

# *The Distributor*

*Orange County Model A Ford Club*

*Model A Ford Club of America*

*Chartered August 1961 – Santa Ana, California*

Editors: Peter & Ana Hyland  
Email to: [newsletter@ocmafca.org](mailto:newsletter@ocmafca.org)

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Website: <http://www.ocmafca.org>

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May the memories  
of Christmas past  
warm your hearts  
this season



## 2004 BOARD MEMBERS

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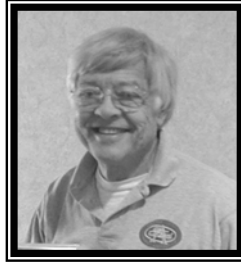
## COMMITTEES

**ACCC Representative**  
Larry Conkol 714-535-1411  
**Car of the Month / Programs**  
Glenn Johnson 714-528-0891  
gsleasing@adelphia.net  
**Election Chairperson**  
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hglewis@cox.net  
**Pancake Car Pictures Web Link**  
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Web Master – Photographer  
Jim Dunn  
jim@jimdunnphotography.com

## Notes From Your President Mel Collings. . .

### December 2004 President's Letter

### Greetings



What a great turnout we had at our October meeting. More than 70 people were there. What a crowd we would have had if the members who were at the Follies in Palm Springs had also been there. Let's keep this up. Continue to attend and encourage other members to come. We do have a great many enjoyable activities and the friendship of other members is wonderful.

Remember that our December meeting date has been changed from the second Thursday to the first Thursday in December. The meeting will be held December 2--board meeting at 6 p.m. and the general meeting at 7:30 p.m.

Once again there was a large group traveling to Palm Springs to enjoy the Follies. We also had another good turnout for our 4th Thursday breakfast that was held on the 3<sup>rd</sup> Thursday in November.

If any of you have not yet returned your ballots for election of board members or for member of the year, bring them to the Dec. 2 meeting or mail them to **Kathie McCall**.

Our installation banquet will be held Jan. 9. It will cost Club Members \$20 each and the Club will pay the balance. More information in this issue of The Distributor (**See pages 3 and 7**) and at the December meeting.

Thanks to **Carl Erickson** for his usual fine performance as auctioneer at our very successful White Elephant Sale at our October General Meeting. Carl always does a great job for us.

Hope you all had a sumptuous Thanksgiving. Best wishes for the upcoming Christmas Holiday Season.

**LET'S KEEP DRIVING THOSE  
MODEL A's !!!**



### *Sunshine and Sorrow* **Jeanne Parrish, contact person**

Congratulations to John & Gwen Riggs who celebrated their 63<sup>rd</sup> Wedding Anniversary on November 19<sup>th</sup>. Gwen is undergoing some more treatments and says that she is doing very well. We are all happy to hear the good news.

## MEMBER OF THE YEAR

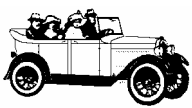
In the November "Distributor" the election ballot for the 2005 Slate of Officers of OCMAFC inadvertently failed to include a provision to vote for the Jack Payton Memorial Trophy for Member of the Year. Some club members voted at the November general meeting but for those not present please create your own ballot(s) and bring to the December meeting (**Dec 2**) or mail earlier to Kathie McCall at 588 Glenrose Drive, Orange, CA 92869. Past Members of the Year include: Mel Collings-2003, Tom Endy-2002, Gwen & John Riggs-2001, Dan Adelman-2000, Gwen Riggs-1999, Gwen & John Riggs-1998, Greg Carcerano -1997, Dennis Griffin-1996, Glenn Johnson-1995 and 1994, Roger Aday-1993 and 1992, Paul Steed- 1991, Martha White-1990, Joe Wavra 1989 and Larry McKinney -1988. Pieter Dwinger received the award a total of four times. Larry Conkol, Sharon Johnson, Bob Ferazzi and Dick Reha were also past recipients.

## NEW E-MAIL ADDRESS

Mel & Terry Collings---  
mtcollings@sbcglobal.net  
Please change your records accordingly

This Months Cover:  
Courtesy of Jim Dunn





# Activity Schedule

Don Miller

donmiller@adelphia.net

(NOTE: \* = UPDATED INFORMATION)



✓ **Deadline for next *Distributor* is:**

**DECEMBER 30, 2004**

Type or write all articles and ads and Email to:

**newsletter@ocmafca.org**

Or mail to: 244 No. Goldenspur Way,

Orange, CA 92869-4422

## NEXT MEETING DATE

December 2, 2004

**Dec 8 (WED)—Holiday Get-Together at Marion Wavra's home. See details on page 13**

**Jan 8 (SAT)---Poker Run—See flyer on page 8**

**You are cordially invited to attend  
The  
Annual Installation Banquet of the  
Orange County Model A Ford Club  
Sunday, January 9, 2005  
6:30 p.m.  
Westridge Golf Club  
1400 S. La Habra Hills Drive  
La Habra  
Westridge Room**

