

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@ocmafc.org

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



**READY TO GO ON THE
“ART IN PUBLIC PLACES” TOUR**

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Notes From Your President Mark Schwing. . .

March 2007 President's Letter



I'm writing this month's column while traveling on the East coast for two trade shows. Eileen and I just finished the West Chester Radio Aero Modelers show in White Plains, NY, during the last weekend of February. After a brief visit and dinner with my sister in Bethlehem, PA, on Monday, we are off to the Washington, DC, area where Eileen will return to California on Tuesday, February 27th.

I will continue to Perry, GA, for the Southeast Model show the first weekend of March and finally fly home on Tuesday, March 5th.

We spent a few days being tourists in Washington, DC, last week visiting the National Cathedral, the Air & Space Museum, the International Spy Museum, and the Smithsonian Portrait Gallery before visiting the Naval Academy in Annapolis for a few hours.

After the Annapolis visit, we stopped at Bratton's new location in Mount Airy, MD. See I finally got to something related to Model A's. Walt Bratton now has everything in a nice new building with well organized shelves and bins full of our needed parts. The 2007 Bratton catalog will be out just about the time of our 46th Annual Pancake Breakfast. I would urge you to consider Bratton's for your next parts order if you haven't already tried them. Their parts quality and customer service are second to none, just ask Tom Endy.

We have solved the insurance problem for our breakfast and also managed to protect the club for the coming year while MAFCA continues to shop for an alternative insurance company. Thanks, to Drain Marshall who suggested Hagerty Insurance who was covering the northern California regional event, we were able to obtain a policy which covers the club with a \$1 Million per occurrence and \$2 Million aggregate liability coverage with zero deductible for one year beginning March 1st. They will also provide the City of Orange with the needed certificate of insurance for the breakfast event. The price was \$540.

The club's 46th Annual Pancake Breakfast is coming up soon on Sunday, March 25th. This event represents a significant portion of revenue. I urge each of you to come out for the breakfast. Spend some time helping the parking crew, the raffle team, or the kitchen team. Many hands always make light work. Remember the event benefits everyone in the club. Pancake breakfast T-shirts will be on sale at a special below cost member's only price at the March 8th meeting. Purchase a shirt and wear it to identify yourself as an OCMAFC member on Sunday, March 25th. We will have visitors to the breakfast from as far away as Phoenix, AZ. See you all there.

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

This Month's Cover



Photo courtesy of the Razlaff
Photography Service



Activity Schedule

John Knox

knoxbox59@aol.com

(NOTE: * = UPDATED INFORMATION)

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

March 30, 2007

Type or write all articles and ads and e-mail to:

newsletter@ocmafc.org

Or mail to: 244 No. Goldenspur Way,
Orange, CA 92869-4422

NEXT MEETING DATE

March 8, 2007

7:30 PM

2007 TOUR CALENDAR

(Please refer to the January "Distributor" for tour departure point and coordinator in your area.)

Mar 3 (SAT) Laguna Beach Founders Day Parade. For information please call John Graves. We will be representing La Playa which was started by Alice Graves.

Mar 10 (SAT) — 9:00 am Vintage Race Cars at the California Speedway. Tour departure point is Denny's at Lincoln & Tustin in Orange. Please see article on Page 8. Sign up sheets at the March meeting

Mar 25 (SUN) Orange County Pancake Breakfast — no tour but bring your car.

Apr 12-15 (THURS-SUN.) Laughlin Tour.

There will be sign up sheets at March meeting.

Apr 21 (SAT) Tour to Coto de Caza Non freeway and all surface streets - Tour Leaders Terry Hardgrave and Dean Berto. Please see article on Page 9

Apr 26-29 (THURS-SUN) CCRG at Yosemite Tanaya Lodge —Info: Ken Wallat 559-638-4746 or 209-372-4003. e-mail: mwall@inreach.com

