

# The Distributor

## On the Ball



*While the diehards were away at Death Valley, several attended the local Miniature Golf Tour.*

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Remember to bring your vests and jackets to the next meeting. We will be sending in an order for embroidery. Embroidery includes large club logo on back, small club logo on front, and your first name on the front for only \$30 plus tax.

## From the Other John

It was a green '37 Chevy and the thirteen year old car could be mine for \$125. My dad let me pay it off in payments of \$25 a month. Not bad for a high school kid making \$1.25 an hour and working fifty hours a month. My buddy Tommy had a green '39 Chevy, and I hoped mine would be just as much fun as his. The girls thought Tommy's was a neat car, but mine lacked mainly one thing—the perfect, sleek, racy look. I found that could be accomplished by getting fender skirts and lowering the rear end of the car. I got the car. I got the skirts, but didn't have any money left for lowering it. So, a few bags of cement in the trunk gave it that racy look. I guess we didn't think about m.p.g. in those days. Since my dad built houses, borrowing a few sacks of cement was a no cost factor.

It wasn't until I arrived for college in California that I realized that the Arizona look for cars didn't have as much variety as in California. Here they lowered some cars in the back end, but on some others they chose to lower the front end. As I remember, the name for that look came from a trend that started in San Diego. I don't know how they spelled it, if any one did, but they pronounced it "Day-goed." Calling the car that name brought respect. However, calling someone a name that sounded something like that, was derisive.

By the time I moved to California, my taste in cars had changed and become more practical because I needed money for college. By working nights I made barely enough to exist. I was just glad to have wheels, lowered or not.

We who try to preserve the Model A and not have people chop them into hot rods are at times are subject to the same tensions. It often is a question as to how far to go to make our cars look pretty, run faster, and drive easier. We have to be careful not to throw in "sand bags" of extras and lose old Henry's simplicity. I would like a more powerful car; and it is a real struggle for me, a relatively new person to touring, as to how much to change the car from the original. I also enjoy the fancy extras that are available and hope that I make sure to keep any of them in the time period of the car. I hope I always remain true to our commitment to show the world what Henry did those 70 years ago to vastly improve the common man's mode of transportation.

Keep working on your car. Keep on enjoying it. May you likewise enjoy the friendship that we have as together we experience the magic of Henry's Lady.

*President, John Knox*

## For Sale

### 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 Deutsch  
(714) 693-1914

##### Buttons, Patches & Logos

Dan & Sylvia Adelmann  
(714) 963-6318

##### Club Greeter

Jon Heiland  
(714) 836-4244

##### Historian

Deena Peterson  
(714) 378-9042

### '30 De Luxe Coupe

With rumble seat, all original and in good running order. Garaged in Costa Mesa. Asking price \$10,000.

Mike Meissenburg  
(949) 642-1876 - Evenings

### '31 Deluxe Roadster

Professionally installed new engine w/ Brumfield head, lighten flywheel, Mitchell overdrive and high speed rear end. Rebuilt transmission and rear end. Color—Original Lawn Green with Black fenders, Yellow wheels. Tan LeBaron Bonney top with full enclosures and door arm covers. \$28,000 invested, moving forces sale. Asking \$21,500.

Adair Wingerd  
(949) 581-2000

### '30 Closed Cap Pick Up

Rebuilt transmission, new radiator, very good paint and interior. Five 16 inch, white side wall tires, Oak side rails on pick up box. Color—Tan with Black fenders.

Moving forces sale. \$10,800.

Tom Patzke  
(760) 773-3311

*See Jim Nichols for picture.*

### '30 45B De Luxe Coupe

With rumble seat, left sidemount, excellent body, creamy gold w/black fenders & pin stripes. 12 volt system with alternator & quartz halogen lights. Float A moter mounts, Brumfield head. New extra core radiator, winged MotoMeter cap, stainless no drip water pump, rebuild distributor, new battery, speedometer & cable, running board steps. Trunk rack, good chrome & tires. Steering stabilizer, stone guard & more. Drive home for \$10,000 O.B.O.

Dick Smith  
(949) 770-6847

## Wanted

### '30-31 Rear Fenders

Still looking for a nice set of Sedan rear fenders.