(See map on Page 7)

Cost is \$20.00 per person

Please pay Treasurer Ginger Stone at our next meeting on Tuesday, December 2nd, or mail it to her before Dec 20<sup>th</sup> at:

2216 Pacific Coast Hwy.

Huntington Beach, CA 92648

**Jan 15 (SAT) Los Angeles Police Historical Society**

This tour is scheduled for 10:00 am and is a restored police station with 10 cars in back and a new exhibit on the No. Hollywood bank shootout. For further details call Glenn Johnson at (714) 528-0891

**Jan 22 (SAT) Technical Seminar-Distributor**

**Rebuilding Part I**—this seminar will be lead by Tom Endy and will be held in Conference Rooms C & D. The seminar is scheduled to run from 9:00AM until 2:00PM.

**Feb—Date To be Announced** A seminar will be held at Tom Endy's home where we are scheduled to work on Chris Foster's car. Details will be furnished later

**Feb 10-14, 2005 Death Valley Tour** staying at the Furnace Creek Ranch Motel. This tour will be lead by Glenn Johnson and he will be discussing it at the December meeting. For further information contact either Glenn or Sharon Johnson at (714) 528-0891

**March---Date to be Announced-Technical Seminar-Distributor Rebuilding Part II.** Current plans are to hold this seminar at Tom Endy's home.

**Mar 31, Apr 1, 2, 3 (THURS-SUN) CCRG in Visalia**

**May 19, 20, 21, 22 (THURS-SUN) NCRG in Morgan Hill**

**July 14, 15, 16, 17 (THURS-SUN) Wings & Wheels in Santa Ynez**

**Sept 28, 29, 30 & Oct 1 (WED\_SAT) Southern Calif Regional Meet (SCRG)**

## CAR SHOWS

For Information call Don Miller (562) 431-6494

O.C. Fairgrounds; \$15 Dec 12 (Sun) Holiday Car Show

## Swap Meets

**Jan 29 & 30 (Sat & Sun) Turlock Swap meet** (A supply of maps and flyers will be brought to December 2<sup>nd</sup> general meeting)

## **MEXICAN RIVERIA CRUISE** **OCTOBER 23 THROUGH OCTOBER 30, 2004**

Submitted by Greg & Fran Earhart

WOW! What a cruise it was. At the helm were our fabulous tour director Don Miller and his charming wife Sally.

**Attendees:** Doc and Darlene Ingwersen

Glenn and Sharon Johnson

Greg and Fran Earhart

Mark Parrish and Paula Westerbrook

Pieter and Judi Dwinger

Art and Olive Moore

Bev Marsh

Sheila Plotkin

Dick and Carmen Smith

Bruce and Joanie Harris

Don and Sally Miller

On Saturday we were all welcomed aboard the Diamond Princess the largest ship on the Pacific Ocean bound for Puerto Vallarta, Mazatlan and Cabo San Lucas. In seven days we traveled a total distance of 2,268 Nautical Miles. The weather was rather warm.

Saturday was basically a day of orientation. This ship was so large it was difficult to tell if you were heading to the bow or stern or to port or starboard. It contained six dining rooms and offered two types of dining options. Entertainment was endless. The ship contained a full size theater, bars, five lounges, and a Grand Casino just to list a few.

Saturday, Sunday, and Monday we were at sea all having a great time enjoying the company of our group as well as developing new relationships, and meeting old comrades.

Don Miller arranged an afternoon meeting location in the Skywalker Lounge where our group could meet and share daily experiences and individual itineraries for the days to follow. Around five o'clock each day we would gather for our social hour at the closest bar. Don Miller arranged dining reservations each night for those who desired it. Again, Don was really on top of things. We all appreciated his willingness to make our trip a memorable one. Bev Marsh and Sheila Plotkin took full advantage of the line dance classes. These girls are really good. I think they were really looking for a wealthy cowboy.

On Tuesday we arrived at Puerto Vallarta, a small and remote agricultural village. Many adventures were available such as coastal drives, horseback riding, jungle expeditions, golf, and swimming with the dolphins. Glenn and Sharon Johnson, Piet and Judi Dwinger had the experience of a lifetime to get into a body of water with such large mammals. It was a day Judi will never forget. Dick and Carmen Smith, Fran and I (through the slick negotiating skills of Dick) had a double-decked bus all to ourselves for a tour of the village. What a day!

During the evening the ship made way to our next destination-Mazatlan. Mazatlan rests on a peninsula with a natural bay and sheltered harbor.

