

The Distributor

Planes, Trains & Automobiles



Wings 'N Wheels at Santa Ynez Airport. Left to Right: 1952 Cessna 195, Sandy Wilson, Deena & Rick Peterson, Jannice & Calvin Shook, Gary Wilson and 1928 Coupe (Betsy).

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President's Column

Hello again everyone! And welcome to all new members. Hope you're having a great summer.

From what I've heard "Wings and Wheels" was a big hit (as always) those that went had a great time. Speaking of tours, this month looks to be a lot of fun. With the 1929 70th birthday and the Poker Run.

Great news! Glad to hear Nancy Erickson is doing much better. Our thoughts and prayers are with you always as you travel down the road to recovery. I know I speak for everyone when

I say we love you and keep up the good work. Dale McCall is also in our thoughts and prayers. Hope you're feeling much better.

Don't forget to register by the end of this month for Rim of The World.

Once again this months general meeting will be at the Hart Park. Pot luck will begin at 6 PM. Last names A-L bring main dish, M-Z bring side dish, salad or dessert.

Have a great month! See you at the meeting or on the road!

Ciao!

Greg Carcerano

**Orange County Chapter
Model A Ford Club of
America**

Chartered 1961 - Santa Ana, CA

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Club Greeter

Jon Heiland
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Historian

Deena Peterson
(714) 378-9042

Publishers

Bob & Karyn Sitter

Napa Valley Summer Tour

August 9

Leave Coco's at 9 AM. Stop in Ojai for lunch and gas. Stop in Taft for gas. Stay over in Lemoore at Best Western Vineyard Inn. 270 miles.

August 10-12

Leave for Napa at 9 AM. Stop in Hollister for lunch and gas. Stay at Wine Country Lodge. Ride "Wine Train", hot air balloons, antiques, wines and shopping. 270 miles.

August 13-14

Leave for Fort Bragg at 9 AM. Drive around lake. Stay at Sutters Inn. Main attraction skunk train. 159 miles.

August 15

Leave for Petaluma at 9 AM. Take one of three routes. Good day for a picnic along the road. Stay at Motel 6. 150 miles.

August 16-18

Leave for Monterey at 9 AM. Stop at Big Basin Redwood state park for lunch and gas. Stay at Marina Motel 6. Visit Monterey Aquarium, Fisherman's Wharf and take 17 mile scenic drive. 160 miles.

August 19

Leave for Santa Maria at 9 AM. Take one of two routes. Stay at Best Western Big America. 185 miles.

August 20

Come home by way of Santa Barbara and Malibu. 170 miles.

Contact Riggs for more information.

For Sale

1931 Coupe

All original except headlights. Solid Roof. Two engines. Runs good. Rumble seat. Needs seats. \$5,000.

Ramon Yabra
(714) 502-0665

1929 Town Sedan

Black with red stipe. Mohair upholstery. Older restoration. Runs well. Needs lots of detail work; but, could be a nice tour car. \$12,000 OBO.

Bernice Alexander
1811 North Heliotrope Drive
Santa Ana, California 92706
(714) 541-6412

1930 Roadster

320 miles since restoration. New Andalusite Blue paint. New top and upholstery. Quail radiator top. Asking \$15,000.

Lyle Waltz
(949) 581-7520

1930 Sport Coupe

Fully restored, Chicle & Taupe, LeBaron Bonney interior, Tool Kit and Owner's Manual. Asking \$12,000.

Don Nores
Santa Anita A's
(626) 334-1244

Parts

Entire garage full of thousands of Model A parts.

Jason
(310) 530-5615

Schedule of Activities

August 1999

NEW

9-20, Monday-Friday Summer Tour

Summer Tour of the Napa Valley Wine Country. Departing Monday, August 9, driving upstate to Napa Valley and returning Friday, August 20. Contact John or Gwen Riggs @ (562) 431-8783 for more information.

12, Thursday General Meeting

Hart Park, 7 PM. Pot luck dinner begins at 6 PM.

13, Friday Bud William's All Ford Workshop

Address is 2950 Coronado St, #F, Anaheim. See page 11 for map. Starts at 7 PM.