Dan Adelmann  
(714) 963-6318 - Home  
(714) 432-5541 - Work

# Pancake Breakfast T-Shirts

**Coming to the General Meeting on March 9th**

**Only \$10 each**

**Limited Supply: make sure to be there and get yours!!!**

**(last year we sold out)**

# Schedule of Activities

March 2000

**5, Sunday**  
Pomona Swap Meet

**9, Thursday**  
**General Meeting**  
Santiago Elementary School,  
7:30 PM

**10, Friday**  
**Surprise Seminar**  
Will be held at McMillan's home, 7:30 PM. Map on this page.

**11, Saturday**  
**Johnie's Broiler Car Show**  
Leaves Garden Grove Coco's at 10:30 AM for 7447 Firestone, Downey. One of the few drive in's in Southern California. Bring your dancing shoes for Al Sanada's great swing band. 12:00 PM - 4:00 PM

**14, Tuesday**  
**Board Meeting**  
Mc Call's home, 7:30 PM  
Address, phone and map on pg. 9

**NEW**  
**18, Saturday**  
**Model T Swapmet**  
Held at Vintage Ford.  
11318 Beach Blvd., Stanton

**26, Sunday**  
**Pancake Breakfast**

**31, Friday**  
**April Newsletter Deadline**

April 2000

**UPDATE**  
**7-9, Friday-Sunday**  
**Laughlin 2000**

Pomona Valley Model "A" Club. Are you ready to celebrate the new millennium with your fellow Model A'ers? Friday BBQ in the park, Saturday breakfast, era fashion show, Hubley Derby, gymkhana, peoples choice car judging and an evening awards banquet.

Contact Ray and Maureen Bush  
P.O. Box 1114  
Alta Loma, CA 91701  
(909) 980-9985  
A-Bone@Email.MSN.Com

**13, Thursday**  
**General Meeting**  
White Elephant event, Santiago Elementary School, 7:30 PM

**18, Thursday**  
**Board Meeting**  
Location TBD

**28, Friday**  
**May Newsletter Deadline**

**NEW**  
**29, Saturday**  
**Seal Beach 2000**  
13th Annual Seal Beach Car show. 2 live bands. Food from Cal/Mex to fresh fish to New Orleans gumbo. Trophy awards.  
10:00 AM - 3:00 PM

May 2000

**4-7, Thursday-Sunday**  
**Central California Round-up**  
Hosted by the Sierra A's.  
Official tour coordinated by Riggs.

**6, Saturday**  
**OCMAFC Swapmeet**  
Held at Vintage Ford.  
11318 Beach Blvd., Stanton

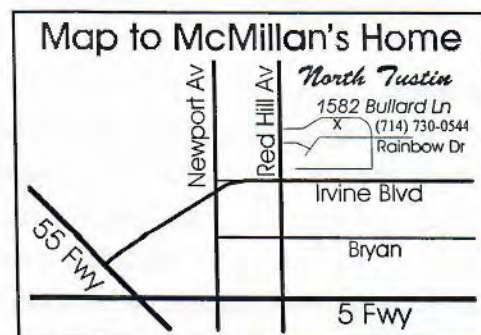
**11, Thursday**  
**General Meeting**  
Santiago Elementary School,  
7:30 PM

**16, Tuesday**  
**Board Meeting**  
Location TBD

**17-21, Friday-Sunday**  
**Santa Barbara Tour**  
Official tour coordinated by Shaner.

**21, Sunday**  
**Regional Fun Day**  
Official tour. Hosted by Santa Anita A's.

**26, Friday**  
**June Newsletter Deadline**





# General Meeting Minutes

Orange County Chapter  
Model A Ford Club of America

February 10, 2000

by Kathie Mc Call, Secretary

The February meeting was held at Santiago Elementary School auditorium presided over by President John Knox. Peter Mastro Jr. led the flag salute. John announced that all dues was payable at this meeting in order to remain on the mailing list.

## Treasurer's Report

Alice Graves reviewed the inflow and outflow and report was left open for members to review.

## Announcements and Visitors

Greeter Jon Heiland introduced Brian Morse and wife Ellen. Thank you notes were read from De Leons and family of Carl/Nancy Erikson.