Upon arrival our groups divided. Some just went shopping, others went to the Pacifico Brewery; saw the Highlights and Papantla Flyers. Don Miller, Art and Olive Moore, Doc and Darlene Ingwersen, Bruce and Joanie Harris, and Fran and I decided to see the coastline and central city by Van. Our number one negotiator Don and the group settled on a package deal. What a package deal it was. An accident occurred halfway through the tour. Luckily no one was injured. What a thrill it was trying to get back to the ship on time. Doc was the leader of the pack. Don was uncertain what was going on. Nine people in three taxis and all were going crazy with drivers that did not speak any English.

Later that evening after a delightful dinner and a few drinks the group decides to go the "Krazy Karaoke Kapers". The music really got a hold of Glenn Johnson. What an entertainer. Wow! Can Glenn sing--Johnny Cash has nothing on Glenn! He even received a standing ovation. Our hats are off to you Glenn. Art Moore sang a song dedicated to his lovely wife Olive. I heard it was an anniversary song. Art's in love. The group had a lot of fun.

Thursday – arrival was early. Tenders were available to transport you to shore. Los Cabos is not actually a town. It is an area so named after Mexican tourism officials bestowed a new name upon two once remote Baja California communities: Cabo San Lucas and San Jose del Cabo. Cabo was truly one of my most liked destinations. It was clean, friendly, and scenic. Dick and Carmen Smith and Fran and I enjoyed an excellent breakfast at a shore side restaurant; continued our visit with a stroll through its quaint shops and modern mall. Dick and Carmen ventured out to sea to see the main attraction-- Cabo San Lucas' famed rock arches, where the Pacific meets the Gulf of California. Fran and I went to the ship to partake of its offered entertainment. Fran entered a slot tournament and lost a whole twenty dollars. She had a great time!

Friday was a day at sea making our way back to Los Angeles. It was time to rest, dine, drink, and enjoy the company of the group. We also had to pack so all our luggage could be in the passageway to be picked up by 10:00 PM.

Saturday – Disembarkation and back to home and reality again. We will all remember a very enjoyable week with good friends, good food, great entertainment, perfect weather, and calm seas (at least most of the time). Who could ask for more?

**HASTA PRONTO**



## Holiday Get-Together

Wed., Dec. 8th at 6:30 at Marion Wavra's home. Marion lives at 1834 Jamaica, Costa Mesa. BYOB. A-M brings an appetizer. N-Z brings a dessert. Don and Sally will serve their famous spiced cider and coffee will be provided. Any questions, call Marion (714) 549-2881, Bev (714) 373-9769 or Sheila (714) 962-2217.

### Driving directions:

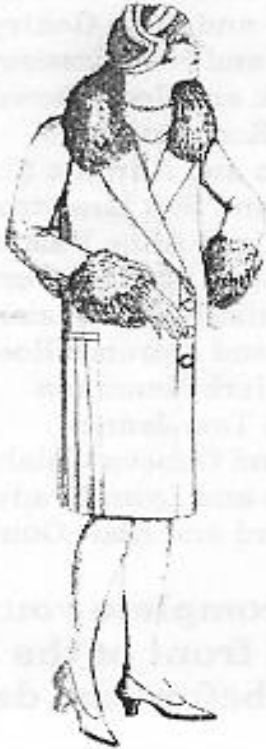
Take the 405 to Harbor (south.) Go to first street (Gisler) and turn right. Go to the second STOP sign (Country Club) and turn left. Go to the first STOP sign (Jamaica) and turn right. Marion's home is at the end of the cul-de-sac.