UPDATED

15, Sunday Happy Birthday Party

1929 Model A Birthday Picnic. Depart Sears parking lot Mall of Orange @ 9 AM and take a back roads tour to Heritage Hill in the city of Lake Forest. We will tour the historic buildings beginning at 10:30 AM. There is a \$2.00 entry fee per person. Bring a picnic lunch to eat after the tour. Bring a wrapped birthday present, value not to exceed \$10.00, for a '29er. Please do not designate who it is for; but, you may say who it is from.

RESCHEDULED

26, Thursday Board Meeting

Dick Church's restaurant in Costa Mesa, 7:30 PM.

UPDATED

29, Sunday Poker Run

Meet up at the Sears parking lot, Mall of Orange between 10 AM and 10:30 AM. First car out @ 10:30 AM, then a car every 5 minutes or so. We have a nice 25 mile course set up, all street driving, no freeway. Each poker hand is \$5.00; buy as many as you like. Bring money for lunch and if you like there is a museum nearby that costs about \$8.00 per head.

September 1999

RELOCATED

10, Thursday General Meeting

Hart Park, 7 PM. Pot luck dinner begins at 6 PM.

10-12, Friday-Sunday Rim of the World Tour

39th Annual Rim of the World Tour, Big Bear Lake, hosted by Whittier Chapter. We will have a few different departure times and groups, look for times in the September's *Distributor*. Entry deadline is August 28, call Scott Pickle at (562) 694-0499. Fliers available at our general meetings. Our club will be staying at the Black Forest Inn in Big Bear, phone 1-800-BLK-4EST.

RELOCATED

16, Thursday Board Meeting

Dick Church's restaurant in Costa Mesa, 7:30 PM.

October 1999

7-10, Thursday-Sunday Western Divisional Meet

In Temecula. Our club is hosting the gymkhana. See John McMillan, he'll need some help. We will put on three events.

14, Thursday General Meeting

Santiago Elementary School, 7:30 PM.

15-17, Friday-Sunday Back in Time

Yuma Arizona Tour

17-31, Sunday-Sunday Baja California Tour

Several of our members are attending this tour. It is limited to 25 cars. Call Lee Chase @ (323) 938-4601 for space availability. Fliers available at our general meetings.

21, Thursday Board Meeting

Location TBD, 7:30 PM.

Our Club's Website

by Rick Peterson

Members Only - UPDATE

A restricted area of the website for club members only. You need to know our club's account username and password in order to access this section. The club's account username and password will be made available at general meetings; or, you can send an e-mail request to me at webmaster@ocmafca.org.

An updated electronic version of our roster and phone list is currently available.

Public Discussion

We have started to collect content. You can participate by responding to existing discussions or starting a new one.

Coming Soon

To improve performance, I will remove the Java roll-over buttons.

To make it easier to use, I will eliminate many of the frames and add descriptions to links.

I will begin adding photographs. We can only print a few black and white photo's in each edition of *The Distributor*; but, we can put lots of them on the Website in color.



Aloha!

By Deena Peterson

On June 27, approximately 50 members and their families gathered at Ken and Janet Zittler's home for the Member Party "Luau" hosted by the club's board. Many came dressed in festive attire adding to the island atmosphere Ken and Janet had already created with their tropical decorations. Being the warm summer day that it was, some folks took advantage of the refreshment offered by the swimming

pool while others sweated it out playing badminton. Around 4:00 PM we did what the club does best, EAT!!! We indulged ourselves in a wonderful feast of sweet and sour chicken, fresh green beans, salad, fruit, bread, cookies and carrot cake. While eating, we were challenged by Model A games provided by John and Gwen Riggs. The board hopes everyone who came had a wonderful time.



Left to Right: Richard "bunny ears" Parrish and Larry McDonald.



Left to Right: Can Carl Erickson and John McMillan make "just one word" out of WJORNUESDT?



Left to Right: Colleen and Don Schmidt in matching island attire. First lady, Leslie Carcerano, in background.



It took a lot of teamwork to complete the puzzles. Left to Right: Larry McDonald, Kathie and Dale McCall.