## Activities

Ken Dierken gave an overview of upcoming events. The Miniature Golf outing for Saturday Feb. 19 will meet at South Coast Plaza Sears lot at 10:00 AM.

Death Valley Tour will depart from Orange Mall Sears lot at 8:00 am.

Johnny's Broiler Meet on 3/11 depart from Coco's Valley View at 10:30 am.

Other events listed separately.

## Technical

2/11 seminar will be at McMillans 7:30 PM. Electrical safety.

## Editors

The deadline for the newsletter is the last Friday of each month. Articles and pictures are always needed and can be sent via e-mail, snail mail, or personal delivery. Members are invited to contribute to the web site or to members via e-mail.

## Special Events

Lee Jackson reported on progress towards Pancake Breakfast for March 26. He is asking for loan of traffic cones from members. Reminder for modern cars park across the street to allow more room for the vintage autos. Still in need of sausage cookers.

## Buttons, Patches and Logos

Dan Adelman reported that he is taking orders for embroidered items. A minimum of 6 is needed to place an order.

## Refreshments

Pete Mastro and family will not be at next month's meeting and a volunteer is needed to provide and set up the refreshment area. Gwen Riggs instantly volunteered to do this.

## New Business

Bev Marsh asked for volunteers to begin attending meetings for the year 2002 National Meet to be held in Riverside. Will need gymkhana volunteers and others. Also volunteers are needed to plan the gymkhana for Fun Day and Laughlin event.

John Knox discussed the annual Installation Banquet. A vote was taken among those present to consider changing the date from December to January. A majority prefer January for the Installation Banquet. The annual light tour will be held in December. John suggested holding the banquet at the same hotel.

The meeting was adjourned at 9:00 PM.

# Board Meeting Minutes

Orange County Chapter  
Model A Ford Club of America  
Februray 15, 2000  
by Kathie Mc Call, Secretary



The February meeting was held at the home of Dan and Sylvia Adelman in Huntington Beach. Members present were John and Jean Mc Millan, John and Alice Graves, Dale and Kathie Mc Call, Rick Peterson, Ken Dierken, Dan and Sylvia Adelman and John Knox.

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

John introduced the idea of changing the annual Installation Banquet month from December to January using the same restaurant as in 1999. John will see if a Saturday date is available, either the 13th or the 20th. It was suggested that there be a committee formed to do decorations, plan the program, and make all the arrangements.

A motion was made to keep the board meetings on the Tuesday after the General Meeting. All were in agreement.

## Treasurer Report

Alice reported that there are now 131 paid members. The cash flow report was reviewed. Alice noted that the check for ACCC dues has not been cashed. Larry Conkol will be contacted regarding this, and also will be asked for an accounting on how this money is used. The Palomar "A"s provided a monetary donation for the Pancake Breakfast. It was suggested that OCMAFCA reciprocate in kind for their event.

## Technical Advisor Report

Next seminar will be on Electrical Safety. A frame seminar is planned for April or May at Farazee's home/shop. ~~Safety cut-off switches is planned for Saturday, March 19 9:00 AM at McMillans.~~

## Restorer Article

Kathie will contact Richard Parrish to see if he will continue providing the information to the Restorer, as he's done in the past.

## NEW BUSINESS

John Knox brought up the subject of insurance coverage for visitors while on tour with the club. He will contact Piet Dwinger for advise. Mileage patches were discussed. Some members have requested 1,000 mile patches. No Action. John asked for volunteers to organize a telephone tree. Alice will discuss this with Gwen Riggs.

Ken Dierken suggested all one day events automatically be cancelled in the event of rain. When in doubt, members can call the host of the event.

Rick Peterson discussed posting of club events on the web page vs. just FYI events. It was suggested that club events be in bold face in the newsletter. Rosters will be distributed at the March General Meeting.

The annual White Elephant Event will be held at the April General Meeting.

The meeting was adjourned at 9:45 pm.

The March 14 meeting will be at Mc Call's.

## Tour Cancellation Policy

If you are signed-up, the tour coordinator will contact you if the tour has been cancelled.