## Photos of the Mexican Riviera Cruise

Submitted by: Joanie Harris



## The Closet . . . by Diane Piassa



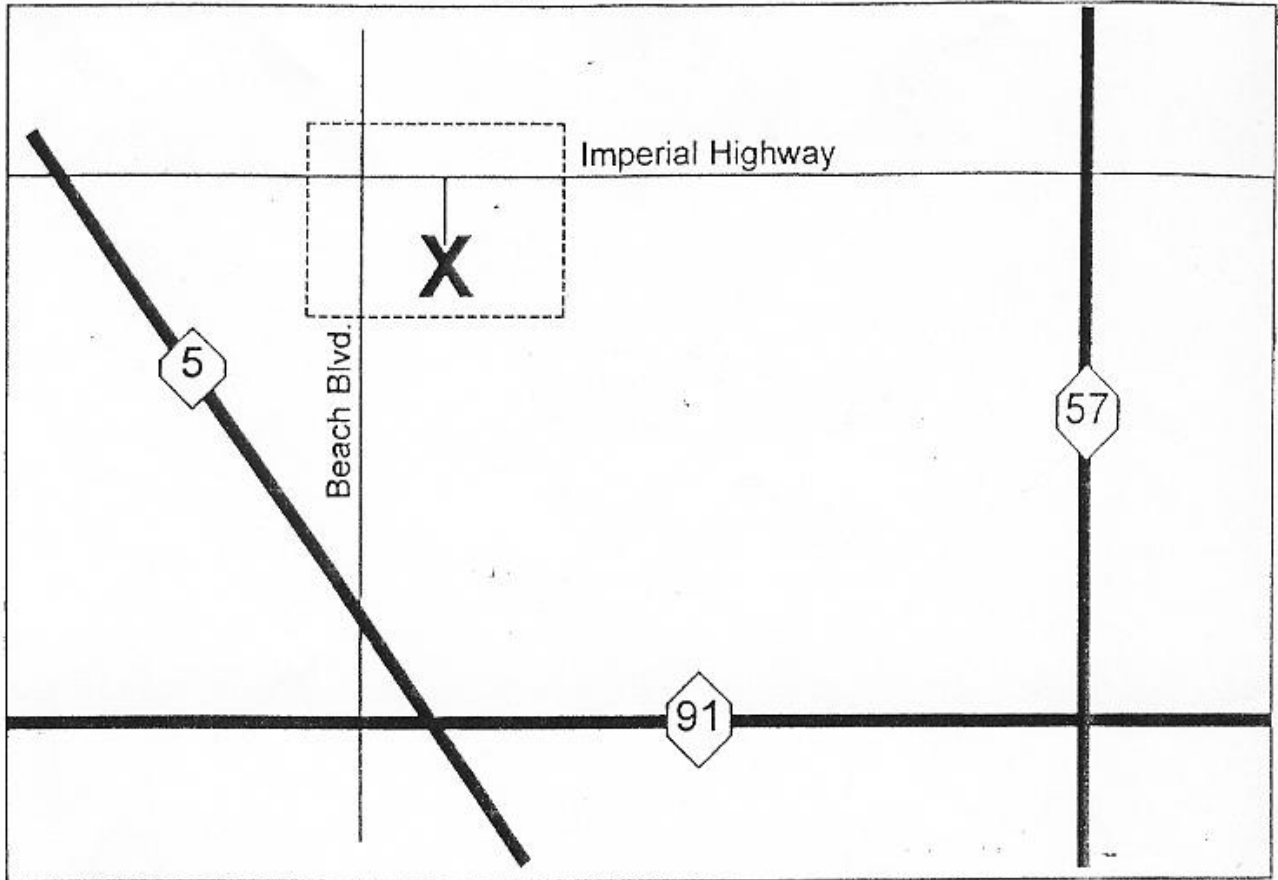
Women's coats followed the style of the era, often with special detailing on the front and back panel and slenderizing long straight lines. When worn in fashion judging, coats and wraps fall under the category of "Coordinated Apparel", and help to complete an outfit.

Daytime, sport, and evening coats generally conformed to the following trends: Spring and summer coats were usually fabric, with occasional fur trim on collar and/or cuffs. Fall and winter coats sported much fur trim. Luxury winter coats were all fur, frequently seal or beaver. Less expensive coats came in muskrat, coney rabbit, opossum, or fake velour plush, as well as suede and horsehide. The coats of 1928-29 usually fastened on the left with one button or clasp low on the hipline, or were belted low, or both. The silhouette was tapered, wide at the hips to fit comfortably but narrower at the hemline. The dress did not show beneath the hem of the coat.

The exception to this was a short jacket or cape worn for evening attire, and scarves of velveteen, georgette, chiffon, silk crepe, fox, squirrel, mink or marten. Feather boa's in assorted colors, including black, brown, beige, blue, red and white, were often worn for evening wear throughout the Model A era.



