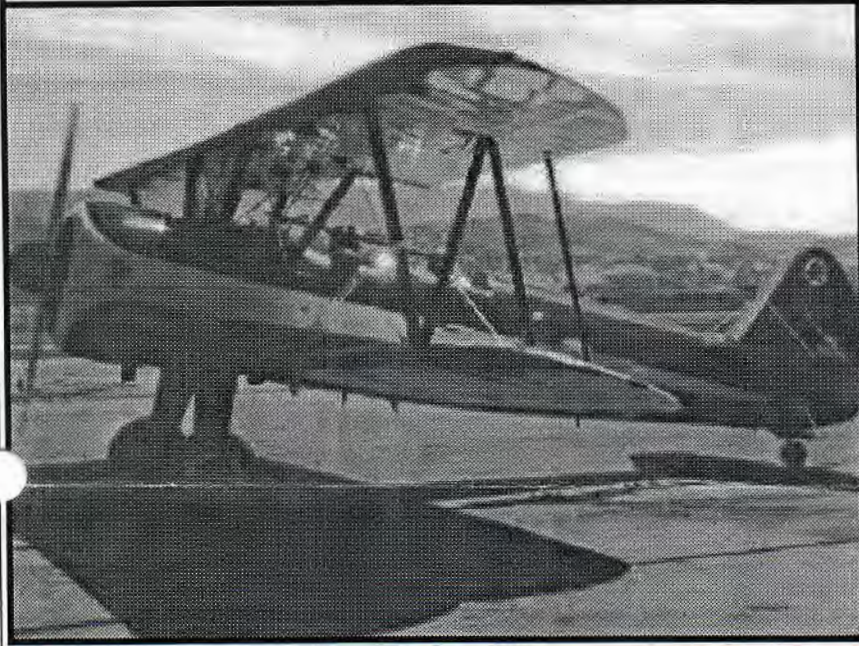


The Distributor

High Spirits



There were many wings last month: Wings-N-Wheels Tour, Guardian Angels, Airplanes and Decorative Moto-Meters. Stearman photograph provided by Ken Dierken.

INSIDE THIS ISSUE

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**E-mail newsletter material to:
Newsletter@OCMAFCA.Org**

From the Other John

My last car as a bachelor was a real practical one. I guess I was getting more and more serious about a car being used only for transportation. My dad again loaned me the money, this time to get an 8 year old 1949 Studebaker. It was a bullet faced car that looked as if it was moving even when it wasn't, and you had a hard time determining if they were coming or going.

It was the first car I owned that had an overdrive. That meant that I could cruise back and forth from Redlands to my parent's home in Phoenix and get good gas mileage. It also had a "hill holder" break that would not let the car roll backward on a hill until you released the clutch. That would be a nice added feature for a

Model A.

The other unique thing about that car was the license plate. The number was "P4" even though it looked like a P38 airplane. The dealer said that it had belonged to someone like the secretary of the mayor of Flagstaff Arizona or the county registrar. The letter "P" delineated the plates for that area. The low number meant that person got it early. That unique plate became a bonus for me because one particular girl would pass that car on her way to breakfast each day, and wonder who owned it. She figured it must be some one important. I don't have the car today but I still have the license plate, and most importantly, I still have the same girl friend.

Continued on page 2

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

Chartered 1961 - Santa Ana, CA

Board Members

President

John Knox
(562) 697-2545

Prior President

Greg Carcerano
(949) 645-2254

Secretary

Kathy Mc Call
(714) 633-0946

Treasurer

Alice Graves
(949) 497-3067

Technical

John McMillan
(714) 730-0544

Activities

Ken Dierken
(714) 968-7149

Editors

Rick & Deena Peterson
(714) 968-7950

Special Events

Lee Jackson
(714) 521-8460

Committee Chairpersons

The World Class Swap Meet

Larry McKinney
(714) 963-2724

Sunshine & Sorrow

Jill McDonald
(714) 633-3771

ACCC Representative

Larry Conkol
(714) 535-1411

Regional Representative

Bev Marsh
(714) 373-9769

Refreshments

Peter Mastro
(714) 534-5792

Raffle

Walter & Pat Deutch
(714) 693-1914

Buttons, Patches & Logos

Dan & Sylvia Adelman
(714) 963-6318

Club Greeter

Jon Heiland
(714) 836-4244

Historian

Deena Peterson
(714) 378-9042

Continued from page 1

It was an interesting but strange looking car. I wouldn't mind having an old Studebaker again. It is sort of like falling in love with a dog that everyone else thinks is ugly. As they say, "Beauty is in the eye of the beholder."

One nice thing about a Model A is that it transcends all sorts of social, global, and ethnic boundaries, and gives us a unique opportunity to meet people from all walks of life that have an interest in "Henry's Lady." It is a good starting point to get to know others we might miss if we just stayed in our own corners. I get a kick out of the people on motor cycles and bicycles that wave at us as we share together in a bond of being free spirits. I enjoy the young people, even in Low Rider type cars who will say, "Cool car man."