If you have not signed-up, it is your responsibility to check with the tour coordinator to find out if the tour has been cancelled.

# Death Valley The Adventure

by Richard Parrish

Surprised by the late arrival of winter in February, all week the phones were busy. "Are you going?" "Are you driving your Model A's?" Thursday dawn broke clear and sunny. We straggled into Sears parking Lot in Orange. **10 Model A's!!!** Sharon Johnson broke her knee so she wouldn't have to go but Glen led us at his usual brisk pace over river and mountain pass to the "big thermometer" in Baker. After dining at Le Chateau Dennys we linked up with Paul & Carolyn Lindbergh and their friends from Cuesta Cranker chapter, John Saulsbury and his mother Martha, and Bob Sterner from Hemet.

John & Gwen Riggs, Richard & Jeanne Parrish, John & Alice Graves, John & Dorothy Knox, Don & Colleen Schmidt, Piet & Judy Dwinger, Tom Endy & Lynn, Merle McClellan & Eddie and Vince & Joan Mariola filled in between our leader and our new travelers, as we pressed on to our final destination of Furnace Creek Ranch. Mel & Terry Collings, Judy Griffith, and Gerry McKinney joined us in their modern cars by Friday evening. Everything in Death Valley is 65 miles from any thing else, so our dining choices consisted of the coffee shop, the expensive steak house or the one that takes second mortgages for payment.

Friday was beautiful and we took the planned tour out of state to Beatty, Nevada. The café/casino hosted us to home made cinnamon rolls and coffee. Several of the group left

deposits in the machines. The ghost town of Rhyolite gave us some "Kodak Moments"! We were treated to a narration on the combination bank/post office/stockbrokers and lawyers building and another on the bottle house.

We soon took the fateful turn onto a one way dirt road with a "recommended 4WD only" sign. None of us were concerned since we all were in 4 wheel "drivers". We were soon scattered over several miles in groups of 2 or 3 and later read in the brochure that Titus Canyon is the most rugged, colorful, steep, narrow and spectacular back country in Death Valley with possible snow, rain, wash-outs, etc. Well, you get the picture!

Twenty-seven miles and 2 ½ hours later we had conquered Titus Canyon. The men were elated, the women unsettled and the cars indifferent. Now that was a Model A road!!!

The rest of the afternoon we drove to Scotty's Castle for a delightful reenactment of a 1937 newspaper lady's tour and narration about the castle, the owner and Scotty. The 65 mile drive back to the ranch was trouble-free, but on fumes. Our mortgages had been approved so we went to dinner and a walk under the full moon.

Saturday, another beautiful day with a more leisurely pace to Badwater. 232 feet above us on the cliff was marked "sea level". We hurried to get out before the tide came in and Don Schmidt was worried we

might get the bends. Artist's Palette was a 3 mile loop well worth the drive for the colorful and bizarre rocks and mountainscape. Terry Collings performed her famous leap into the canyon, only to be retrieved with a Model A tow rope. Only scraped palms. A steep climb to 5600 ft at Dante's View was breath taking. Looking back at Badwater the roads were threads and the cars——you know, ants. A white knuckle descent back to the valley. Glenn, Colleen, John & Dorothy, Tom & Lynn went on a horse back ride into the desert to visit Wily Coyote! Cocktails on the patio at the "Inn" under another near full moon, then back to the ranch to put on the feed bag.

A typical winter in Death Valley is 1 inch of rain with some years having no recorded precipitation. Are you with me? It was raining Sunday morning!! A 9AM farewell to Lindberghs and their friends and we were on our way past Badwater and over several low mountain passes back to the "thermometer". Lunch, gas up and a horrendous traffic jam followed, for over an hour, through the fruit inspection station. More traffic jam between Barstow & Victorville. Dwingers & Knox's called it quits and stayed over, as did Tom & Lynn. The rest of us braved gusty winds, fog, rain, darkness & a couple of accidents thrown in & made it home by 6:30. The cars can take it better than these bodies! A good time was had by all.

# Electrical Safety in Your Model A

by John McMillan

**M**ost of the following are faults and/or safety hazards that I've encountered in Model A's and other less worthy vehicles. The cures are neither expensive nor technically difficult.