# Westridge Golf Club

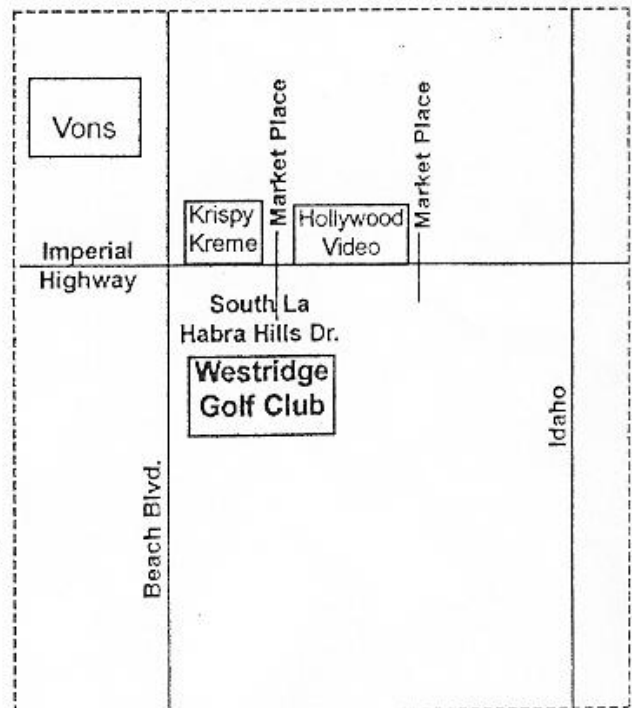


## Directions:

**From the 5 Freeway:** Exit Beach Blvd. Go north (away from Knott's Berry Farm) for about 5 miles. Turn right on Imperial Highway. Turn right at the first traffic signal you come to (South La Habra Hills Dr). Follow the road up the hill to the clubhouse.

**From the 91 Freeway:** Exit Beach Blvd. Go north (away from Knott's Berry Farm) for about 5 miles. Turn right on Imperial Highway. Turn right at the first traffic signal you come to (South La Habra Hills Dr). Follow the road up the hill to the clubhouse.

**From the 57 Freeway:** Exit Imperial Highway. Go west (towards the Brea Mall). Follow Imperial for about 5 miles. Pass Idaho and turn left at the second traffic signal (South La Habra Hills Dr). Follow the road up the hill to the clubhouse.





OCMAFCA  
2005 POKER RUN  
SATURDAY JANUARY 8, 2005  
RAIN OR SHINE  
NON FREEWAY TOUR



THE GOOD LIFE IN  
THE OC



DON'T MISS IT  
MARK YOUR NEW CALENDAR NOW

DATE: SATURDAY JANUARY 8, 2005

TIME: 9:00AM. MODEL As WILL DEPART AT 2 MINUTE INTERVALS

PLACE: SEAR'S PARKING LOT AT THE THE ORANGE MALL [or whatever they call it now]

COST: \$5.00 PER POKER HAND. You may buy as many hands as you like

THE POT WILL BE DIVIDED AS FOLLOWS.

40% 1st PLACE [best poker hand]

30% 2nd PLACE

20% 3rd PLACE

10% 4th PLACE



QUESTIONS? CALL GLENN JOHNSON 714-528-0891





**Palm Springs Follies Tour**  
**Submitted by Don Miller**

Forty one people went to the Follies this year. Some went on Thursday, some went on Friday, and a couple went on Saturday. When the Thursday group got to Palm Springs we stopped at Billy Reeds restaurant for lunch. At the motel we unpacked and got ready for Happy Hour. The happy hour was so good that no one wanted to go out for dinner.

On Friday after breakfast at the motel there was a tour to Joshua Tree National Park. It was a lot of driving in traffic and through the desert. The best part of the trip was Box Canyon Road where the landscape made us feel like we were on the moon. When we finally got to Joshua Tree Park there were no Joshua trees. They were all on the Northern part of the park which was 30 miles and \$10 away. We decided to forgo the park and head back to the motel. The drive back was fast and uneventful except for Richard Parrish having to drive with 3 cylinders some of the time due to a sticking valve. Believe it or not as we passed Billy Reeds our cars just turned in so we decided to have lunch there again. Some of the ladies did some shopping and went to the casino.

On Saturday we took a tour to The Living Desert Park where there were a lot of desert animals in their natural surroundings. They also had a large outdoor model railroad layout that was very impressive. On the way back some of us stopped at P F Chang's for lunch. At 5:15 we all went to Ruby's to get a bite to eat before the follies. We had great seats at the follies and enjoyed a wonderful show. After the show we went to Elmer's for dessert but since they were closed we ended up at Carrows.

On Sunday the A's and a couple moderns left for home at 10:00 AM. We all got home fine even Richard with his stuck valve.

Now we are all looking forward to the follies next year.

**Join us for the**  
**Third Thursday of the Month**  
**Breakfast**  
**December 16th at 8:30 a.m.**  
**Watson's Drug Store**  
One block east of traffic circle on  
Chapman Avenue, Orange  
Sign up at general meeting or call Terry Collings

(714) 970-7194  
(because we'll need reservations...)

**I WANT MY OVERDRIVE BACK**

By Glenn Johnson

About four years ago Vince Mariola bought a Volvo Overdrive from a Model A/Volvo Overdrive builder in La Mesa, CA. At that time several other Orange County members had bought and installed his overdrives in their Model A's. In fact I had, with much alignment difficulty,

I installed one in my 28 Tudor. The difficulty was with the overdrive/torque tube alignment. I finally got it in and it worked for +/- 6000 miles when it failed, fortunately not far from home. Anyway Vince determined that a torque tube overdrive would not fit in his Deluxe Phaeton because of the Phaeton's dropped floor. I bought Vince's unused overdrive to use in my 29 Station Wagon. The alignment of this overdrive was far worse than my first one, in fact I had to loosen the rear radius rod/backing plate bolts to the front radius rod/torque tube to get close enough to drive the front bolt in with a hammer. Once everything was back together I drove the car and when I flipped the overdrive switch I felt and heard slipping and grinding, but the overdrive would not engage. I put the car in my garage and didn't drive it anymore for fear the defective overdrive might cause other problems with the transmission or differential. Soon I was able to obtain another Volvo Overdrive built by another supplier. I removed the first one and was able to install the second one with ease. No alignment problems and it works perfectly.

