

# *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](mailto:newsletter@ocmafc.org)

May 2008 Volume 48 Number 5

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

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**FULLERTON ARBORETUM**

**APRIL 12, 2008**

## 2008 BOARD MEMBERS

### President—Mark Schwing

714-970-1696  
mschwing@earthlink.net

### VP/Activities—Don Miller

562-431-6494  
donfmiller1@verizon.net

### Secretary—Jeanne Parrish

714-999-0611 jprp60@aol.com

### Treasurer – Colleen Schmidt

714-524-2659  
dt\_schmidt@sbcglobal.net

### Technical—Don Ratzlaff

714-529-5062  
wadedon@pacbell.net

### Editors – Peter & Ana Hyland

714-633-5797  
newsletter@ocmafc.org

### Immediate Past President

Don Miller 562-431-6494

donfmiller1@verizon.net

## COMMITTEES

### ACCC Representative-

Larry Conkol 714-535-1411

### Breakfast Committee-

Terry Collings 714-970-7194

mtcollings@sbcglobal.net

### Club Greeter-Doris Marshall

310-378-5061dandd51@gmail.com

### Election Chairperson-

Kathie Mc Call 714-633-0946

dkmccall@socal.rr.com

### Historian & Librarian-

Richard Parrish 714-999-0611

rcp1937@aol.com

### Merchandise Director

Gary Discher 714-996-1970

Coupon-queen@sbcglobal.net

### Pancake Breakfast setup &

Coordination-Mark Schwing

714-970-1696

mschwing@earthlink.net

Raffle-Tissy Hatcher-714-546-8554

Gail Perlmutter-949-388-2815

### Refreshments-Chris Foster

562-987-2225

### Regional Representative-

Bev Marsh 714-373-9769

onebootscooter@yahoo.com

### Scholarship--Dorothy Knox

562-697-2545

knoxbox59@aol.com

### Sunshine & Sorrow

Jeanne Parrish

714-999-0611 jprp60@aol.com

### Swap Meet-Larry and Gerry

McKinney 714-963-2724

lgmspeed@verizon.net

### Web Master-Chris Enright

949-481-8780

webmaster@ocmafc.org

### Web Site Info Entry-Les Lewis

949-916-6622

## Notes From Your President Mark Schwing. . .



May 2008

### President's Letter

On the Monday following my annual show in Toledo, Ohio, I usually spend most of the day at the Henry Ford Museum in Dearborn, Michigan. This year was a little different because it was my daughter's first visit to the museum and I decided to stay an extra night and visit the Rouge plant on Tuesday morning. The first car assembled at the Rouge plant was the Model A in 1927. The following descriptions of the plant are quoted from the Henry Ford Museum website.

"Located a few miles south of Detroit at the confluence of the Rouge and Detroit Rivers, the original Rouge complex was a mile-and-a-half wide and more than a mile long. The complex of 93 buildings totaled 15,767,708 square feet of floor area crisscrossed by 120 miles of conveyors."

"There were docks, steel furnaces, coke ovens, rolling mills, glass furnaces and plate-glass rollers. Buildings included a tire-making plant, stamping plant, engine casting plant, frame and assembly plant, transmission plant, radiator plant, tool and die plant, and, at one time, even a paper mill. A massive power plant produced enough electricity to light a city the size of nearby Detroit, and a soybean conversion plant turned soybeans into plastic auto parts."

"The Rouge had its own railroad with 100 miles of tracks and 16 locomotives. A scheduled bus network and 15 miles of paved roads kept everything and everyone on the move."

"It was a city without residents. At its peak in the 1930's, more than 100,000 people worked at the Rouge. To accommodate them required a multi-station fire department, a modern police force, a fully staffed hospital and a maintenance crew 5,000 strong. One new car rolled off the assembly line every 49 seconds. Each day, workers smelted more than 1,500 tons of

iron and made 500 tons of glass and every month 3,500 mop heads had to be replaced to keep the complex clean."

Development of this massive "ore to assembly" complex started in 1917 with the acquisition of 2,000 acres of river bottom land. Henry Ford's idea was to achieve "a continuous, nonstop process from raw material to finished product, with no pause even for warehousing or storage". Over 6,000 suppliers served the massive Rouge facility.