## BATTERY

**Hold Down:** Without a hold down, the battery can bounce around, resulting in case cracks and acid leakage or cable shifting and abrasion resulting in a possible short. Easy to correct.

**Ground Strap:** Attachment to frame should be to BARE METAL. We usually apply lots of paint to the frame and unless some is removed where the ground strap attaches, then a solid ground cannot be achieved. A coat of dielectric grease helps to promote good contact and slows rusting when applied to bare metal. With a poor ground, the starter will turn real slow, and draw far more current than it should. Easy to fix.

**Cable Size:** Modern cables that you can buy at your local auto shop are too small. Small cables cannot carry the current draw of a starter motor safely. They will overheat and the starter will turn slowly. The cable size should be No. 1. These can be special ordered at the local parts house, or buy them from a vintage Ford dealer.

**Caps:** Make sure the battery vent caps are not plugged. If they're plugged,

and the charge rate is high, the battery can explode from gas buildup inside the battery. Very exciting, very messy and very dangerous. Plugged caps are caused by dirt and, I suspect, by using hard water in the battery. Clean caps and distilled water are the inexpensive answer. I had one blow up in a German Model A (VW) and the clean up alone took about 8 hours.

**Cable routing:** The negative cable to the starter MUST be routed according to Ford's plan. See illustrations in any of the Ford repair manuals. Other routings most likely will cause cable insulation chafing and a resulting short circuit. Even if you installed a fuse, this is not a fused cable, and a fire is very likely. I've seen this several times, the last time at Big Bear when a member complained of white smoke every time he stepped on the brake. The pedal pushed the battery cable against the bellhousing and shorted out. If a fire starts here, you need to disconnect the battery to stop the fire source. Very hard to get to, you might wind up watching your car burn while you try to remember if your fire insurance is paid up. This kind of fire can also happen after you've parked the car in your garage. Real easy to fix. Note that no safety switch or fuse installation will eliminate this hazard, the only way to cure the problem is to "do it right the first time", and

it takes no more effort than to do it wrong.

## STARTER

**Grounding:** Must have a good ground for proper operation. A slow grinding starter is a hot starter and hot cables are not healthy cables. If your starter spins real slow, you may need to add a second ground strap from the starter mounting bolt or a transmission bolt to a bare spot on the frame. If you have Float a Motor mounts, I think this secondary cable is almost required.

**Starter Switch:** This is one of the items that must have been designed by an incompetent engineer. Check yours for bad insulation and shorting against the body of the switch, both very common faults with this switch. Another fault is that the switch can "weld" itself to the starter contact and keep on cranking even after you've removed your foot from the starter rod. If this happens, reach down and try to pull up on the starter rod. Sometimes this doesn't stop the cranking, and the starter will continue running until the battery dies or the starter burns out. The only way to stop this if you've installed a mater cut off switch, more about this later.

## BRAKE LIGHT SWITCH

**28-29 Switch:** The original switches are usually only a problem in that they can be a pain to adjust so that they work. The reproduction

switches are for the most part a real problem. Actually, most that I've seen are a fire waiting to happen. The problem is in the insulation around the studs. A lot of the repops have poor quality red fiber that cracks easily. If this happens on the hot terminal, a short will occur that can set the input wire on fire. Symptom is a discharge reading on the ammeter and poor running engine because all the power is going into melting the wire. If the secondary terminal shorts out you'll see a high discharge reading whenever you step on the brake. To check the switch, remove it, hook an ohmmeter from stud to ground and force the stud in all directions. If it shorts out on either stud, replace the switch. Check new switches as well. I've seen them in failure right out of the box. Sample melted wire available for inspection. This is another fault that can start a fire when your car is parked. A fuse MAY protect you, but 25 amps is still enough to start a fire. I fixed mine by taking it apart and machining new insulators out of delrin plastic.

**30-31 Switch:** Although not a safety issue, operation can be improved and squeak eliminated by silver brazing and reaming the operating rod hole in the switch body.