Let's enjoy our cars not only for their uniqueness as a car, but also as an opportunity to expand and enhance our world.

Wings N Wheels Special Thanks

by Kenny Dierken
Activity Director

I would like to thank some club members for their car support several times along the roadside giving fellow Model A'ers a helping hand: John Pickrell, Dean & Pam Berto and Vince & Joan Mariola. I applaud you all.

Progressive Dinner September 16th 2000

Well it's that time of the Year once again. The Collings house is the first stop for Hors d'oeuvres we meet there at 3:00 PM, then on ward to the Knox's for Main Course, then to the Ferrazi's house for dessert. There will be a map in *The Distributor* for the Collings house, and maps will be handed out to all the other homes prior to going to Knox's house. Let's have a good time hope to see you there. Happy Trails.

There will be a \$10.00 immediate family fee, it's refundable upon showing up. All reservations & checks have to be either handed to Alice or mailed to her by September 1st. Address below:

Alice Graves
970 Summit Drive
Laguna Beach, CA 92651
(949) 497-3067 if any other questions



Wanted

'31 S/W Fordor Sedan
Preferably restored.
Ted Dobbins
21275 Rancherias Road
Apple Valley, CA 92307
(760) 247-7428

Schedule of Activities

August

2-6, Wednesday-Sunday
NW Regional
Washington

10, Thursday
General Meeting
Hart Park, 7:00 PM (Potluck at 6:00 PM)

12, Saturday
Technical Seminar
McMillan's, 9:00 AM. Front brake anchors. 20 sets have been purchased. Cost to members \$20.00.

15, Tuesday
Board Meeting
Mc Call's, 7:30 PM

25, Friday
September Newsletter
Deadline

September

7-10, Thursday-Sunday
40th Rim of the World Tour
Elks Lodge. Deadline is August 26. \$20 per family (\$25 after 8/15). Rim Chairman, George Howells (562) 927-7444.

Generous OCMAFCA discount available at Wildwood (888)294-5396; ask for Sue. Some members staying at Black Forest Inn; Marion Wavra has information (714) 549-2881.

The Distributor

14, Thursday
General Meeting
Hart Park, 7:00 PM (Potluck at 6:00 PM)

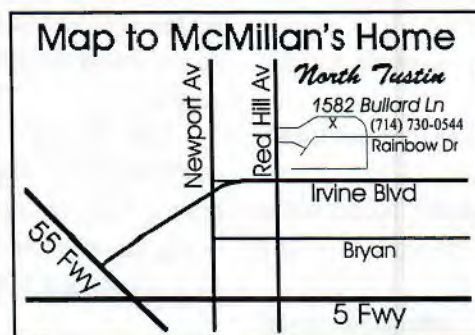
15, Friday
Technical Seminar
Bob Ferrazi's house, 7 PM. Bob will demo the replacement of steering balls. He has the tooling. If you have flattened balls (steering that is), take off the arms, clean them up and bring them along. Also, buy new balls.

16, Saturday
Progressive Dinner
Starts at 3:00 PM. \$10 Refundable.
Collings ⇄ Knox ⇄ Ferrazzi

19, Tuesday
Board Meeting
Mc Call's, 7:30 PM

22, Friday
October Newsletter
Deadline

24, Sunday
Paradise Swap Meet
Info: Ray Tate (909) 885-1135.
Leave Orange Mall at 8:00 AM.



October

RESCHEDULED
1, Sunday
Poker Run
Corrdinated by Ken Zittre

NEW
7, Saturday
OC Model T Parts Exchange
Vintage Ford Parts, 6 AM - 3 PM.
Call Jim Eliot @ (714) 542-0905 or
Tom LeRoux @ (714) 894-9603.

NEW
8, Sunday
Pomona Valley Swapmeet

8, Sunday
Queen Mary

12, Thursday
General Meeting
CHOC, 7:30 PM

17, Tuesday
Board Meeting
Mc Call's, 7:30 PM

20, Friday
September Newsletter
Deadline

21, Saturday
Oak Glen Apple
Corrdinated by Richard Parrish

NEW
29, Sunday
Old Town Music Hall
Corrdinated by Lou Spielberger

Up! Up! And Away

Wings and Wheels Revisited

by Alice Graves

Once you have been bitten by the "Wings & Wheels" bug it is hard not to return every year. This year 36 Orange County members made the beautiful trip. Only one "mishap" on the way. Diana Wierman lost steering. Not a pretty sight to happen on the 405. Two cars stopped (Pickrell and the Birtos plus Mike went back) and repaired it and they caught up at the destination.

We got our rooms at Pea Soup Anderson's and registered at the airport in Santa Inez on Friday. Once we were settled in and did some smoozing, we gathered at the large gazebo to enjoy the Marion Wavra Catering Service. Sandwiches, fruit and much more. Diana provided the music for a few to get out on the floor and do a Fred Astair impersonation. After that the Graves room became the poker parlor. Sheila taught us all a new game called Guts. It was a no-brainer so we could almost understand it. Hey! It was late. Terry won the last pot (wrapped candy left over from dinner).