Nearly all the parts for the famed Model T were manufactured at the Rouge but actual vehicle assembly was done at the Highland Park plant. The first land vehicle produced at the Rouge was the world's first mass-produced tractor, the Fordson was in 1921 when Fordson production was transferred from the original Dearborn plant to the Rouge. We say land vehicle because the first vehicle produced was the World War I Eagle subchaser.

The Rouge plant was home to the legendary Ford V-8's, the first Mercury, the 1949 Ford, the original 1955 Thunderbird and is the only place where Mustangs have been produced for over 40 years.

Today, much of the Rouge has been sold off. Now called the Ford Rouge Center, the remaining 600 acre site is the largest single Ford industrial complex. Approximately 6,000 employees work at the Rouge. The centerpiece of the complex is the Ford Truck Plant.

The visit to the Rouge starts and ends at the Legacy Gallery where five historic vehicles are on display. They include a 1932 Ford V-8 Vicki, a 1949 Ford, a 1955 Thunderbird and a 1964 ½ Mustang as well as the 20 Millionth Ford, a 1931 Model 160B Slant Windshield Town Sedan.

I'll cover some of the tour highlights next month.

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

### This Month's Cover



Photo by Joanie Harris



# Activity Schedule

Don Miller

Donfmiller1@verizon.net

(NOTE: \* = UPDATED INFORMATION)

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

**May 31, 2008**

Type or write all articles and ads and e-mail to:  
**newsletter@ocmafc.org or prhyland@att.net**

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

## NEXT MEETING DATE

**May 8, 2008**

**7:30 PM**

**\* Indicates Change**

## 2008 TOUR/ACTIVITIES CALENDAR

**May 1-3 (THURS-SUN) CCGG** to be in Fresno. We will stay at the Airport Piccadilly Inn in Fresno. Telephone Number: 800-468-3587. Departure from Coco's on Valley View at 9:00am.

**May 3 & 4 (SAT-SUN) British Extravaganza Event.** Please see article on page 7 in the December 2007 issue of "The Distributor."

**May 17 (SAT) Fender Restoration Technical Session**  
Please see Don Ratzlaff's article on Page 4

**May 18 (SUN) Hubley Derby Races in Temecula**  
Please see note from Don Miller on Page 8

**May 23-25 (FRI-SUN) NCRG Roundup** to be held in Auburn and sponsored by the Auburn A's and the Gra-Neva A's. For complete information please see NCRG's website: [www.ncrg.com](http://www.ncrg.com) and link to the "Calendar of Events."

**May 24 (SAT) Fender Restoration Technical Session**  
Please see Don Ratzlaff's article on Page 4

**May 26 (MON) Memorial Day Celebration** at Fairhaven Memorial Park. Meet at the park between 8:00 and 8:30 am

**June 7 (Sat) Emerald Car Show 10AM-2PM** This has been an annual affair at Richard Parrish's father's home. There will be a free lunch for those who bring their cars. For more information call Richard Parrish.

**June 8 (SUN) Antique Nationals in Fontana**

**Jul 10-13 (THURS-SUN) Wings & Wheels in Santa Ynez** Registration forms and details will follow at a future date but you need to make your hotel reservations at Andersons Split Pea Soup in Buellton as soon as possible. Their phone number is 1-800-732-7687.

**July 26 (Sat) Irvine Park Tour and Picnic.** This is also a celebration of National Model A Ford Days. More information later.

**Sep 7-12 (SUN-FRI) Nevada Grand Tour II**  
Host hotel is the Carson Valley Inn in Minden, NV. 1-800-321-6983 ext.1. Our group number is 501217. The tour is limited to 65 Model A's. and includes Virginia City, a ride on Truckee Railroad, a paddle wheel boat on Lake Tahoe with breakfast and much more. For more info John Riggs

**Nov. 13-16 (Thurs-Sun) Palm Springs Follies.**  
We have reserved the pool side rooms again this year at the Royal Sun Motel 760-327-1564. You must call ahead to reserve your room. They are being held until October 1<sup>st</sup> but we will need a count for Follies tickets as soon as possible so sign up at the next meeting.