## CUTOUT

**Points Stuck Open:** This is the more common

failure. Points won't close, battery won't charge, battery dies, and your generator fries because it's trying to charge the whole universe. Not a safety issue, but very unpleasant when it happens away from home. Short term fix is to install a jumper wire across the cutout terminals so that the generator works properly. **Just remember to disconnect the wire when you shut off the engine.** If you've installed a master cut off switch you can just shut the switch off.

#### **Points Stuck Closed:**

This is another problem, less common, but a real hazard. When they stick closed, the generator functions normally when the engine is running. When the engine is shut off, the battery feeds the generator, which now thinks it is a starter motor and tries to turn the engine over, resulting in a burned out generator, a melted out charging wire, a dead battery or a burned out car. This is another garage fire potential. If you see a heavy discharge on the ammeter when the engine is off, look for this problem. Disconnect the wire from the "batt" side of the cutout. A fuse helps here because it will usually blow. Best solution is to install a diode kit in the cutout.

#### **AMMETER**

**Cap Nuts:** Using plain nuts on the back of an ammeter is an invitation to a short circuit against the fuel tank. Use the plastic cap nuts

that Ford designed for that use.

**Meter Shorts:** Check that there is no possibility of a short on the studs to the ammeter case back, especially on original meters. I had a near mint meter short out due to 70 year old insulation failure. This stuff does not last forever. The short melted the insulation from the wire that runs from the meter to the junction box. This is one part where a repop may well be better than the original.

#### **HEADLAMP**

**Sockets:** Check that the spring-loaded contacts inside the bulb sockets do not contact the wall of the socket. Some reproduction sockets can be pretty sloppy in this area. Contact will result in a short circuit whenever the lights are turned on, either in one or both high and low beam settings.

**Connectors:** These are the little troublesome connectors at the base of the headlamp buckets. Probably the best solution is to hardwire the lamps thereby bypassing those little rubber gizzies.

#### **MISCELLANY**

**Grommets:** If a wire is going to pass through sheet metal, always use a rubber grommet. If not, vibration will wear through the insulation and a short will result.

**Frayed Wires:** If the insulation is frayed, replace

or tape the frayed area.

**Wire Routing:** If you are routing wires, use common sense. The worst example I have seen was a fuel pump wire strapped to a fuel line. The fuel line was leaky (Model A, big surprise), the fuel dissolved the wire insulation so that the wire became bare. Use your imagination as to what could happen if a spark occurred.

**Electric Fuel Pump:** If you add one, don't forget to add a regulator so that the pump pressure isn't so high that fuel comes out of the carburetor. Old carburetor fuel valves cannot handle the pressure of an unregulated pump. Although not an electrical item, I did see what happened when fuel from an unregulated pump met a stray spark from a magneto on a 1913 Mercer.

**Good Rule:** Always check the ammeter when you shut off your engine. Never walk away from a Model A that registers a heavy discharge. If you can't fix the problem, then disconnect the battery ground cable.

**Hint:** A light coating of dielectric grease on all electrical connections including light bulb bases will promote good electrical contact and inhibit corrosion. It is available at most electronic supply houses under various brand names and from your local auto parts house as Permatex #67V Dielectric Tune-Up Grease. If this grease is used on light bulbs, fuses, connectors etc.,

then removal is easy, without the usual sticking and subsequent breakage.

#### **GOOD ADDITIONS**

**Fuse Holder:** These are available from all Model A suppliers for a few dollars and are very easy to install. They provide a lot of protection from the bad results of electrical faults. Pulling the fuse when you park your car shuts off most everything and helps prevent theft as well.

**Master Cut-Off Switch:** Probably the best safety investment for an antique car. About \$25 to buy. Cuts off all power past the battery. An additional benefit is that the battery will maintain a charge longer if you make a habit of always turning the power off whenever you stop the car. Everything connected to a battery will draw small amounts of current even when "off" due to resistance at the connections. If the switch is off, the battery does not discharge. I would not have an old car in my garage that did not have a power cut off switch, unless the battery was disconnected.

**Fire Extinguisher:** When all else fails and fate is working overtime, an extinguisher is really nice to have. Lacking one, try to smother the flames with sand or a blanket, jacket or whatever. If you can't put out the fire, enjoy the spectacle, plan the restoration of your next vehicle, and figure out where you can put the hard luck trophy.