I stored the first one for a while and soon another club member's overdrive, built by the first (same) builder, failed. I heard that the club member and a friend were taking it back to La Mesa, CA to have it repaired and asked them to also return mine. They left my name and my overdrive with him but I never heard anything about my overdrive being ready and as I was always very busy at work I eventually forgot to check on it. I'm retired now and rebuilding a late 31 Sport Coupe that I would like to put my overdrive in. I called the person and he denied ever having my overdrive. I want it, or one like it, or all the parts back so I can have a competent company rebuild and align it properly. I'm asking that all of my friends and club members contact this person and politely request that he give back my overdrive. He does not have to talk to me if he doesn't want to. Just leave a message on my e-mail: [gsleasing@adelphia.net](mailto:gsleasing@adelphia.net) or call anyone who knows me. He can leave it on his driveway and I'll pick it up the same day.

Volvo Overdrive Builder  
4003 King Street  
La Mesa, CA 91941  
Phone: 619-466-2250

# FULLERTON COLLEGE VISIT

Article by Dr. Robert Wenzlaff, Division Chairperson

Photographs by Kohn Knox

## The Model A Ford

Robert Wenzlaff

Fullerton College Auto Tech

Many thanks to Mel Collings and his Model A Ford club for bringing us these fine cars today!

The Model A Ford, made from 1928 to 1931 in many factories all over the world, was a landmark car. Where Henry Ford had emphasized (overemphasized?) simplicity on its predecessor, the Model T, the Model A was a more sophisticated, higher performance, and safer car, with more creature comforts. It was a very durable car. The infrequent repairs and adjustments required could still be performed by a mechanically inclined owner, since the car came equipped with a fairly complete set of tools.

The Model A had a four-cylinder flathead engine like the Model T, but it was more powerful, featured an engine oil dipstick, a distributor, an oil pump and a water pump. A self-starter was standard equipment. It also had a fuel gauge, an ammeter, and roll-up windows on the coupes and sedans.

The Model A also featured a disc clutch similar to today's cars, a three-speed sliding gear transmission, and expanding drum brakes on all four wheels. These were important changes from the Model T, which had a two-speed planetary transmission/brake system with three floor-mounted pedals--a clutch pedal for low and high, a brake pedal which controlled a brake band inside the transmission, and a reverse pedal. Sometimes a frightened Model T owner trying to stop rapidly (an impossibility, given the braking system) would mash on all three pedals with both feet.

These engines were quite understressed, and imaginative engine builders developed many performance accessories for them, from improved high-compression heads, racing cams, single and dual downdraft carburetors to double overhead cam 16 valve heads.

The Model A Ford was a fine vehicle, but competitors Chevrolet and the new Plymouth with their smoother, more powerful six-cylinder engines led to the development of the 1932 Ford V8, another landmark car. However, the four-cylinder car was continued as the Model B in 1932, and as the Model C in 1933, as an entry level economy car, or for those distrustful of the V8 engine. Many people thought the pistons laying on their sides would wear the lower part of the pistons, rings, and cylinders, necessitating an early engine rebuild.

The Model A remained a staple of transportation in Brazil and other South American countries well into the 1960's. Many parts were manufactured there to keep these cars running. You could almost build a whole car from 1960's parts catalogues. Fortunately, restorers and enthusiasts such as Mel's Model A club have kept the demand alive, and these durable vehicles will be running hundreds of years from now.

We hope we can get return engagements from Mel and his friends every semester to show us these delightful cars!



## WHO OR WHAT IS A MODEL A

Courtesy of the CHARTER OAK A'S  
(Author unknown)

This is not your usual technical article. I thought I would take a shot at describing who we are and what we are all about. I've of MAFCA and another club for about five years so these are the observations of a relative novice.

I've found one common denominator among all the members I've had contact with. They love their cars! They love to talk about them, look at other people's cars, work on and repair them, dress them up with accessories and modify them.

Model A'ers seem to fall into some discreet categories but none of them are exclusive.