Left to Right: John Riggs and Pieter Dwinger. By those smiles, looks like they're having a good time.

Hogan!

by Tom Endy

There is a member of our club by the name of Warren Hogan. Most of the active members know him. You've seen him at club meetings, his is a quiet, dapper little guy, always with a mischievous smile on his face and a twinkle in his eye. He is usually dressed in a bright colored Reyn Spooner shirt, immaculate pressed khaki shorts and a wide brim Panama hat. He looks to be in his late 50's or early 60's; but, I have been told he is older.

For several years, Warren would come up to me at club meetings and tell me a long story about his malfunctioning Zenith carburetor. He went into great detail describing all the things it did that it wasn't supposed to do. We finally agreed one day that further conversation about the carburetor was not going to get it fixed. I suggested that he bring me the carburetor and I would try to fix it for him.

At the next club meeting there was Warren carrying a little bag with the carburetor in it. It looked like a reasonable every day garden variety Zenith. I took it home, dismantled it, bead blasted the housings, ran a wire through all the passageways, re-bushed and replaced the throttle shaft assembly, re-sized and flow checked the jets, set the float level and put a new coat of black paint on it. I then bolted it on to my Victoria and went for a ride. The carburetor worked just like Henry advertised.

The next time I saw Warren after I had given him the carburetor back he told me his car still didn't run right with the Zenith installed, but ran fine with an old Tillotson he had (Henry Ford forbid). I again took the Zenith apart and rechecked everything. I bolted it back on Miss Vickie and road tested it again. It idled fine, accelerated good, and Miss Vickie will easily cruise the freeway at 65 MPH in overdrive. I could find nothing wrong with Warren's carburetor.

The next time I saw Warren he told me the carburetor worked just fine on his car. The car never ran so good, except!!! The engine would quit running whenever he went up a steep hill, or was it whenever he went down a steep hill? I guess it doesn't really matter which, because Warren lives on top of a steep hill; so, either way he couldn't go very far from home with it.

It was then that I began to wonder if Warren really did have a Model A Ford. I had never seen the car. It also occurred to me that if he really did have a Model A, maybe he had a marble rolling around in his gas tank, or maybe elsewhere.

At the next Pancake Breakfast Warren showed up in his Model A (with a Tillotson on it). It was a really nice 1929 Tudor. It was as dapper looking as he is. He told me that he has owned the car for something like 50 years, which leads me to believe that he must be older than 60.

Model A Fords are known to acquire strange maladies. Perhaps Warren's car has acquired one that someday will be recorded in the annals of Model A'ism. It would be an interesting club project to find out why the Zenith won't behave on his Tudor. Of course it would have to be road tested going down a steep hill, or was it going up a steep hill?

Warren Hogan recently suffered a stroke. I hope he gets well soon; I want to hear more about his Zenith carburetor. 😊



Sounds like a marble to me Warren!

Board Meeting

Orange County Chapter Model A Ford Club of America July 15, 1999 by Colleen Schmidt, Secretary

The July board meeting was held at Dick Church's restaurant in Costa Mesa, and called to order by Greg Carcerano at 7:30 PM. Members present were Greg Carcerano, Jean and John McMillan, Ken and Janet Zittler, John and Alice Graves, John and Gwen Riggs, Rick Peterson and Colleen Schmidt.

Secretary's Report

The following is a brief summary of the General Meeting held at Hart Park on July 8, 1999. There were approximately 65 members and guests present. Jon Heiland introduced two visitors: Bob Trousil from Downey and George Howell of the Whittier Club. Alice Graves reported that the finances were in good condition. We need 3 more members to reach our membership goal of 150. Greg announced that the 1929 Model A 70th Birthday Picnic will be held at Heritage Park August 15.