Free breakfast at the motel and the off to the airport. Some picked up their assigned pilots on the way. We were chauffeurs for the pilots for the weekend. Then off to a rather confusing gathering for the car tour. Our group was last. The first stop was the Winery. We stayed there a tad too long and then off to a garden shop which was to kill for. We barely got in there when a horn honked. That didn't mean we were leaving could it? Ignore it and keep drooling over the plants and stuff. In about 15 minutes we went out to the car to discover the lead car was gone! Dig out the map. We were in the middle of Los Olivos and it didn't seem too hard, however, one of the street names was wrong on the map and we were

doing circles trying to find a group of cars or any kind of life. We got back to Solvang and found a group of cars to join. Next stop lunch. We should have gotten another map as the one we had was used up, and, we lost the other cars at a stop light. Heads were leaning out of antique cars, saying, "Do you know where to go?" The Keystone Cops visit Lompoc. We never did find lunch but had a peaceful lunch at Pea Soup.

Flying in the afternoon. Lots of good times and great pilots. It was a beautiful day and everyone (I think) got a ride Saturday or Sunday. We were lucky to fly a tiger moth piloted by Mike Copp who flew 5 hours to get to Santa Inez. We did some wing walking (protecting people from planes moving on the ground).

The usual tri-tip barbecue on Saturday night and breakfast Sunday morning in a hangar.

On the way home, John Riggs had a little overdrive problem and John Pickrell offered to let him drive the coupe he was trailoring and he would tow the sedan. John P. should get the good guy trophy. Then, about Long Beach, Calvin and Jannice had problems with John's AR and it was about to call it quits, but limped back to Riggs for major repair. John Graves had no problems.

I will probably leave out someone, but here's our group: The Graves, Mariolas, Riggs, Shooks, McCullahs, Wiermans, Collings, McDonalds, Birtos, McCalls, Shaners, Ken Dierken, Lou Spielberger and David, John Pickrell, Marion Wavra and Jeremy, Bev and Doug Marsh, Sheila Plotkin, Chris Foster and Everett Parker, Rose Marie Argo and Stan Boettcher and the Earharts for a short visit.

October "Apple Tour"

by Richard Parrish

It's on your calendar. Right? October 21st. The one tour you will take if you missed every other one. Right? Possibly the farthest you have driven your Model A but you are going. Right?

Who's going to drive? The man? The woman and get a "This lady drives a Model A patch?"

What are you going to cook for lunch on the manifold? Recipes coming in future issues.

Does your car need some maintenance? Need some help? Who are you going to call to help? Don't wait. Get it in shape cause you are going. Right?

Are you bringing your grandkids? We are. How about

your parents? Your neighbors? This is the tour of the millennium and you are going. Right?

You are already on the signup sheet. It's called the roster. But just to reinforce it, sign the sheet at the meeting so we know how many are coming. In addition to YOU of course.

Call Richard Parrish at (714) 638-2355 if you have suggestions to make this tour better. If you are not coming on the tour, acceptable excuses are a hospital admittance form, a note from your pastor, your mother and the warden or a summons from the IRS.

GOD Is My Co-Pilot

by Diana Wierman

This is in addition to the article that will be written on our WINGS N WHEELS trip. But I believe it is important to hear the first hand version. Because even now it can only be referred to as a Miracle.

On Friday about 10 A.M., I was driving my 1930 Model A Ford Pickup North Bound on the San Diego 405 Freeway. We had been in bumper to bumper traffic from the South Bay Curve to LAX. Traffic was very busy and we had just cleared LAX and started to gain speed. Which to some motorists in that area is about 80+ m.p.h. Traffic was wheezing by on both sides. We were traveling in about the 2nd lane from the center, since we were about to pass the Marina Del Ray 405 Freeway exiting 2 lanes. As I approached this area, I suddenly had NO STEERING. I quickly switched on my newly installed blinkers with hazard lights. As I looked to the left, it appeared not to be a good move, as I looked to the right it seemed a long way to the shoulder. But suddenly my truck started moving slowly to the right, lane by lane it moved over and parked itself safely next to the side of the roadway. It also left plenty of room for 2 support vehicles pulling trailers to pull ahead of my truck.

As we were moving over there was no traffic in my way, no breaks squealed nor horns honked. I could literally turn my steering wheel from left to right with no effect what so ever. When stopped I told our support vehicles that, "GOD had steered the truck over to safety", for indeed it was not my doing. Little did I know at that time how true my words were, for when the hood was lifted the pitman arm was completely off the sector shaft.