APR 28-29 (SAT-SUN) Floral Park Home Tour

May 12—TBA

May 19 (SAT) Irvine Park Picnic & Tour- Terry Hardgrave

May 30 — Jun. 16 Yellowstone and Mt. Rushmore - Tour Leader Glenn Johnson

May 31-June 3 (THURS-SUN) NCRG (Northern California Regional) Sacramento

June 3 (SUN) Antique Nationals

June 9-Retirement Home Car Show-Richard Parrish. Please see article on Page 12

***June 10 (SUN) Henry Ford Picnic**

Tour Leader: Don Miller

July 12-15 (THURS-SUN) Wings n' Wheels

Tour Leader: Don Miller

July 21 (SAT) Old Time Music Hall

Tour Leader: Don Miller

Aug 11 (SAT) Las Brisas Restaurant and

Coastal tour — Tour Leader: John Knox

***TBD OCMAFC Progressive Lunch**

Sept 8 (SAT) F.A.S.T. Route 66 Hill Climb, Devore

Sept 29 (SAT) Progressive Brunch

Oct 7 (SUN) Frazier Park

Tour Leader: Don Miller

Oct 20 (SAT) TBA

Nov 3 (SAT) Bates Nut Farm Tour sponsored by Temecula Valley

Nov 10 (SAT) Stop Light Tour-Tour Leader: Don Miller

Nov 15-18 (THURS-SUN) Palm Springs Follies Tour Leader: Don Miller

OTHER ACTIVITIES

Mar 17 (SAT) Technical Seminar-Overdrive installation-See Page 4

Dec. 6-8 (THURS- SAT) MAFCA National and 50th Anniversary - Ontario, CA (we are in charge of the hospitality room) No tour planned.

SWAP MEETS

Mar 4 (SUN) Pomona Swap Meet. Info—Call 714-538-7091

Apr 7 (SAT) 6:00AM-1:00PM Hot Rod

Swap Meet and more at the Eagle Rock Recreation Center, Corner of Figueroa & Eagle Vista at the SR134 Freeway off ramp. For information, call 310-401-3994 or 310-255-7564

Jun 30 (SAT) 6:00AM-2:00PM 2nd Annual Orange County Model T & Model A Ford Clubs Combined PRE WAR (WWII) Parts Exchange & Car Show. El Dorado High School, 1651 Valencia Ave, Placentia. For information call Jim Eliot-714-542-0905, Larry McKinney-714-963-2724 or Tom LeRoux-714-894-9603

TECHANICAL 2007

By Greg Earhart

Thanks to everyone that came and or participated in our last two gatherings. It has been a lot of fun.

The installation of "Flathead Ted Brake Floaters" on Lew Lewis beautiful 1929 four door was the last gathering. Apparently the floaters worked. I am sure Lew's neighbors think he is nuts running up and down the street testing his brakes. Through out the day thirteen were in attendance and about four doing all the work. Fun was had by all. However we had the first look at the installation process and evaluation. Now we can determine if we want or need the modification. The day started out cool and windy but turned to a warm wonderful day. Thanks, Lew and Joan, for your hospitality.

UPCOMING SEMINAR:

March 17--- Plans are underway for the installation of Borg Warner Overdrives. Don Ratzlaff is collecting necessary parts and Richard Parrish is ready to go. This gathering will require the support of membership, no knowledge required just strength. Yes, the concrete floor will be cold and the overdrives are heavy. We would like to start early and get done early. Tom Endy is pulling through again. He is offering his garage and tools to accomplish these tasks.

Date: March 17th

Time: 8:00 am

Location: 5881 Iroquois Road
Westminster, CA 92683

Please park across the street at the
Elementary School parking lot.

NOTE: There WILL NOT be any seminars during the month of April due to scheduled tours and club activities. Drive Safely

BOARD MEETING

Please note the date, time and place of the next Board Meeting. All are welcome but please let Mark Schwing know as we need to reserve appropriate space for all.

11:30AM

**Denny's Restaurant
108 East Orangethorpe Ave
Placentia, CA
Tel: 714-528-1661**

Fourth Thursday Breakfast Bunch

Thursday, March 22 -- 8:30 a.m.

Polly's Pies/Bakery

2660 N. Main Street
Santa Ana 92705
(714) 547-9681

(Join us for Glenn and Sharon Johnson's last Breakfast Bunch with us before they move!!)

Info? Call Terry Collings--(714) 970-7194



Sunshine & Sorrow

By Jeanne Parrish

Patti & Bob Ferrazzi are relocating to Hawaii around March 1st. They have built a new home on the Big Island. They are ole' time members and will be sadly missed. Good wishes go out to them in their new adventure, in a tropical paradise.

Good news, also, for Glenn & Sharon Johnson! Sad news for us, however! Their house has sold in Placentia and they will be heading to northern California, near Placerville, early this spring.

Get-well wishes go out to several of our members; Terry Collings, Kenny Dierken, Joan Lewis, Dale McCall, Sally Miller, & Sheila Plotkin. We hope they will be "Back on the Road", with us, very soon.

OCMAFCA General Meeting

February 8, 2007

Submitted by Jeanne Parrish

Meeting was called to order by Mark **Schwing** at 7:30 pm. Flag salute led by **Mark**. There are no guests attending. **Doris Marshall** introduced some old members: **Richard & Velma Riggs, Kenny Dierken, and Jim Nichols**.