**The Purist**—These people like their cars “the way Henry built them”. No 12 volt electrical systems, no hydraulic brakes, no sealed beam headlights, etc. Given a choice most of them would *really* like to have them in original condition, including paint and upholstery. Since those cars are quite rare, they will settle for restoration to the original configuration, using as few reproduction parts as possible. They good-naturedly look down their noses at those with “modified” cars.

**The Modifiers**—These folks want their cars to appear original but may convert to 12-volt negative ground systems, which makes it more convenient to add some electrical accessories and allow the use of alternators, which provides a more reliable method of maintaining your battery. They may change to 15 or 16-inch modern tubeless tires and rims to provide a softer ride. They convert to modern head and tail lights for better nighttime visibility. They add safety items such as seat belts and safety glass. Mainly they stick with improvements of which they think Henry Ford would approve.

**The “Hot-Rodders”**—These guys really want to improved performance on the road. They want to travel at today's highway speeds and to run smoother and quieter than a stock Model A. Their modifications run the gamut from simply adding a high compression head to a fully modified, high performance ‘4-banger’ with pressurized oil and cooling systems, inserted main bearings, performance cams, maybe even a ‘Riley 4-port’ or multiple carburetion. The sky's the limit for these guys. And you'd better have fairly deep pockets to join this group. They enjoy hill climb competitions and long distance tours. They can talk

for hours about modifications to the functional parts of the Model A. AND...they are the first ones on the scene when your hood goes up on the road somewhere!

**The “Socializers”**—These are your average, fun loving, MAFCA members. They love their cars and want them to run well, but they don't particularly want to work on them. They enjoy the tours (especially the shorter one, 40-100 miles) and the occasional seminar. They enjoy the company of other Model A'ers as well as the events such as picnics, community, car shows, museum visits, etc. they socialize with each other outside of Club activities and are probably the majority of MAFCA members. They keep their cars clean and shined and enjoy the attention a well-turned-out Model A brings to all of us.

I'm sure that each reader can think of their own group designations but the key thing is, all of them are fun. You can feel free to be part of more than one group or to move from one to the other when your interest or financial situation makes it appropriate. The main thing is, **these are my kind of people**, with old-fashioned values of courtesy, thoughtfulness, respect and willingness to offer a helping hand at almost every opportunity. Above all, they have a love for a basic all-American car, which was only manufactured for 4 years beginning 76 years ago! The Model A Ford.

HELLO OC FOLKS:

THE AUTO SHOP TEACHER FROM EL MODENA HIGH SCHOOL IN THE ORANGE AREA CALLED. HE ASKED IF ANYONE IN THE ORANGE COUNTY MODEL A CLUB HAS A MODEL A COUPE, TUDOR OR FOUR DOOR BODY FOR SALE. IT CAN BE IN SOMEWHAT POOR SHAPE, AS LONG AS IT HAS THE DOORS/TRUNK LID.  
HE HAS A MODEL A CHASSIS AND NOW WANTS TO TEACH THE STUDENTS HOW TO DO BODY WORK.

IF ANYONE HAS ONE OR KNOWS OF SOMEONE WHO HAS ONE FOR SALE PLEASE CALL:

**ERIC HAMBERG**

**(714) 997-6356 BETWEEN 7:30 AM AND 4:00 PM weekdays  
(714) 921-9961 EVENINGS and weekends**

Thanks!!

Pieter Dwinger



## The Flying Wing Tour

Nov 6, 2004

Submitted by Dorothy Knox

After a postponement earlier this year, the tour to Chino Airport to see the Flying Wing was a go on the first weekend in November. The Flying Wing is a test model as a part of the intercontinental bomber program of the 1940s. It is an exact 1/3-scale model. It turned out to be a beautiful day as we gathered at the Sears Parking lot. Our club was joined by members of the Harbor MARC club.

Organized and led by Don Miller, we drove to Chino Airport. The A's were allowed to park in the Museum area and the hangers were all open for us to look around. The meeting of the air group was a little long but many of us used the time to see the many planes and learn a little about the history of flying. A little after noon, they taxied the little yellow and blue plane out to the runway and she gave us a grand air show. The sky was clear and blue and the plane made many passes overhead. As it circle and flew, the blue undercarriage or yellow top were in view and it was spectacular. John and I found that it is really hard to take a close up digital picture of a plane flying overhead.

After the flight some of the group went to Flo's Diner on the airport grounds for lunch before heading home.

This was an important event for Don Miller as he spent many volunteer hours working on the restoration of this plane. Thanks, Don, for your hours of work and for putting together this tour.