I would like to truly think our support

vehicles. I just don't think that sometimes they get enough credit. Because they drive a modern or trailer their A, we seem to over-look them at times. But they truly do provide a service to all of us attempting to enjoy the driving of our A's. They block traffic at times to allow us to safely move over a lane into faster moving traffic. They follow slower in the rear (when able to go much faster ahead), to be able to pull over and assist those of us in need. Without them we would have a much harder time enjoying travel in our A's. They are in fact, truly the clubs "Guardian Angels".

My thanks on this trip goes to Dean and Pam Berto and John Pickrell for all their help and support.

A very special thanks goes especially to John Pickrell who helped replace the pitman arm and get me back on the road. I know on Friday he also helped out Marion Wavra and her grandson Jeremy with loose parts and distributor problems, Vince & Joan Mariola with a water problem and I heard someone from another club. On Saturday while on his way to dinner he noticed that Mel and Terry Collings had a severe cut in their left rear tire tread. Which was changed in the safety of the hanger area by Terry Collings. All was done by the way, without her breaking a nail and was supervised by a large crowd of men. The tire being noticed by John may have prevented a serious accident on the road. On Sunday on the way home way, north of Camarillo, John and Gwen Riggs lost their overdrive in the Sedan. John Pickrell again to the rescue took his A off his trailer to put the Rigg's Sedan on the trailer. He continued to tow the trailer and sedan while the Riggs drove his A the rest of the way home.

General Meeting Minutes

Orange County Chapter
Model A Ford Club of America
July 13, 2000
by Kathie Mc Call, Secretary

Presiding: John Knox

The July meeting was held at Hart Park in Orange following a potluck supper. The meeting began with the flag salute. Visitors were introduced by Jon Heiland: Denny and Nubia Rowbury ('31 Vicky and '30 Pick Up). Rhonda, Alexander and Lucas, family of John and Alice Graves visiting from Ohio.

The June minutes were approved as printed in *The Distributor*.

Treasurer's Report

No Action.

Activities

The Hard Luck Trophy again was hotly debated in light of the numerous reports of casualties on the various trips since last we met. It boiled down, once again to include the Graves in competition with Mel Collings. It was also suggested that there be a perpetual trophy for John and Alice since they have been honored on numerous occasions, leaving out any opportunity for anyone else to be able to display the HLT in their home. However, when put to a vote after hearing all the details from both contenders, the trophy was once again awarded to John and Alice.

List of individual activities listed separately.

Old Business

Reminder to continue collecting toiletry items from your travels to be presented to The Ronald Mc Donald House in the early fall.

Member Dick Smith presented a notebook he has been compiling with information on where to purchase items, tools to loan, important facts, club resources, literature etc. All members are encouraged to contribute to this resource directory.

Mel and Terry Collings were publicly recognized for the efforts in organizing the Utah Summer Tour. Mel pointed out that the highest peak the 'A's surmounted was 11,226 feet.

New Business

None.

Meeting was adjourned at 8:00 pm (a new record).

August meeting will also be at Hart Park preceded by a potluck supper at 6:00 pm.

Board Meeting Minutes

Orange County Chapter
Model A Ford Club of America
July 18, 2000
by Kathie Mc Call, Secretary

Held at Mc Call's home. Members Present: John/Dorothy Knox, John/Alice Graves, Ken Dierken, Dan/Sylvia Adelman, Dale/Kathie Mc Call, John/Jeanie Mc Millan.

June Board Meeting minutes were approved as printed in *The Distributor*. Alice reviewed Treasurer's Report. Of note is that ACCC dues are currently due. Larry Conkol is the club representative. John Knox will contact Larry to determine if he is willing to continue serving in this capacity. ACCCDefender.org is the web site.

Old Business

Discussion regarding the Progressive Dinner in September. Ken and Greg Carcerano are working on maps and details. Details listed elsewhere in newsletter.

Ken Dierken (Activities Director) will review the touring guidelines, since there has been some discussion on recent trips. A new 1-day trip has been added to the Old Town Music Hall in El Segundo. Details listed under activities.

Dan Adelman reported that members could individually order name badges and the new signs for cars.

John Mc Millan (Technical) seminar for Sat. 8/12 will be on front brake anchors. 20 sets have been purchased, cost to members \$20.00. Sept. 15 seminar will be on steering balls. **Action:** Approval for advance purchase of supplies needed.

New Business

Youth Memberships: Discussion regarding renewing interest in having youth join OCMAFCA at a reduced rate, such as \$5.00 annually. This will include a youth newsletter and an annual youth event. No action.



Gone to Kansas City

by Richard Parrish

You said it was too hot in July to drive to Kansas City. You were right. We left at 5 AM in the Tudor. The desert gets HOT, but by the time we reach Kingman it is bearable and we stop for lunch. We reach Flagstaff at 3:30 PM and it is COOL. Dwingers, Johnsons, Tom Endy and Lynn arrive about 5 PM with their precious cargo in Glens new trailer. They left at a leisurely 8 AM in their air conditioned vehicles. Dan and Linda Caldon arrive about an hour later from San Luis Obispo with their '31 Deluxe roadster on their trailer. Art Cheverton and Gordon Ellis from Whittier chapter, arrive even later driving Art's Coupe with a Pinto engine. They agree to leave early with us in the morning.