Minutes for the January general meeting were approved as printed in the Distributor.

Treasurer: **Larry Mortensen** announced there will be large outflows this month, but expect a good return back, due to the pancake breakfast.

Activities: **John Knox** announced Laguna Parade will be on Saturday, 3/3/07. He thanked **Don Miller** for leading the winery tour. No one had any "hard luck" on that tour. Trophy will stay with **John** another month. He reminded us all to take pictures of different activities during the year. (Please see Tour Calendar posted in the Distributor.)

Check the web-site for late changes of dates & times.

Technical: **Greg Earhart** announced next seminar will be Saturday, 2/17/07 at **Lew Lewis'** house. It will cover "Flathead Ted Brake Floaters". March seminar will be at **Tom Endy's** & will be installation of a Borg Warner overdrive. (See Distributor for date.)

Pancake Breakfast: **Mark** discussed the on-going insurance problem. Premium in amount of \$92,000.00 is what J.C. Taylor is asking for renewal. There will be no insurance after 3/1/07 with them. We need insurance coverage for the breakfast. **Mark** received a quote from Motorsports of \$605.00 for a one day event, with general liability up to \$3,000,000.00. He has requested some other quotes, but as to this date, has not received anymore. Sign-up sheets for job volunteering are available tonight. He asked for everyone's help. Donations are still needed for the raffle. T-shirts are available, in all sizes, for \$10.00 to members, tonight & at the March general meeting.

Sunshine & Sorrow: **Frank Mowrer** is well again, after kidney stone problem. Glad to see him! **Terry Collins** is undergoing some tests & we are hoping all is O.K. We offer condolences to **Colleen Schmidt** with the death of her sister, **Kathleen**. She was with us at many of our activities & especially at the Palm Springs Follies. **Joan Lewis** is still in recuperation; we wish her a speedy recovery. The **McCall's** twin grand-daughters remain in the hospital, but are getting stronger

everyday. Their daughter, **Colleen** is well enough to leave the hospital. **Grandpa Dale** is taking it easy with his painful back problem. We are all glad to see **Kenny Dierken**.

Editor: **Pete Hyland** has a printout on steering wheels, by **Dick Smith**. A list of area tour departure points and area coordinators is also available. These are not in the Distributor. Tonight is absolute deadline for changes in roster. February 22, 2007, 8:30 am, is the "Fourth Thursday Breakfast" at Strawberry Farms, off the 405 Freeway. **Wednesday, February 28th is deadline for March Distributor.**

Scholarship: **Dorothy Knox** announced applications are available.

Refreshments: Provided by **Carolyn Ratzlaff and Helen Loeffler**

SCRG: **Bev Marsh** announced a regional meeting will be Saturday, March 3rd, 2007 at the Ontario Marriott Hotel, 10:00 am, the site of the National Banquet in December, 2007. All are invited to these regional meetings.

ACCC: No report. **Larry Conkol** is absent.

Old Business: Voting on the new By-Laws. **Dorothy Knox** motioned to vote on these.

Gary Discher seconded and motion carried. Ballots were passed out, collected, and counted by **Don Miller**. By-Laws passed with 59 members voting, 58 - "Yes" & 1 - "No".

New Business: **Lew** advised that if you would like an email copy of the Distributor, let **Pete Hyland** know. Also, order forms for purchasing LED tail lights are available. He will send in 10 orders, as one, after the 2/17/07 seminar. These lights are installed on **Red Sickman's** coupe.

The first half of a DVD, entitled "20,000,000th Model A" was shown & second half will be shown next month's meeting.

Raffle: The raffle was lead by **Karen Gaynor** and **Sheila Plotkin**.

The meeting was adjourned at 9:40 pm.

OCMAFC Military Veterans

Frank Mowrer USNR 1965-1971

In August 1965, I was a member of the Chaparrals Car Club of Tustin. Six of us were in Detroit doing an article for Hot Rod Magazine when I got a call from my mother. She said that I received a letter from “Uncle Sam.” When I got home I went straight to the Naval Reserve Training Center at the Tustin air base. I figured I would rather float than walk through my military service. I went to meetings until December and then reported to basic training in San Diego. After basic training I had eight months of reserve meetings. Then, in August of 1966 I started my two years of active duty. I was first sent to Newport, Rhode Island for damage control and fire fighting training. Then I was sent to the Boston Naval Shipyard to pick up my ship, the USS Decatur DDG31. She was a Forest Sherman Class Destroyer that was being rebuilt into a guided missile destroyer. My duties were as 1st division liaison with the shipyard. That meant that when the 1st Lieutenant needed something installed by the civilian fitters he would tell me and I would contact the right people to do the job. The ship was commissioned on April 29, 1967. When you are on a ship that is being built and commissioned you are called a plank owner. That tradition came from wooden ship sailors because they would carve their name on one of the ship’s wooden planks that formed the hull of the ship. After the commissioning, I was sent to the executive officer and was chosen to become his yeoman. I answered only to the captain or the XO. I didn’t have to stand any watches because I was on duty all day with the XO. He told me I would work for him for one year and after that I could strike for any other rating on the ship. The best part was that when the ship was in port, I had liberty until the ship went back out to sea.