## SWAP MEETS

**May 4 (SUN) Long Beach Swap Meet at Veterans Stadium**

**June 8 (SUN) Long Beach Swap Meet at Veterans Stadium**

**Jun 22-27 (SUN-FRI) 3rd MAFCA/MARC World Meet National Convention, Addison, Texas -- Hosts: Dallas Model A Ford Club**

Meet will be held in Addison Texas, a few miles north of Dallas. This is the third joint meet of both MAFCA and MARC and looks like it's going to be one of the best attended meets ever! Check your "Restorer" for more information.

**June 28 (SAT) 6:00AM-2:00PM 3<sup>rd</sup> Annual Orange County Model T & Model A Ford Clubs**

**Combined PRE WAR (WW 11) Parts Exchange & Car Show.** El Dorado High School, 1651 Valencia Ave, Placentia. For information call Ronnie Eliot-714-542-0905, Larry McKinney-714-963-2724

**Sep 28 (SUN) 6:00 AM-3:00 PM 47<sup>th</sup> Annual Antique Car Swap Meet** presented by the Paradise Valley Model A Ford Club. Location: Western Little League Regional headquarters, 6707 N. Little league Drive, San Bernardino, CA. Flyer & additional information later.



## TECHNICAL 2008

Article and photos By Don Ratzlaff

### APRIL/MAY TECH SESSIONS

Hey, time goes fast when you are having fun! We have held 3 sessions devoted to the restoration of Model A Fenders. To date the activity has primarily been that of welding up the cracks and discontinuities plus reshaping the areas of major damage. Things have been a bit noisy but the beat goes on and the perfect fender is just a bend away. A few donuts and one or two cups of coffee were disposed of, all in compliance with OSHA standards. The 4<sup>th</sup> April session was held on Tuesday April 29<sup>th</sup> at Paul Steeds.. Thanks to Les Redfield's generous donation of coveralls, the attendees on April 29<sup>th</sup> were well covered!

Two additional sessions are scheduled for Saturday, May 17<sup>th</sup> and 24<sup>th</sup>, 9am also at Paul Steed's. Bring your fenders and see what can be done.

### Tech Clue (For those of us that don't have a clue!)



CARBURETOR FLOAT  
WEAR/LEAKING (My apologies, I forgot  
where I read this article)

Most Model A carburetors in use today have been in use for many, many years. The most often overlooked effect of that use is a small indentation worn into top of the float from contact with the shut-off needle valve.



As a result of this wear, there can be a lateral bind on the valve needle that stops it from closing and seating completely.

The result is overfilling of the float chamber and gas leakage from the carburetor. The brass float material is fairly soft and it is easy to smooth out the edges of the indentation by sanding from front to back by hand, then buffing. Carefully blend the surface and the valve will operate smoothly and reliably.

Same Seminar-different fender



### THE GENERATOR CUT-OUT (abridged from the Sept/Oct 2002 Restorer)

The Model A Generator Cut-Out serves as a switch only. As the engine RPM increases the Generator begins to produce current and the cut-out closes. This current will charge the battery continuously at the rate you have set less the amount of current used by accessories, i.e. lights, horn, radio etc. The generator output is set via movement of the "3<sup>rd</sup> brush" and will over-charge a battery if the charging current is set too high. Set the current at 8 to 10 amps for normal day-light driving and 12 to 14 amps for frequent night time driving. A cut-out that remains "closed" (sticks) when the engine is stopped will cause the generator to function as a DC motor running off the battery voltage. This condition will register as a negative current on the instrument panel amp meter. Since the "motor torque" generated is not sufficient to turn the Model A engine, the generator will sit in a "stalled" state until (1) the battery dies or (2) the "stalled" current generates enough heat to open a solder connection within the generator. Always check the instrument panel amp-meter to verify a zero current reading for the "key-off" condition. Installing a battery cut-out switch is added insurance against generator cut-out failures as well as other possible electrical shorts.



In the Beginning-----???



It's on it's way---Stay tuned for further results-will it make the grade????

## ***OCMAFCA General Meeting***

***April 10, 2008***

***Submitted by Jeanne Parrish***

Meeting called to order at 7:25 pm by **President Mark Schwing**.