For the next 3 days it's on the road again with the A/Pinto and the Tudor at 6 AM while the others sleep in to 8 AM. Thursday night it's Santa Rosa NM, Friday it's El Reno Ok and Saturday we are at our final destination: Kansas City Mo. Four days drive 1725 miles.

Sunday we picked up our registrations and saw Larry and Gerry McKinney who drove the speedster all night the first night. John Biscay who we hadn't seen since Utah and his wife Josie arrived. The hill climb in the old town of Weston was well attended. Everyone sort of did their own thing and enjoyed the meet. The grand tour to St. Joseph was very scenic. We had a great lunch and had a chance to have our cars photographed in front of the pony express barn. The judging did take way too long but at the banquet the wait was worth it for 3 of our members. Larry McKinney, Glen Johnson and Piet Dwinger all

got an award. Glen a Mark of Excellence and Piet a 1st place.

Saturday morning Johnsons went to Arkansas, Dwingers went to Texas, Endy to Colorado, McKinneys to Indianapolis and we headed north to Lincoln Ne. Bill Smith of Speedway automotive has the finest private collection of Ford 4 banger speed equipment in existence. It was worth the 360 mile round trip. Larry and Gerry were able to see it the week before the meet.

Sunday we saw the Eisenhower Library in Abilene Ks. Monday in Salina Ks the temperature was 106 and the humidity close to 100. The sky got blacker and blacker and Jeanne was put on "tornado watch". The car didn't like the weather and vapor locked pretty bad. About the time I thought we would have to stop, those black clouds dumped enough rain for a whole season in California. The temperature dropped. With the vertical windshield and Rain-X we were able to drive close to regular speed. The car liked it and so did we. We were able to almost reach the Co border.

Tuesday the chance of a lifetime. Pikes Peak at 14110 feet high. The view was breathtaking. I have never seen so many high signs, horns honked, pictures taken. As we approached the top the clouds were really dense. I followed a pair of tail lights until they suddenly were gone. Where, I don't know.

We felt our way to the top driving in low gear using all 18 or 20 horsepower we had left at that altitude. The peak! Not only could we not see, the wind blew with a fury and it started hailing. We went into the ever present gift shop just in time

to hear the ranger announce "everybody out, we are going down the hill in caravan. We are expecting snow and ice". Well, half way down the mountain, the peak cleared and they reopened the road. We didn't go back for the pictures. Wednesday we drove across the Royal Gorge suspension bridge, the highest in the world. Everyone thought we were part of the attraction.

Thursday we had lunch in Durango Co and left the cool. It was HOT going to Gallup NM. Flagstaff and Williams Az were actually cool but then the heat got serious. Hot in Kingman and unbearable on the way to Needles. Vapor lock again only temporarily fixed by spraying the carb and manifold with a garden sprayer. A spritz to our bodys helped too. We limped into Needles where it was 124 degrees (it was dry heat, like a torch).

Friday 5 AM we tackled the hill. It was close to 100 degrees. Three miles and I knew it wasn't going to make it. A point adjustment by flashlight illumination and we were on our way again. About 30 miles out of Needles the temperature cooled off and we had a pleasant drive. 6:30 AM in Ludlow we stopped for gas. Who is that across the freeway? It's Larry and Gerry McKinney. We discussed the merits of garden sprayer "air conditioning" and ice packs in the lap and we were on our way. About 3 hours later and 3 miles from home, we had our only serious problem of the trip. We broke a fan belt. Oh well! Spritz the radiator, take it up to 35mph, shut off and coast. Repeat until we pull into driveway. A great trip but you were right. Too darn hot!

Our Big Adventure

by Gerry McKinney

We were so special that we made the 10:00 news!

Our goal is 500 miles a day, no matter how long it takes

Goin' to Kansas City. Kansas City here we come, for the National Model A Ford Convention 2000.

Sunday, 7/2: Noon, the trailer is loaded, the car is ready to go to K.C. At 7:25pm we pulled out of our garage. I-15 to Barstow and picked up the I-40 to Needles and Flagstaff. A few miles west of Flagstaff we crossed the Arizona Continental Divide at 7335 feet. And at 4:00am the temperature was in the forties, quite a change from 100 degrees crossing the desert at night. We stopped for breakfast in Flagstaff about 5:30am. It was still early, we still felt good, so we gassed up and took off for Gallup, NM. We did some sightseeing along the way and stopped at the Petrified Forest. Another chance to get out of the car! We were in the motel by 11:00am in Gallup and ready for a nap. At 6:00pm we were ready for dinner and drove around the city for some sightseeing.