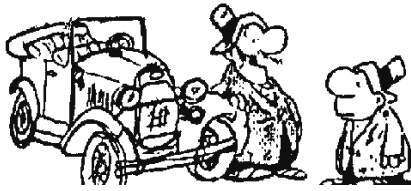
## Photos of the Flying Wing Tour

Nov 6, 2004

Submitted by John Knox (Top two photos)  
and by Jim Dunn (lower two photos)







## CAR BARN SPECIALS

Member ads will run two months unless renewed. Non member ads will run one month unless renewed. All ads must be submitted in writing to: [prhyland@att.net](mailto:prhyland@att.net) or OCMAFC Editors 244 No. Goldenspur Way, Orange, CA 92869-4422

Visit MAFCA's Web Site:  
[www.mafca.com/classifieds.html](http://www.mafca.com/classifieds.html)



### FOR SALE--1930 AA Truck.

Unique one of a kind operational business vehicle (Yellow w/green canvas cover)  
 Business on wheels. Excellent for advertising.  
 Runs great. Looks great. Great ambience.  
 Restored 10 years ago.  
 Wooden fruit boxes included.  
 \$19,000.00 or make offer.  
 Pictures available.  
**Kent & Menta Cookingham**  
 805-927-9422 (Cambria)

### ERA CLOTHING FOR SALE

1 long dark green velvet dress & jacket.

Size 14	\$65.00
A Boa -Fur	65.00
1 green & clear crystal evening bag	50.00
2 small mesh hand bags	35.00 & 45.00
2 Ford Script Caps	3.00
1 Black Derby hat size 7	25.00
1 Tuxedo dress shirt size 15	10.00
1 Tuxedo dress shirt size 14 1/2	10.00
1 Van Huesen Black Tuxedo Small	50.00
1 Cuff link set with studs	10.00

Call Tom & Arlene Schenk Ph. (714) 637-9599

**FOR SALE: Late 1931 Roadster wide bed pickup.** 15 yr. amateur restoration. Tan with green trim, 17" wheels, and good tires. 12 volt, wind wings, no side curtains. \$7500.  
 Merle McClellan 28262 Via Herrera Mission Viejo, CA. 92692  
[mgmcclellan2@wmconnect.com](mailto:mgmcclellan2@wmconnect.com) 949-470-1929

**For Sale—1931 Model A Standard coupe**  
 Earlier restoration—recent overhaul of rear end, transmission and brakes. New shocks. Volvo overdrive. Brown body with black fenders. \$10,500.00 OBO

Call: Gary Wilson at (949) 922-8114.  
 e-mail: [gawils@cox.net](mailto:gawils@cox.net)

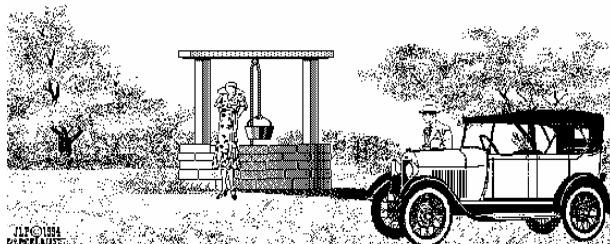


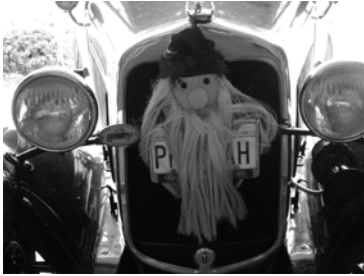
**For Sale—1931 Model A Roadster Pickup.**  
 Turnkey condition, 6.00:16 wheels, top converts, Wide bed \$10,000.00 OBO

Call: Dick Dewey at (562) 777-7736



**For Sale—1928 Model A –**  
 In family since 1947. For all details-  
 Call: Jim Van Horn at (714) 893-4654

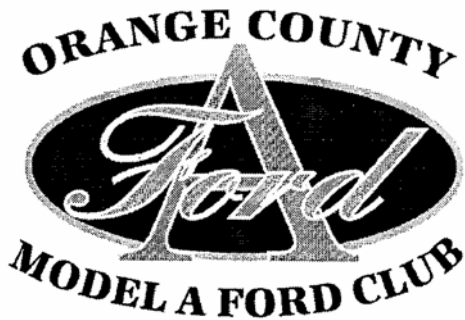




We wish you a Very Happy Holiday Season!

Your Editors

- **Deadline for next *Distributor*:  
December 30, 2004**
- Type or write all articles and ads and Email to: [newsletter@ocmafca.org](mailto:newsletter@ocmafca.org)  
Or 244 No. Goldenspur Way,  
Orange, CA 92869-4422



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**Web Site:** <http://www.ocmafca.org>

## General Meeting

[Please note Change of Date]

**December 2, 7:30 P.M.**

(Board meeting at 6:00 PM  
in adjoining meeting room)

**CHOC Hospital Complex  
455 South Main St. Orange CA**

From Main Street, turn east onto Providence Ave. and immediately, on your right, enter the structure and park on the second level. Meeting room accessed from parking structure.