After the ship was ready for duty in May, we set sail for Long Beach with a few stops. We visited St Thomas in the Virgin Islands, Ocho Rios in Jamaica, and San Juan, Puerto Rico. We then sailed south to Panama and transited the isthmus via the canal. When we entered the Pacific we went to Acapulco and spent a whole week there. I remembered what the XO had said about liberty and was thrilled to be able to stay at the Hilton hotel for the week. We finally went to our new homeport in Long Beach. From August 1967 to August 1968 we only went out to sea a few times, once to Washington and Victoria B.C. While in the north Pacific waters we fired our missiles and guns. We then went to more training in the San Diego area. Just as my ship was to go the Vietnam waters, my active duty was ending. I left the ship in June 1968, and finished my duty in the inactive reserves. I got my discharge in the mail in August 1972.



Frank Mowrer 1965

Historians Corner,

Dick Smith – Club Historian / Librarian

The following materials were found in the 1988, Volume 32 issue 6 Restorer,
by Lyle Odland — St. Paul, Minnesota.

Henry Ford provided all of us with a very “high performance” machine. However, the quest for even better performance from the Model A continues thru moderate to extensive engine modifications, different gears, lightened flywheels, different carburetion, modified clutches, altered ignition, and several other ideas, including an overdrive. Some of these ideas involve quite a bit of work and money.

The thought occurred to us often in discussions about tire brands and sizes, that there must be a substantial difference in what the selection of tire size could do for the hard-to-improve Model A.

The real incentive came from the inspiration provided by fellow club member Steve Brown, with his technical mind, and another friend, Bill Richie, a great collector willing to let me measure and measure and measure all of his old tires and wheels. In addition, Richard Darling of our Twin Cities club assisted in making all of this print-ready.

All of the tires listed in Table 1 are of varying amounts of wear, and in some cases (deep in the woods or parked too close to the next car) did not have consistent tire inflation. *If* readers can accept these two built-in errors, I think you will find enjoyment in analyzing what was found.

In many cases these are not the modern tires. You can include your own tires, however, and compare them by measuring and calculating in the following manner:

Step 1: Measure the circumference of the tire. One way is to measure the diameter, in inches as illustrated, and multiply the diameter by 3.1416. Another way is to jack up the wheel and measure around the wheel at the center of the tread.

Step 2:- Convert measurement to feet (Circumference divided by 12). This is the distance in feet the wheel travels in one revolution.

Step 3: Divide the desired engine rpm's by the rear end gear ratio. For example, 1695 rpm/ 3.78, which gives the number of tire revolutions per minute. Note: 1695 rpm was chosen for our comparison because it is the recommended RPM in Model A era literature published by Ford. The standard rear axle ratio was 3.78/1 (except for some early 1928's with 3.70/1). Some Model A's have been equipped with modern high speed rear axle gears which are 3.54/1. Some vehicles used in mountainous areas were equipped with 4.11 / 1 rear axles.

Step 4: Multiply the measurement from Step 2 by the number from Step 3, which gives the number of feet traveled in one minute for a specific engine rpm.

Step 5: Divide the Step 4 number by 60 to get the number of feet traveled per hour.

Step 6: Divide the Step 5 result by 5280 to find the miles traveled in one hour for the given engine rpm.

Step 7: Compare this figure with the other tire brands (Table 1) or those of your friends.

Observations — As much as 3.15 mph can be gained or lost by just the tire size differences on the 19 inch, 1930-31 cars.

Differences of up to 2.65 mph were found on the 21 inch, 1928-29 wheels. By using the right tire size and gear ratio, you can gain as much as 6 mph with no increase in engine speed.

A closing question — In my research of several veteran tire dealers, I received very inconsistent explanations of the meaning and mathematics in tire size numbers. For example, how did the manufacturer arrive at the number “4.75/5.00- 19,” and what does it mean mathematically?