Tuesday, 7/4: Depart Gallup, NM for Dalhart, TX. We left I-40 and headed north on I-54 at Tucumcari, NM. All along the way we noticed wonderful billboards announcing the city of Tucumcari. The Route 66 monument on the billboards was so interesting that we kept our eyes open to find it. Finally when we turned on I-54, there it was. It is so beautiful, and once I

suggested that we stop the car and take a picture of the monument with the car in front I had no trouble convincing my driver to stop. I said it will make great Christmas cards or note cards, I knew I had won. We stopped for another Kodak moment. Onward to Dalhart. We arrived in Dalhart at 5:00pm hot and sweaty. Once we checked in, I hit the shower while Larry, my driver, unloaded and parked. As soon as I got out, Larry was in and there was a very loud knock at the door. I was worried that it was the manager because we had taken two parking spaces. I hurried to open the door, and standing before me were six members of our Four Ever Four Cylinder Club, just smilin'. They were on their way to a Fourth of July picnic and fireworks extravaganza at the City Park. The city of Dalhart has a population of 6000+ and they were all there. We were given upfront parking and we were made to feel special. We were so special that we made the 10:00 news!

Wednesday, 7/5: We met them at their RV park up the road the next morning and traveled north with them. We made many stops along the way, Liberal, KS home of Dorothy and the red shoes, and on to Greenberg, KS home of the largest hand dug well and another chance to get out of the car! We traveled with the group of

trailed cars to their next RV park in Hutchison, KS. We took a cool shower and decided that it was too early to stop and drove on to Salina, KS. Our goal is 500 miles a day, no matter how long it takes.

Thursday, 7/6: We have friends from Upland, CA that are visiting their family on the way to K.C. They are in AYR, NE a town of 100 people, 10 miles south of Hastings, NE. We spent the day and evening visiting with our new friends.

Friday, 7/7: We had an appoint at 9:00am in Lincoln, NE with Speedy Bill Smith at Speedway Motors for a private tour of his facility. And what a wonderful place it is. There is so much to see and he explained to the group about each section of his show place. He has such a tremendous collection of motors and auto related treasures. There are photos, posters, you name it, there are fifty years of memories and memorabilia. To top off the morning we got to see his showroom of pedal cars and toys. I can't begin to tell you all that we were able to see. Racecars to taxi cabs, everything from A to Z is housed in this fabulous facility. After the tour, Bill came outside to check out our speedster. After talking to him about the trip in an open car, I told him I was in the right seat all the way. He was so impressed that I got to be photographed with Speedy

The Distributor

all and I got kissed too. And now I have the photo to prove it. After the museum tour we headed south to St. Joseph, MO with our friends Art and Olive Moore from Upland, CA.

Saturday 7/8: We drove to Weston, MO to check out the sight of the hill climb. We cruised the Embassy Suites in K.C., MO to double-check our reservations only to find that we had none! After a couple of hours of aggravation and sweat a wonderful young lady named Abbey pulled some strings and got us a room for the next six days.

Sunday 7/9: We checked in to the hotel and unloaded the trailer and prepared not to drive for the next few days. We picked up our registration packet and started visiting with all the other Model A members coming from all around the country and even Europe, Japan, Canada, New Zealand and Australia. We visited with a lot of old friends and made a lot of new ones. Everyone was interested in our car, with the banner on the trailer, Huntington Beach, CA to Kansas City, MO. "Did you drive it all the way? What do you do when it rains, Isn't hot not having a top?" Yes, we did, we get wet and yes, the sun is very hot!!!!

Monday 7/10: Today is hill climb day in historic Weston, MO. With much advance notice the city shut down the main street and
The Distributor

opened all the shops for us. The top end of the street, we set up the timing clocks for the racecars. Below the race area was set up for the spectator parking and pit area. Each car was thoroughly inspected for safety before it was allowed to race. Each driver is required to wear a helmet and seatbelt too. Even though the cars don't travel speeds like Indy every caution is taken before the trials start. We were signed up to race, but during tech inspection, one of our club cars was found to have a broken motor mount. John came to Larry with hat in hand asking if he would be able to borrow one from our speedster. I was happy to see Larry loan him the part as this car was going to Indy on the way home. Racing up the hill could have put a change in the plan. John's car was being trailered so, once the racing was over he brought the part back and installed it for us. Our Four Ever Four Cylinder Club won 5 trophies. Two of them were won by ladies, Olive Moore and Barbara Mutschler. Art Moore had low time for the event, Raul Castillo and Jim Brierley won their classes.

Tuesday 7/11: Each day there were seminars scheduled for all the many interest groups. This day, there was a swap meet. It had many vendors and private sellers attending. The girls went to the mall. Air conditioning is wonderful!

Wednesday 7/12: On this day we entered our little red car in the car judging with all the other blue ribbon hopefuls. I am sure the officials said, "What the heck is this doing here?" We were entered in the modified class, but we were so modified that they didn't know exactly how to judge our speedster. It is probably the cleanest it had ever been so we felt on that note alone it was worthy to be judged. We traveled to Independence, MO to the home and museum of former president Harry Truman. Back at the hotel the main event of the day was the era fashion show and awards.