Announcements

Bob Trousil distributed registration forms for the Western Divisional Meet, scheduled for October 7-10, in Temecula. He promised lots of activities and fun for all. John McMillan is in charge of the gymkhana for this event. George Howell, Whittier, reviewed events for the Rim of the World tour to be held in Big Bear September 9-12. There will be a chicken dinner cruise and early registration on Thursday, September 9; registration and get acquainted BBQ on the 10th; and gymkhana and awards banquet at Snow Valley on the 11th. Reduced rates are available at the Edgewater and Stagecoach Motels. Articles for *The Distributor* are due July 30. John Riggs reminded members to pack their folding chairs, water for your radiator and for drinking, oil and spare parts, check radiator, etc. when attending tours. Hard luck trophy goes to Don Schmidt whose been trying to conceal an undetermined engine problem (but Riggs didn't let him get away with it). Warren Hogan suffered a stroke recently. We all wish him well. The August general meeting will be held at Hart Park. Pot

Luck at 6 PM. A-L bring main dish, M-Z bring side dish, salad or dessert. Minutes were approved.

Treasurer

Alice Graves discussed updating our perpetual calendar to include due dates for ACCC dues. An itemized financial report was distributed to board members.

Activities

Ken Zittler reviewed coming events for August and September. The 70th Birthday Party/Picnic scheduled for August 15 will include a voluntary gift exchange under \$20. Since we did not get the requested minimum of 10 cars signed up for the Palomar Observatory tour scheduled for July 31, the tour has been cancelled.

Technical

John McMillan reported that the August technical seminar will be a tour to the Bud Williams All Ford Shop in Anaheim on Thursday, August 13. Those who attended the open house last August will be anxious to go again. This is for the entire membership to improve performance; so, bring your spouse and invite friends.

Editors

We now have a MAFCA link to our new web site. You will also find that the "Members Only" section now has some contents, including the membership roster and phone list. This section is available to OCMAFC members only and must be accessed with a password. Contact Rick Peterson for more information.

New Business

No new business.

The August board meeting will be held a week later than normally scheduled. The date is August 26 at Dick Church's restaurant in Costa Mesa. See page 11 for map.

Wings 'N Wheels

by Alice Graves

There could not have been a better day for firing up the Model A and getting on the road. At 9:30 AM a crowd left Coco's parking lot and managed to stay together until lunch as we traveled down the coast. After lunch and as we got into Santa Barbara, groups seemed to form. We all arrived in good time except for the Petersons who will probably take home the hard-luck trophy this month. A little detour back home on the back of a tow truck.

After checking in at the airport, we got to the motel and did a little kickback and then headed for the pool; some in and some around. Dinner was wherever.

We were to be at the airport at 8:15 AM to pick up our pilots and get in line for the tour. We were grouped into colors and lots of us were "Parrish Orange".

Stop number one was at the carriage museum in Santa Inez. A 1925 Ford school bus was a big hit.

Then on to a model train exhibit. An unbelievable collection of Lionel trains. Many were running. It was a fun and interesting time.

Next stop was Fess Parker's Winery for wine tasting and a tour of the winery. Afterwards things were a little fuzzy; the miniature horses all seemed to have 6 legs.



Richard Parrish tries to help himself to free refills during the wine tour.

Lunch was in a park and the weather was perfect, and then back to the airport with our passengers. Some of us took our rides and it was a bright sunny day with blue, blue skies.

The evening was back at the airport for a dinner and get together. Louie won an award for being the youngest driver (or was it the oldest). Yeah, Louie!

Ask Chief Wing Walker Wilson what that means.



Louie does the club proud!

Some left after the pancake breakfast the next morning. Richard Parrish raced us to Carpenteria, where Bill Shaner took the number one spot and took us to and down the 5 without a hitch.

Model A's were brought by the Riggs, Shooks, Wiermans, Mariolas, Ashburns (and spot), Parrishes, Wilsons, Graves, Collings, Petersons, Shaners, Lou Spielberger & Dave Manning and Merle McClellan & Eddie Martin. Moderns came with the McCalls, McCullahs, Schmidts and Bev Marsh & Sheila Plotkin.

If you want to make sure you have a good room next year call the Riggs for details. They have blocked 20 rooms.



Mary and Dennis Ashburn take out the Model A for their first tour. The guest pilots in the rumble seat appear right at home; they must own an airplane with an open cockpit.