I hope this is helpful, See you at the March 8, 2007 club meeting. Hope you drive your “A”.
Dick

CALIFORNIA SPEEDWAY

Join us for a unique tour to the California Speedway to watch fast, noisy old and not-so-old race cars plus having a really fun time. Coordinated by Pieter Dwinger

For Saturday March 10 I am arranging for a combined ***Model A and Model T Day at the Races Tour*** to the California Speedway in Fontana.

The event is hosted by VARA (Vintage Auto Racing Association) and is labeled "*The Route 66 Formula Festival.*" There will also be antique/classic Champ and Indy cars taking a spin around the track at mid-day.

It was recommended that we visit the speedway on Saturday during the time-trials. We will plan to arrive at the Speedway at about 10:00 AM.

There will be preferred parking, plus I am making arrangements so that we can take our cars on the track for a \$20.00 fee at noon. I am working on the details so that we can go into the pits, and talk to the race car drivers. More specific details will be available soon.

John Knox will have a sign-up list at the February club meeting. I need to have a count of Model A and T cars participating on this tour submitted to the track officials, by February 20. So if you can't make the meeting to sign up please give John a call before February 20.

The \$10.00 entry fee will allow you to come back on Sunday, at no charge, to watch the finals.

ST. LOUIS AUTO SHOW CENTENNIAL

Submitted by Don & Colleen Schmidt

It was a different world in which St. Louis' first auto show was held in 1907.

When the first auto show was held in St. Louis in 1907, the Model T Ford was still an idea yet to happen, General Motors did not exist, and the Chrysler Corp. was far in the future. There were no Dodge automobiles or trucks, Chevrolet was the name of a race driver and not a car, the name Lincoln referred to a martyred president whose picture did not yet appear on a penny, and the Cadillac brand name was only 5 years old. The most recent international encounter for America had been the Spanish-American War through which it gained land holdings such as Hawaii and Pearl Harbor, a port that would be the target of a day of infamy, nearly two generations later.

In 1907, most cars did not have windshields, tiller steering had given way to the steering wheel a few years before, tires often lasted only a thousand miles, and there was no interstate highway system. In fact,

hard surfaced roads were rare. Most were old wagon road covered with gravel, oiled, or simply dirt. The nation's first building constructed as a drive through gasoline station had been built in St. Louis only two years prior.

The most common speed through cities ranged from seven to ten miles per hour, and speeds were strictly enforced. Some localities outlawed the use of all motorized vehicles. On chance encounters of cars and horse-drawn buggies on crude roads winding through rural landscapes, strange laws had to be followed. Sometimes the operator of a car had to stop his machine, cover it, and lead the oncoming horse past the vehicle. The horse and buggy had to be far down the road before the car was to be restarted. In 1907, cars spooked horses with resultant bodily injury to the buggy's occupants. Broken arms and injured or runaway horses were more of a threat than the possibility of a car accident.

To officials in large cities in 1907, the automobile was seen as a savior of the environment. Horses usually numbered in the tens of thousands in large cities, reliant as beast of burden for business wagons. Even early trolley cars had been pulled to teams along tracks. Wherever horses meandered, they left waste behind. Street cleaning was only marginally effective. In overpopulated areas, the potential for disease and epidemics due to dead horses also posed a threat. In large cities during heat waves, it sometimes took days before all the dead horses could be removed. Meanwhile, flies were possible carriers of germs yet to be discovered.

The automobile did away with that potentially unhealthy setting. In 1907, it was an environmentally correct move for the future... There were few traffic jams, too, and traffic signs were rare.

The most expensively priced car at the show was a Packard limousine tagged at \$6,750. In 1907 that was the price of six small houses.

A. L. Dyke had pioneered the auto-part-by-mail business in St. Louis and would gain renown as "Dr. Dyke," the compiler and publisher of several series of books that helped mechanics keep cars running even into the 1940s. The truth be known, there were no schools for the first car mechanics. They learned their trade by experience and through publications issued by men like Dyke.

April 21 Tour to Lyon Car Museum

By Terry Hardgrave

We have a very special treat for our club.....my wife works for Gen. William Lyon (William Lyon Homes), and thru her, I have been able to secure a time for us to visit his fabulous car collection at his estate in Coto de Caza. For those of you not aware, Gen. Lyon has amassed a very special collection of classic cars, including at least 10 Dusenbergs, many pre-war Packards and Mercedes, Cadillacs, Lincolns, and Rolls Royces, as well as scores of other very interesting and beautiful cars.