Thursday 7/13: We went on grand tour with 860 people and more than 400 Model A's to a pancake breakfast in Platte City, MO. It was held in the fair grounds so there was plenty of parking and we were able to look at all the other cars attending. Once everyone was fed, we lined up to continue the tour to St. Joseph, MO. We traveled through very hot but beautiful country with planned stops along the way to water the cars and passengers! We had our pictures taken in front of the Pony Express museum and took the tour. Then we went down to the home where Jesse James was killed. We again lined up and headed for a great Bar B Que lunch. We took the freeway back to the hotel; we had all the heat we needed for the day.

Abbey pulled some strings and got us a room for the next six days

Weston, MO with much advance notice the city shut down the main street and opened all the shops for us

We were so modified that they didn't know exactly how to judge our speedster

We dodged rain for the first 200 miles

I am so glad that we stopped to honor those that died that terrible day

A Texas State trooper pulled us over ... "You are not driving on my highway with those lights, so turn around and go back to the last off ramp and get a hotel room there."

Friday 7/14: Jim Brierley hosted the F.A.S.T. seminar. It was attended by over 100 people, all interested in learning how to hop up their Model A's. That evening was the banquet.

Saturday 7/15: Time to check out, load up and say goodbye. We had places to see. We left the hotel at 7:00am heading northeast for Indianapolis via St. Louis. It was a little over 500 miles. We dodged rain for the first 200 miles, but we never got into a real storm.

Sunday 7/16: We headed for Indianapolis Speedway just 2 miles from our motel. We spent about 4 hours walking around the museum and Hall of Fame. The whole time hoping we can talk someone into letting us have a Kodak moment on the track. The displays represent 100 years in racing history. It is truly a beautiful place to visit. We did take the bus tour around the track, but were unable to get the speedster on the track. After the speedway, we drove to downtown to see the sights. It is a very beautiful downtown with many tall buildings old and new. We had planned to wear Lakers T-shirts and get our picture taken at the Conseco field, but the shirts were in a car trailer heading home. After dinner, we drove on to St. Louis, MO. You remember the 500 miles a day thing, right? Not today however.

Monday 7/17: We left

the hotel with threatening skies. It was not long until we drove to an overpass to wait for a break in the downpour. After an hour and forty minutes we tried again. This start lasted for only 20 miles and again we were holed up under a bridge. We were joined there for an hour or so by a local guy riding a Harley. We all put on our rain gear and hit the road. We drove out of the rain before we reached Springfield and headed on to Oklahoma. We traveled the Will Rogers Turnpike and drove under the world's largest McDonalds, over 29,000 square feet. We spent that evening in East Tulsa.

Tuesday 7/18: We left Tulsa heading for Oklahoma City to see the national memorial for those who were killed in the Murrah Federal Building bombing. It is amazing that more buildings near the Murray building weren't destroyed. The field of empty chairs represents those that died. Each glass base is etched with the name of the victim. There are 2 sizes, small for the 19 children and large for the adults. A total of 168 chairs stand on the newly planted lawn. There is a beautiful reflecting pond in the center of the memorial intended to help soothe wounds. It was very breath taking sight. I am so glad that we stopped to honor those that died that terrible day. We had to stop many times during the day

due to the extreme heat. We pulled in to Clinton, OK to stop by a Route 66 museum, it was closed but we noticed the time and temperature tower at 6:00pm was 111 degrees. Wow! Got ice and headed on to Amarillo, TX, but we didn't quite make our destination. A Texas State trooper pulled us over. He said, "You have no headlights!" We really didn't want to argue because our lights are really terrible, but we tried to explain that we only wanted to drive 30 more miles to Amarillo. He said, "You are not driving on my highway with those lights, so turn around and go back to the last off ramp and get hotel room there." We did exactly what he said.

Wednesday 7/19: Heading west to Gallup, NM. We were able to get a room at the beautiful El Rancho hotel. It first opened to guests December 17, 1937. It's older than us! It was the hotel hot spot for many Hollywood stars. On the second floor above the huge lobby are autographed photos of all the stars that have stayed here.

Thursday 7/20: Our plan for the day is breakfast in Flagstaff and stay the night in Kingman. After reaching Kingman, buying 2 more ice bags, we headed for Needles, CA. Upon arriving in Needles at 6:00pm we learned the 4:00pm temperature was 125 degrees but the 6:00pm temperature had cooled to 122 degrees.

The Distributor

ou could really feel the difference. Not! Our car ran great, and never reached over 160 degrees no matter how hot the temperature. We maintained 60 MPH on the highway and averaged about 20 MPG for the trip of over 5200 miles.

Friday 7/21: 5:00am get out of Needles! Arrived home in Fountain Valley, CA before lunch.