July Seminar Recap

by John McMillan

July saw an aborted attempt to rebuild Dale McCall's steering box. The new reproduction sector shaft refused to go into the housing, which had been reworked to use needle bearings. After several attempts and many opinions, the task was given up as impossible. It first appeared that the needle bearings were misaligned, indicating a machining problem. However, after everyone went home, we applied Prussian Blue to the shaft and discovered that the shaft wouldn't even go through the first bearing completely. Close examination of the shaft revealed that it was an Argentina import.

Next day, Dale returned the shaft and bought an excellent hardly used original for less than half the price of the repop and everything went together the way Henry meant it to.

Lessons learned

- 1 Always test fit everything together before a demo, it's less embarrassing.
2. Argentina repop shafts would maybe work with a honed to fit bronze bushing housing, but not with needle bearings.
3. Good original parts are better fits and can be cheaper.

Come to think of it, I can't remember ever finding an Argentine part that fit right. Either they have different Fords than we do or they have been trying to provoke us into a war for years.

Wings 'N Wheels

by Sandy Wilson

Twelve A's and five moderns from OCMAFC left Coco's parking lot at 9:30 AM on Friday, July 16, for Santa Ynez Valley. It was perfect weather for a road trip which lead us up the 405 to the 10 to PCH along the beautiful Pacific. After a fuel and lunch stop at Camarillo, we proceeded North on the 101. We headed up the 154 over San Marcos Pass into the Santa Ynez Valley. We arrived at the airport mid-afternoon and met up with the Shaner's who had driven up the day before; however, we were short one model A which belonged to the Petersons. Rick and Deena had a breakdown with their Model A along the 101 and had to have the car towed home. They returned in their modern later.

We checked in for Wings 'N Wheels and were happy to find we wouldn't be going hungry as there were tickets for breakfast, lunch and dinner. Next, we headed for our motel at Best Western Pea Soup Anderson in Buellton where we had free time until the next morning.

We arrived at the airport on Saturday morning to pick up our guest riders for the tour. The participants were divided into groups which left at staggered times. Each group having a similar agenda, started out with coffee at the Santa Ynez Valley Historical Society. The Santa Ynez area, with its gorgeous scenery, golden rolling hills, beautiful California oaks and back country roads was a perfect setting for our vintage car tour. Besides all that beautiful scenery, we had interesting stops at various wineries, a miniature horse ranch, Kelly's Lionel train collection and a catered lunch at a park shaded by oaks at Nojoqui Falls.

After lunch, we traveled back to the airport where some of our group received rides in vintage airplanes while others shopped in Solvang or went back to the motel. We all made it back to the airport hanger that evening for a Santa Maria style barbecue, entertainment and awards. Our own Lou received an award to the eldest driver participating in the event.

Sunday morning we returned to the hanger for a pancake breakfast and more rides in vintage airplanes. By noon, we were headed Southbound with memories of a beautiful weekend Wings 'N Wheels. We all returned safely thanks to the outstanding leadership of the Riggs.

By Model A, Flatbed and Modern

by Rick Peterson

By now, I'm sure that you have heard about our misfortune during the Wings 'N Wheels tour with our 1931 De Luxe Roadster know as Tilly II. I though I 'd set the record straight before too many rumors get circulated.

Last year, you heard about our overheating problems concerning the Rim of the World tour; but, we did not let that stop us. We may have used 20 gallons of water; but, we made it round trip.

This year, we broke down just outside of downtown Santa Barbara on the way up; but, we did not let that stop us. We may have had to make the trip twice; but, we were there and participated minus our Model A. While coasting in slow traffic on highway 101, Tilly II stopped running. At first, I was in disbelief. Gee, the engine sure got quiet. Hmmm, maybe it stalled. Oh no, it won't start. Deena called out on the CB that we were experiencing an engine problem while I got the car onto the shoulder before all momentum was lost. Bev Marsh and Shelia Plotkin, who were behind us, pulled over to assist. Shortly after, Mike Weirman stopped behind us and aided in the diagnoses. I checked the fuel and looked for other obvious problems; all looked fine. I suspected an ignition problem. The ignition coil wire had broken insulation and the distributor failed the screwdriver short test. After pulling the cap, Mike noticed that the rotor was not turning. We determined that it was more than just a distributor problem and called AAA on the cell phone for a tow truck. By now, we had lost CB contact with the rest of the group and decided we would need to take Tilly II home for repair. After being towed to a storage yard, we waited for a second tow truck until about 6 PM and made it home at about 9:30 PM. After a quick dinner, we headed again for Buellton and arrived at about 1:30 AM. In preparation for this tour, I had just installed a new radiator; I am proud to report that we never saw a temperature on the motometer while driving at full speed nor did we have to add water.