The collection is housed in a special museum, directly behind his house, and is not open to the public. He has graciously allowed us to visit on Saturday, April 21 from 10:00 am to 11:30 am, and will personally conduct the tour of his collection. We will depart around 11:30 for lunch at the Rose Canyon Cantina, and then drive back to our starting point in Irvine. We will commence this tour from Mimi's Restaurant in Irvine, leaving there around 9:15 am. I will have more information and directions to follow, but here are two important points:

(1). For those of you wanting to eat breakfast first at Mimi's (suggest arriving around 8:00 am), *please let me know so we can reserve enough tables.*

(2). To enter the private, gated community of Coto de Caza, ***I will need a list of each car and driver by name by the week of the tour. People not on the list will not be allowed to enter, so this is important! We will also need to arrive there as a group, to go thru another gate at the Lyon residence, so stragglers really won't work for this tour.....***

I will have sign up lists ready for the next two club meetings, with space to show the above.....this is just a preliminary notice.

This is a very special opportunity for all of us.....and Gen. Lyon is hoping that we get a lot of Model A's to drive out there. From Irvine, our tour will be on surface streets, and lunch will be in scenic Trabuco Canyon, so let's get those A's out for this!!

Please note that the last date in which we can make reservation changes is April 17. Questions?? Please call me.

Terry

Scholarship Applications Available:

The Orange County Model A Club committee are accepting applications for a \$1,000.00 scholarship for the 2007-2008 school year. The scholarship is open to students attending a college, university, or trade school beginning the fall of 2007. Applicants must be a child or grandchild of a OCMAFC member of a youth member. Deadline for accepting applications is May 20, 2007. For an application packet see Dorothy Knox at the meeting or email your request to her at knoxbox59@aol.com.

BITS & PIECES

NEW E-MAILS

Christine Foster: chris90803@aol.com

Glenn Johnson: gsleasing@roadrunner.com

Sharon Johnson: sgi1942@roadrunner.com

TELEPHONE NUMBER CORRECTION

Wade Ratzlaff: 714-323-7091

2007 CLUB ROSTERS

The 2007 will be available at the March 8th Club meeting at CHOC. Please pick up your copy and that of other members if you are willing to deliver it to them. After receipt, please review it for any changes you would like to make and let me know. Interestingly, we have 48 club members for whom we do not have e-mail addresses and 2 without telephone numbers. Please let us know if you want this information up-dated.

PHOTO ROSTER

The work by Don Ratzlaff on the Photo Roster can be viewed on www.fordmodelaa.com and is labeled photo roster test page. Members pictures can easily be placed in the roster by simply e-mailing a jpeg photo to Don Ratzlaff at his e-mail address which is: wadedon@pacbell.net or by bringing them to the next meeting. It would be nice if your Model A is included.

SUNDAY, MARCH 25, 2007
HART PARK, ORANGE



8:00 - 11:00 a.m.
(RAIN OR SHINE)

WEBSITE
www.ocmafc.org

THE ORANGE COUNTY MODEL A FORD CLUB'S 45th ANNUAL

PANCAKE BREAKFAST

VINTAGE CAR DISPLAY AND FABULOUS RAFFLE

RAFFLE GRAND PRIZE

SET OF 5-19" or 21" BLACKWALL TIRES

BREAKFAST INCLUDES

PANCAKES, SAUSAGE, EGGS, JUICE, AND COFFEE

DONATION:

ADULTS - \$5.00

KIDS UNDER 12 - \$3.00

FOR MORE INFORMATION

MARK SCHWING

(714) 970-1696

2007 CLASSIC CAR SHOW AT FISHERMAN'S WHARF

February 16th – 18th hosted by the **SAN FRANCISCO BAY AREA MAFCA**

Johnsons, Dwingers and Knoxes attended an exciting series of events throughout the 2007 President's Day weekend. On Thursday we trailered our cars to Pier 45 at Fisherman's Wharf and stayed at the beautiful Astoria Hotel.

On Friday we had a police escorted caravan from where our cars were displayed for the week-end to City Hall, and a long parade through downtown and back to Pier 45.

During the very fun packed week-end we had a tour of the San Francisco Port, beginning with a guided tour of the beautifully restored 1892 Ferry Building and clocktower. We also enjoyed a bay cruise and a tour of the Academy of Art University's School of Industrial Design, to learn about automotive design for 2020 – as well as to view the School's classic car collection.

We had a gourmet banquet and a farewell gathering on and a farewell gathering on Sunday at Boudins Bistro. We Rode the cable cars and much, much more for a great weekend.



Steve Chase (right) of the Model A Touring Club met us for breakfast.