# Fountain Valley Miniature Golf Tour

by Kenny Dierken

**W**e started out on "A" great day the weather was a little shaky on Saturday the 19<sup>th</sup> of February at 10:20 AM as we left from Sears parking lot at South Coast Plaza and ended up at Fountain Valley Miniature Golf. We had

five Model A's and three moderns: Kenny Dierken, Joel & Lydia DeLeon, Dan & Sylvia Adelman (Cara, Crystal), Dale Mc Call, Marion Wavra, Rick & Deena Peterson, Doug & Bev Marsh, Larry & Jill McDonald, Larry's brother in law, and his family. We headed down Bristol Street, to

Jamboree, then onto PCH, to Main Street (HB), to Magnolia Street and to our destination for some fun and sun, we teamed up and played a round of 18 holes I (Kenny) know that on our team there were some hole in one's and I would surely think that there were some other one's as

well. Then we ate at the local "Bullwinkle's" where Rick added up the scores and 1<sup>st</sup> place went to Darcey McDonald, tie for 2<sup>nd</sup> between Larry McDonald and Cara Adelman, 3<sup>rd</sup> Dale Mc Call. I would like to thank everyone for showing up and making this "A" fantastic day.

## Club Members In the News

## Hospital Prescribes Books for Children

### Anniversaries



*George & Frances Parrish*

Celebrated their 65th Anniversary December 15, 1999. Their two sons and family took them on a surprise cruise to Mexico. There were 20 family members present including five grandchildren and three great grandchildren. The four generations had a wonderful time!



IRFAN KHAN / Los Angeles Times

Children gather around Choco, CHOC's mascot, to listen to a story.

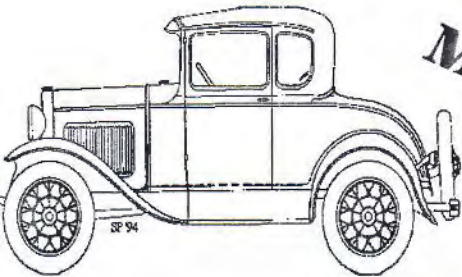
*Look, there's Kathie Mc Call at CHOC's new Reading Clubhouse. Wait, who is playing the part of Choco?*

# PANCAKE BREAKFAST

ORANGE COUNTY

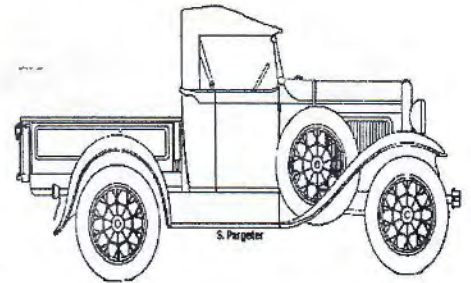


MODEL A FORD CLUB



**SUNDAY, MARCH 26**

**Hart Park, Orange**  
**8:00 - 11:00 A.M.**  
**(Rain or Shine)**

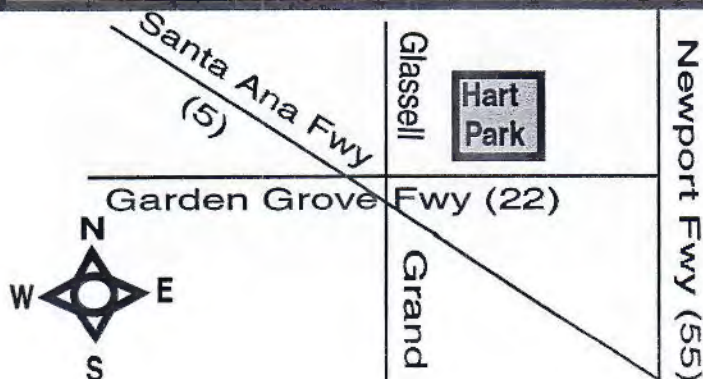


**RAFFLE GRAND PRIZE**

**SET OF 5 - 19" OR 21" BLACKWALL TIRES**

**Orange County Model A Ford Club**

invites you to bring your Model A, your friends, and your appetite for a great morning of fun, food and companionship.