In addition to going on many test rides in our Speedster before the big adventure, we knew that it was as sound as a homebuilt with the heart of a 70-year-old engine could possibly be.

here would be no surprises. Extra parts for the car were packed in the Repro Mullins trailer, spare tire, tubes, tools and plenty of fluid for us and in an emergency for the car. The Speedster has no trunk, so we always take the trailer to carry anything. The little red car pulls it with no trouble.

For our trip, we gave our comfort some real thought. We had driven it to Tacoma, WA in '94 so we had a taste of the day to day, 12 hours in the car already. We plan on 500 miles a day and set aside 12 hours. If we choose to sightsee we make adjustments as we go. We already knew how it felt to ride all day in an open car. We purchased some "Moal" driving helmets, they were great for night driving and when it rained. During the daytime in the Midwest, they were too hot. We had purchased for our Tacoma trip some bandanas with attached visors that worked the best. For me they kept the wind from my ears and added some shade to my face. Next I purchased 4 pair of men's swimming trunks, with the attached mesh panty. For both of us they were better than regular shorts and dry quickly when you are out of the car. They can also be washed out in the shower and

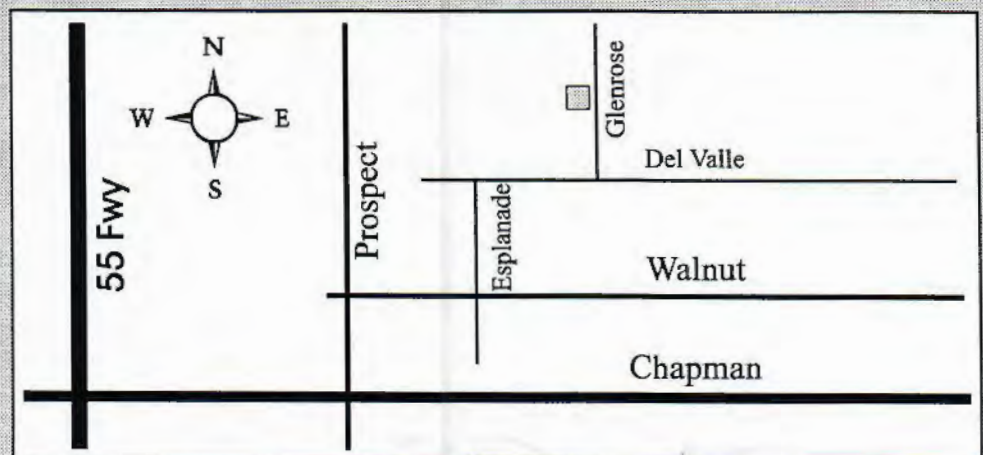
will dry by morning. I purchased for myself 2 sports bras that had moisture control properties that were very comfortable. We also had the t-shirts that we cut the sleeves and neck out that we wore part of the day. Once the sun started to show, we changed tops and we wore cotton plus SPF30 protection, long sleeve shirts. They have cotton's breathability, but give you serious protection against the sun. Finally, the last thing that really saved us from the heat I purchased 4 ice bags. The old fashion screw top "hang over" bags. An 8lb bag fills them and will last for about 3 hours. When we were coming into Needles, and the 4:00pm weather reported 125 degrees, we traveled right along and had no idea it was so hot. I guess I should mention that we ride with towels on the vinyl seats too. For the rain, we carry vinyl rain suits in the trunk that we had to use one day leaving St. Louis.

4:00pm temperature was 125 degrees

Averaged about 20 MPG for the trip of over 5200 miles

August Board Meeting

Dale and Kathie
Mc Call's home
588 Glenrose Drive,
Orange
(714) 633-0946



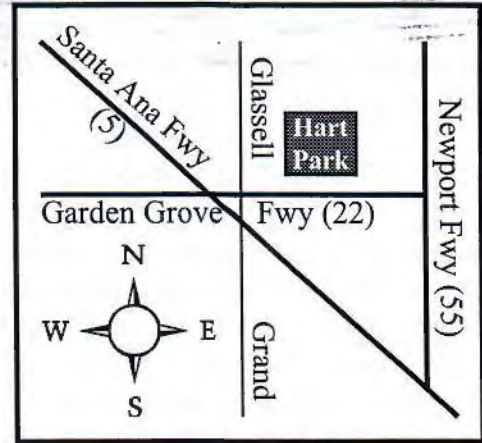
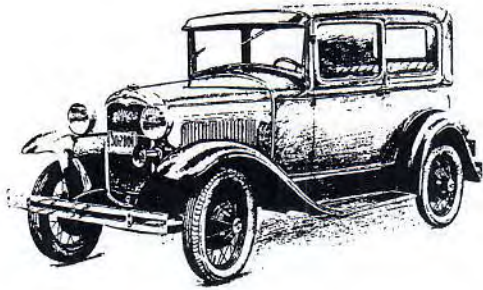
General Meeting Location

[Second Thursday of every month]

August 10, 2000 @ 7:00 PM

Potluck Dinner @ 6:00 PM

(A-L bring main dish; M-Z bring side dish, salad, or desert.)



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