Based upon our recent experience, I thought you might enjoy a quick comparison of the different forms of transportation.

The Distributor

Model A

Difficult to fuel; you have to hold back the spring loaded hose on the pump handle and it always wants to drip on the cowl when you are done. Manual controls make them a little hard to drive. Without an overdrive, speed is limited to about 55 MPH. Suspension is not bad; but, the ride can be a little bumpy. There is plenty of fresh air; but, you get lots of wind noise. Entertainment is limited; but, the CB does help pass the time while traveling.

Flatbed

Requires diesel; but, it comes with full service fueling at no additional charge. No experience needed, the autopilot makes it extremely easy to drive. Speed and performance is limited. Suspension is rough and the ride is very bumpy. Air conditioning is usually available. You don't have to talk to yourself for entertainment.

Modern

Easy to fuel; but, full service is at your own expense. Power steering, ABS brakes, automatic and cruise control make them easy to drive. They are capable of exceeding the posted speed limits with almost no wind noise. Suspension is smooth and the ride is comfortable. Fresh and recirculating air can be either heated or cooled to comfort. Compact disc players are great for rural areas where radio reception is poor.





All the Juice from the Orange Club

Well this has been quite a month for our Orange County Ford Club. We now have a certified Jewish Irishman among us. It is rumored that this was by way of an Asian doctor. Ask no questions or you'll probably get some lies.

Another well known member decided he needed some extra strength, so he had some chain installed in his groin. Sure hope it doesn't rust!

Glad to welcome Doug Marsh back from his stint up in Northern California. Glad to hear that Harriet has returned to her roots.

Another story making the rounds is that we now have an out of work minister available. His story is that he retired. On the serious side, our "Rev. John" has done a marvelous job at his church and for the community and will be sorely missed. Maybe more time for our club now.

Sorry to hear Dale McCall is having more health problems. We all send lots of love and prayers.

Mel and Terry Collings are up in Alaska cavorting with the Eskimos. I'm sure they'll have a wonderful trip and we all wish we were there. Maybe they are laying out plans for next year's summer tour.

Juue Riha spent Sunday night with a severe toothache - or so she thought - she ended up with a cyst under a lower tooth and by now it is removed. To help things along she was tending to some snails in her yard and decided to visit the ground - face first. Among other scratches and abrasions, I guess she has quite a shiner. Well any way it's a good story.

Heard the Deutchs had a great trip to Canada. Pat decided to test her knee and it decided not to work. Hope she is all better now. We had expected to see a Model A Phaeton in their garage upon their return, but guess the La Salle protested.

Poor Judi and Jennifer Dwinger are going to have to spend a week vacationing in Morro Bay while Pieter works.

Jennifer Dwinger was recently accepted at UCLA, UC San Diego and Chapman University. Jennifer selected Chapman where she will be a junior starting in August. Her major is Public Relations and Communications with a minor in French and also continuing in signing. Her goal is international Public Relations in the business sector. Guess Glenn Johnson has been behaving as we haven't seen any more pictures of "Pretty dogs".

Diana Weirman is busy getting her truck decorated for the Fourth of July parade in Tustin and the DeLeons, Joe and Lydia, and their coupe are visiting the celebration at El Modena High School.

Also on the club scene - Richard Parrish's speedster had a new driver after its visit to the Great Race - Yes, our own Jeanne Parrish!

Please keep Warren Hogan in your thoughts and prayers as he recovers from a stroke.

Bernie and Ginny Marston are proud new grandparents. Congratulations!