Art in Public Places Tour

By Dorothy Knox with photos by Don Ratzlaff

The third time was the charm. After 2 postponements, the Brea Art in Public Places tour took place on Saturday morning, Feb 10. Twenty six people and ten Model As lined up at John and Dorothy Knox's home. Despite threats of rain (again) it was a beautiful day. Everyone rode in a Model A armed with a set of directions for viewing 25 statues listed on our directions. Various other statues were encountered as we drove along. Lots of pictures were taken as well as much discussion of the meaning of various pieces. One of the statues, "Mustangs" was build in a garage belonging to Richard and Jeanne Parrish.'s. Richard got out and "fed" them. We gathered at a Brea food park and had lunch by a charming statue of children playing in a fountain; their water hose being the fountain. It was a good day.



Moving Away Party For Glenn & Sharon Johnson

After being two of the most active club members for 37-years Glenn and Sharon are moving. Pieter & Judi Dwinger and John & Dorothy Knox are hosting a farewell Pot Luck dinner party at the Dwinger's home on **Saturday March 31 starting at 4:30PM.**

Let's send them off in style with a big turnout. Model A's and any other type of other old cars (and modern iron also) are welcome.

It's your choice so please bring your favorite Hors d'oeuvres, or Salad, or Main Dish, or Dessert, BYOB. Soft drinks, Wine, Beer, Coffee, Plates, Silverware and Cups will be provided.

**Please RSVP by Saturday March 24th
(714) 639-4767 (Piet/Judi) or
(562) 418-9643 (John/Dorothy)**

Pancake Breakfast Chief Chef Position Is Open.

This years breakfast will be Pieter Dwinger's last year as Chief Chef, he is officially retiring from this job. (*again*) If you would like to take over the kitchen duties, please give Pieter a call so that you can work with him at this year's breakfast to learn what to do.

RETIREMENT HOME CAR SHOW

Saturday June 9: George Parrish (Richard's father) invites you to Emerald Court's car show. There is no entry fee and you will be served lunch in the dining room. Trophies will be awarded at 2 PM. Lew Lewis won one last year. Located close to home at Euclid and the 91 Fwy in Anaheim
Contact Richard at 714 393-8582

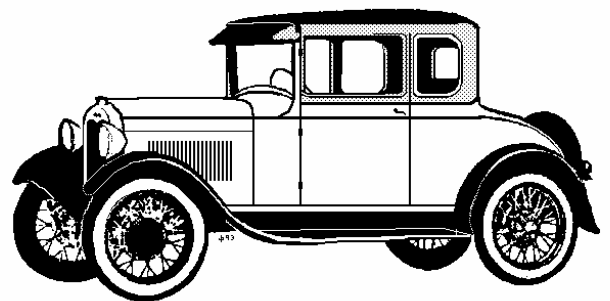
There is a Difference

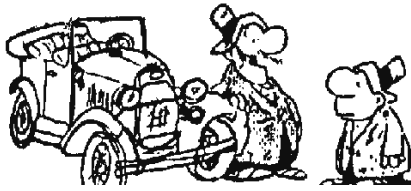
By Lew Lewis

Since many people are switching over to Cannon printers because of the convenience of the individual color ink cartridges and the fact they are more economical to buy and run than the HP triple color cartridges, I thought I would do some investigating on a question I always had about the cartridges I use in my Cannon printers and their Part Number.

As some of you may have also done, I have bought both the model number BCI-3e and BCI-6 color cartridges to operate in my two Cannon printers, an i560 and an i860. Both these printers call for the BCI-6 cartridge. I have compared them side by side. They both look identical, they both fit, they both work, they both weigh the same and sometimes I can't find a BCI-6 or the BCI-3e is on sale and thinking that they were really the same, I would buy either one. Hey, they really are the same – right?? Wrong. I couldn't find any explanations on the internet, so I wrote to Cannon and received the following information that I felt would be worth while passing on.

Directly from the response I received: "While the BCI-3e series ink tanks are similar in appearance, the ink formulation is not the same as the BCI-6 series. These are not interchangeable ink tanks. While the ink tanks will fit into the printer, image quality will deteriorate. If you use the BCI-3e series inks in place of the recommended BCI-6 ink tanks, your images may appear pale or washed out looking." So now you know – feed the printer what it asks for.