Pancakes, eggs,  
sauages, juice, & coffee  
**Donation: Adults \$4.00**  
**Kids \$2.00**

More information call Lee Jackson (714)521-3240 or  
E-Mail LEEJ@FAFCU.ORG

# Summer Tour

by Vince Mariola (aka The Godfather)

The summer tour in June should be among one of the finest tours we've had. All of our tours have been fun and a great way to get to know each other better.

Mel Collings has worked hard to plan this trip and has done a great job of making it a daily short mileage tour, which is a lot easier on all concerned. Those of you who driven a Model A close to three hundred miles a day, I'm sure know what I am talking about, it can get pretty darn tiring especially freeway driving. This trip has few freeways that areas congested as our ones, therefor allowing us to enjoy the scenery instead of the back end of another A. Of course if it was the back of Sophia Loren I could follow her for as long as she was in front of me.

Really this is just not a riding tour from one motel to another one. There is so much to do, like Sailing, Fishing, Boating and Antiquing, all terrain

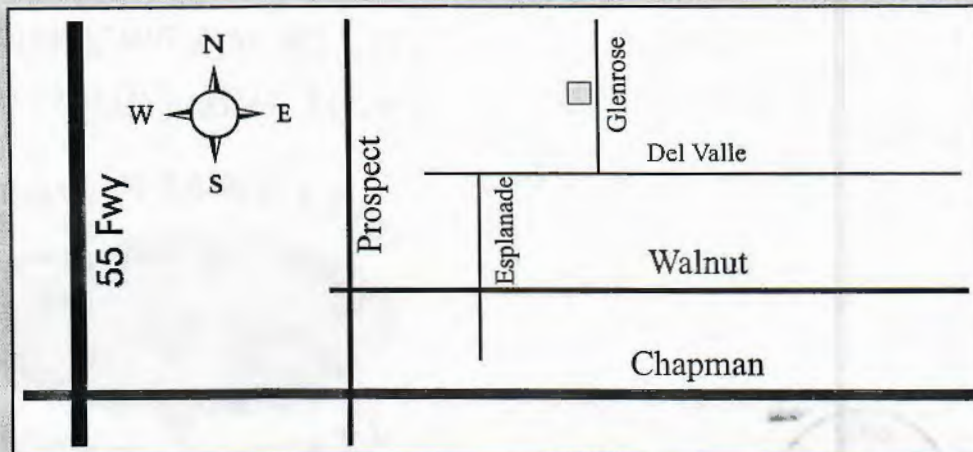
vehicles to ride, beautiful lakes and of course eating and picnicking and don't forget the beautiful canyons. It is entirely a different trip than we have had in the past and we have all enjoyed our past tours. So many many times in the past I've heard different ones say after they heard what a great time we had that they wished they had gone with us. Please if you haven't made any other tours or activities, do make this one.

Remember we will never travel over 225 miles a day. I forgot to mention for those of you who like to gamble a few nickels, we can do that at two different stops. John & Gwen would love that.

Our president John Knox had asked me to do the summer tour and I said O.K. Well I remembered in the past that Mel had always wanted us to tour to Utah, so now is our chance to do so. After all we have traveled most of California and a lot of Arizona, so let's get up to the beautiful state of Utah.

## February Board Meeting

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



## Amendment

We would like to apologize to Lydia DeLeon for being omitted from *The Distributor* for her 500 mile patch. It was unintentional.

Again, congratulations for reaching this milestone.

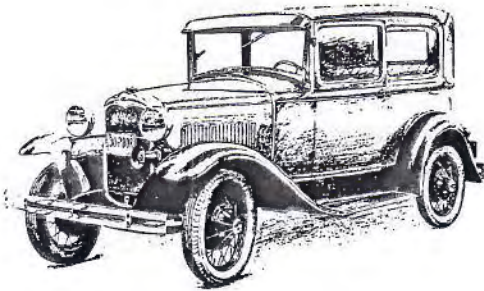


# General Meeting Location

[Second Thursday of every month]

**March 9, 2000 @ 7:30 PM**

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



**First Class Mail**

Post Office Box 10595  
Santa Ana, CA 92711