Mike and Robyn Kuester welcomed a new addition to their family - son Chad married Heather Whitehead at the Friends Church in Yorba Linda on Saturday July 24. Jason Dwinger was the best man.

A potluck lunch to celebrate Diana Stewart and Bill Douglas's marriage will be held on August 28 at the Riggs'. You may send a \$5 or \$10 contribution toward a group gift. To RSVP or obtain additional information, contact Gwen Riggs or Alice Graves.

THAT'S ALL FOR NOW!

Incredible Discovery

by investigative reporter, Richard Parrish
and photographer, Tom Endy



Merle McClellan, *The Professor*, has been running a Pinto engine in his sport coupe, complete with automatic transmission and air conditioning since the demise of his stock engine on the way to Tacoma in 1994.

While changing the rear end ratio, *The Professor* installed the ring gear on the other side of the pinion and now has a sport coupe fully capable of 65 MPH in reverse. With further development, he is certain this modification will be adopted by many.

He reports steering takes a little getting used to. Looking out the rear view window causes a stiff neck and the highway patrol wants him to mount headlights on the rumble seat and stoplights in his cowl lamps. Cooling of the engine also seems to be a problem since this modification.

He has temporarily converted the car back to standard configuration and is keeping his discovery rather quiet. At least until after the hard luck trophy is awarded.

New Member



Ledbetter, Charles (Roger) & Betty
PO Box 129

17122 1/4 Bob's Gap Road
Valyermo, CA 93563

Home: (805) 944-0565

Work: (310) 453-3289

Fax: (310) 453-4210

Children: Dan, Linda, Jessica

Map to Bud William's All Ford Workshop 2950 Coronado St, #F, Anaheim

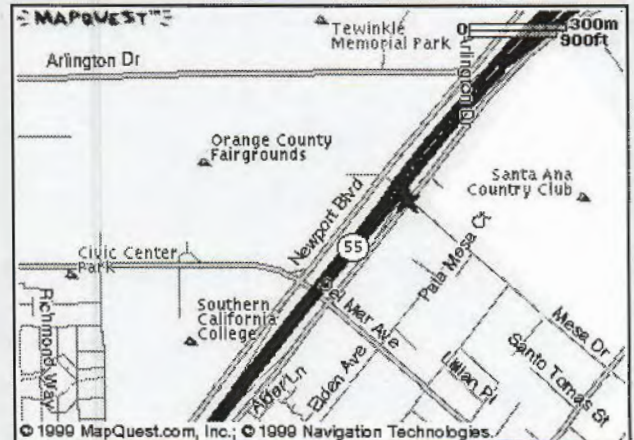


August Board Meeting Map

Dick Church's
2698 Newport Blvd.
Costa Mesa
(949) 646-7762



City Map



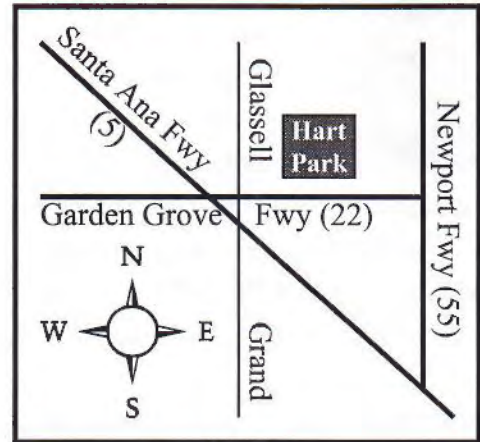
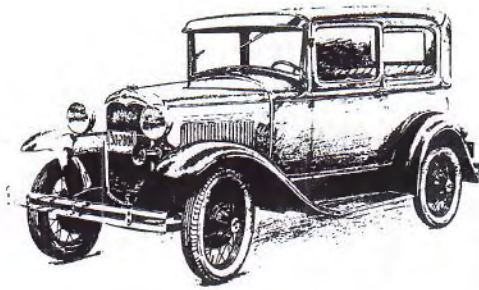
Street Map

General Meeting Location

[Second Thursday of every month]

August 12, 1999 @ 7:00 P.M.

Potluck dinner @ 6:00 P.M.



Hart Park
Orange, CA

First Class Mail

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

