards, our club met back at Mariola's chalet unit to unwind and swap stories.

A gymkhana was held at Bear mountain. The first event was the timed Water Drop. The second event as what I refer to as the Teeter-Totter. I found this to be the most entertaining challenge. Although each contestant was given unlimited time, two attempts and several used questionable techniques, no one was able to balance their car. When an AA approached, staff pondered the situation. It was decided that the rickety ramps were not sufficient to bear the weight and the truck was excused, so others could participate. Next up was the Bulls eye. In this event a gauge was placed on the front bumper and the driver had to

center their car up to a vertical post. Last was a timed Spark Plug Change and Tire Pump contest. As a first time contestant, I had fun and did fairly well. Afterwards, I enjoyed watching others compete. Other contestants from our club included Richard Parrish, Larry Mc Donald and John Mc Millan.



**McDonald tries the water drop**

A rally around the lake was held Saturday afternoon. The route encompassed the lake and took us through all the surrounding towns. During the trip, we had to be on the look out for a given list of signs and mark them off. An unknown quantity of the signs on the list were red herrings, so, you had to pay close attention to ensure that they technically matched. In the end, you had to guess what the ideal time to complete the rally was. The event lasted for several hours, which meant Model A's could be seen passing through town all afternoon.



**1st Place winner Rick!**

The banquet was held Saturday evening. I had heard that significant logistical problems ruined the party the past couple of years and that this year everyone was skeptical.

I am happy to report that the dinner went relatively smooth and that we enjoyed ourselves. During the banquet, I counted 54 Model A's in the parking lot. About 10 to 15 people came in era fashions which added character. The evening progressively improved. First, I won 1st place in the Water Drop contest. Second, I won a starter with my \$5 investment in raffle tickets. Third, I was able to meet and spend time with folks who knew my grandparents. Doc & Darlene Ingwerson shared some memorable stories with us about things my grandfather had done over the years. After the banquet we made ourselves at home again at Mariola's unit. A few hours later we called it a night.

Sunday morning we re-formed the same convoy and headed home. Tilly II did great descending highway 38, we never stopped except to allow traffic from behind to pass. In Mentone we stopped so stretch and use the restrooms. Once we hit the freeways, Tilly II began overheating. We stopped three times so I could add water, This time, I gave advance notice and we avoided loosing anyone. As we entered Orange County, the convoy disbanded one by one.

The 1998 Rim of the World tour was a lot more than an opportunity to see Model A's and play games. It signifies the beginning of new and improved relationships. I learned a lot about Tilly II. My wife and I had the pleasure of spending quality time with and getting to know our club members. We learned more about my grandparents directly from their friends. Sharing these memories with my grandmother strengthens our family ties. The entire tour felt like a warm extended family reunion and I look forward to many more years of club activities.



**Most of our bunch at the Rim of the World.**



**The ill fated Teeter-Totter try by Mc Millan.**



**A trophy bigger than the car!  
Won by the Shooks at their  
High School Reunion Car Show.**



**Rick Winning the Water Drop.**



## **This and That**

1.

Last Spring the infamous Kazoo Band made its debut at the C.C.R.G. Jamboree in Reedley. Registration forms have been received for next years meet in Bakersfield.

Next year it is scheduled for March 12-14th. A tour to the Kern county Museum is planned along with other events.

2.

Back in Time is planned for Yuma next year by the Model A's Restorers Club and the Phoenix Model A Club. This is scheduled for October 15-17th with lots of stuff planned.

3.

MAFCA National Convention in Kansas City July 10-15, 2000. A subscription to the newsletter which will be 7 issues for \$15. Send check payable to KC National Meet to:

Kansas City News  
%Bob Hess  
12731 Cherry St.  
Kansas City Mo. 64145

4.

Don't forget that your MAFCA dues are due and also your ballot to vote for the MAFCA Board of Directors.

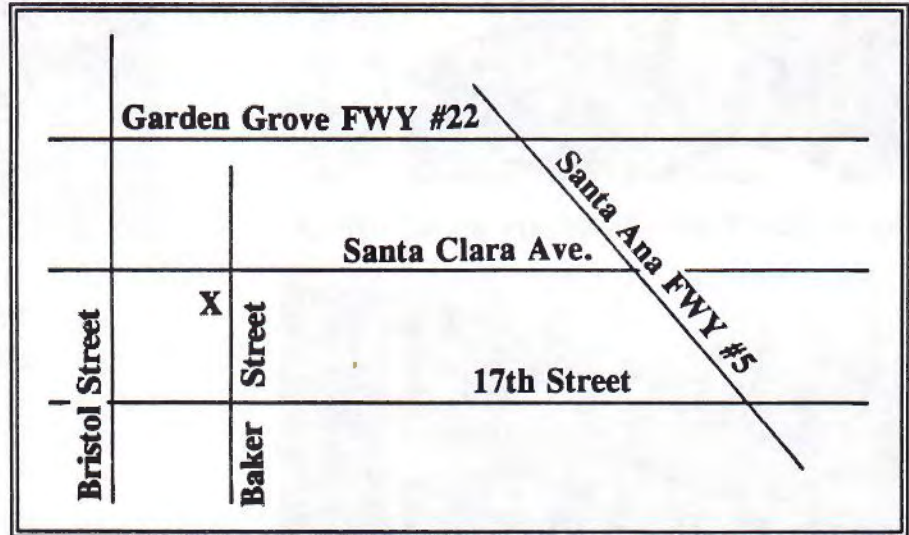
# GENERAL MEETING LOCATION

[Second Thursday of every month]

*October 8, 1998 @ 7:30 P.M.*

**Santiago Elementary School**

**2212 N. Baker Street  
Santa Ana, CA**



First Class Mail

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