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 or OCMAFC Editors 244 No. Goldenspur Way, Orange, CA 92869-4422

Visit MAFCA's Web Site:
www.mafca.com/classifieds.html

For Sale

FOR SALE

1929 Tudor-Good project car. No rips or welds in fenders. Straight body. Some rust here and there. Has been in storage since 1985. Asking \$5400.00 OBO
Don Schade Tel: 562-693-0579

*FOR SALE

6.5 hp, 60 gallon, 220 volt compressor. Excellent condition. \$200.00

Contact: **John Pickrell**

760-631-5720 or jpickrell@sbcglobal.net

*FOR SALE

Very nice 1931 radiator, re-cored. Three row. \$250

AVAILABLE LATER;

Excellent "A" engine: Inserted, dip, touring block, sleeved to standard, GM valves and guides, adjustable lifters, Snyder head milled .030, metal timing gear, tube headers, 2800 miles. You can drive it before I pull it! Price is open to discussion.

Merle McClellan 949-470-1929

m.mcclellan@cox.net

*FOR SALE

May 31 Wide Bed Pickup

Only about 250 miles since full ground up restoration Closed cab with soft-top covering, Cast iron brake drums, New Denis Piranio engine, every part restored to original specs, Silver plated headlight reflectors All new wood, Original radiator, Original steel head light buckets, cowl band, and radiator shell. All plating per judging specs. Original Trico wiper motor Dallas MAFC Car of the year 2006

Asking \$24,500.00

Lloyd Kerr 972-422-9520



FOR SALE

Model A tow able Coleman trailer. 1 7/8 receiver, Top opening cargo box measures, 41" wide x 48" long x 24" deep, front and rear opening top, or remove top completely. Fenders over new tires on 4-lug 12" rims, mounted tail lights & side reflectors.

Very light & ready to tow \$ 350.00.

(1) Goodyear black wall diamond tread tire 5.00-19 near new \$25.00

(1) 1930-31 rim, 19 inch, paint removed, good to excellent condition \$40.00

(1) 1934 Ford 17 inch black powder coated rim, with mounted near new Firestone blackwall tire 5.23/5.50 tire \$75.00

(4) 1928-29 Whitewall Firestones, near new tread, mounted on 21 inch (straw) powder coated rims, w/ hubcaps, plus (1) 21 inch (straw) powder coated rim with one loose spoke, blackwall tire, (use as your spare), all are ready to roll. All (5) for \$ 450.00.

(1) Set 1928-29 rear bumpers. Very nice condition (not bent). But small pits in chrome. \$80.00 for the set.

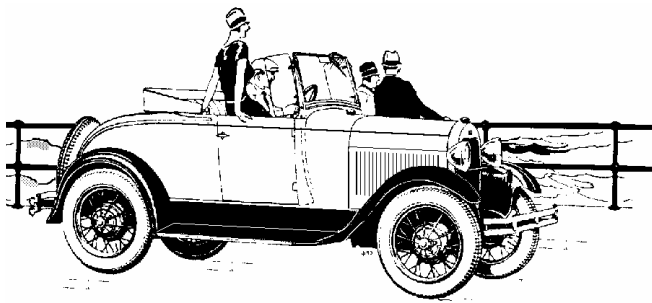
Dick 949-770-6847

FOR SALE

1-Mel Gross rebuilt 6volt generator in the box. \$75.00

1- Zenith 1 rebuilt carburetor. \$75.00

Wayne McDonough at 714-944-3644



General Meeting

7:30 PM

March 8, 2007

[Second Thursday of every month]

CHOC Hospital Complex

455 South Main St. Orange CA

(Next Board meeting will be on March 6, 11:30 AM

at:

Denny's, 108 East Orangethorpe Ave

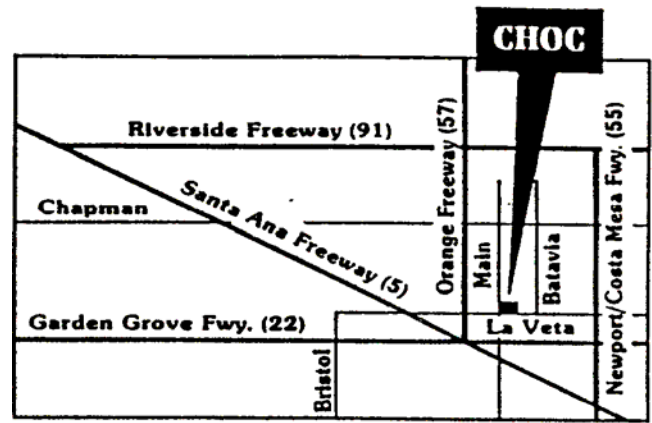
Placentia, CA. Tel 714-528-1661)

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.

- **Deadline for next *Distributor***

- **March 30, 2007**

- Type or write all articles and ads and e-mail to: newsletter@ocmafc.org
Or 244 No. Goldenspur Way,
Orange, CA 92869-4422



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