**Doris Marshall** welcomed new member, **Don Cimarusti**, owner of a 1930 Tudor sedan.

Minutes of the March meeting approved as corrected. (**David Rivard** stated his mother, **Rose Rivard**, has been a member since 1988.)

**Treasurer: Colleen Schmidt:** She will have an accounting of the results of the Breakfast as soon as all bills have been turned in and paid.

**Activities: Don Miller** asked every Model A driver to be sure and get a raffle ticket for tonight's drawing. **Curtis Buck** returned the Hard Luck Trophy. **Don Schmidt** reported on the upcoming Arboretum Tour on Saturday, April 12, with lunch at Heroes in downtown Fullerton. **Don and Colleen's daughter, Chris** will lead the tour from Denny's, Orange to the Arboretum on the grounds of Cal State University. **(Please see Calendar listed in the Distributor of future activities.)**

**Sheila Plotkin** motioned we donate \$25.00 to support the Hubley Derby in Temecula on Sunday, May 18. Motion carried. **Don** asked for any stories of hard luck with their Model A. **Richard Parrish** told of **Chris and James Bush** and their Model A not starting on the morning of the Breakfast. They were unanimously voted to take the "Hard Luck" trophy home this month!

**Mark** thanked all members that worked on the Breakfast. Attendance was down from past years. However, there were 250 cars present and 950 breakfasts served, in spite of the rainy morning. He announced a post Breakfast meeting will be held noon on Thursday, 4/17, at Denny's Restaurant.

**Technical: Don Ratzlaff** said fender repair seminars will be held on the following Tuesdays, 4/15, 4/22 and Saturdays, 4/19, 4/26, at **Paul Steed's** home. (Address in the Roster) Mark asked if any members knew the location of any club tools.

**Merchandise: Gary Discher** is absent. T-shirt sales at the Breakfast were very good.

**Editor: Pete Hyland** is absent. **Deadline for May Distributor is April 30.**

**Chris Enright** is the new webmaster with **Lew Lewis** assisting. Pictures taken by **Wade Ratzlaff** at the Breakfast should be up on the website by Saturday, April 19.

Car of the Month is **Don Ratzlaff's** sedan. **Mark** thanked **Bev Marsh** and **Karen Gaynor** for refreshments.

Meeting adjourned 8:40 p.m.

## **Even More on Oil**

**by Brian Huffman**

I just read my April 2008 issue of The Distributor and read the article titled "More on oil". It mentions using GM's part number 1052367 EOS for engine wear protection. Having worked for a Chevrolet dealer for a long time now I thought I would share that part number 1052367 has been discontinued from GM. In its replacement is part number 88862586. I waited until Monday morning to write this as I wanted to look at a bottle of the new item to see if it still has the highlighted additive in the article. After looking, the new product does still have the additive mentioned in the article. Although the new part number has doubled in price I will sell it to any club member at the wholesale price. That being \$15.39. It has a retail price of \$20.52. I work at Connell Chevrolet in Costa Mesa. My number is 714-755-5310.

# Orange County Then & Now

## Fullerton



Looking south along Spadra Blvd. in Fullerton. The street name is now Harbor Blvd. The photo was taken from the steps of the Fullerton Public Library Building, built in 1919. The photo appears to have been taken around 1930. The tall building in the background with the many windows is the Charles C. Chapman Building.

Photo from the historical collection, First American Title Insurance Company of Santa Ana, California #1585



The same view in 1996. The Chapman Building can still be seen in the background. The photo was taken from the steps of the old library building; however, it is no longer a library. **Photo by Tom Endy #1585**

## Historian II

By Richard Parrish

Edsel as president of Ford Motor Company was aggressive in his intent to build a new car with modern design and superior performance. By 1926 Edsel would make important decisions to further his goal and Henry as CEO would veto his ideas. Finally by early 1927 Henry could no longer ignore his son. General Motors was nipping at his heels in sales of Chevrolet and people were taking notice of new cars such as Plymouth with hydraulic brakes.

On May 26, 1927 the fifteen millionth Model T came off the assembly line. With no definite plans in the works the factory was soon closed.

The design of the first Model A was accomplished in an incredibly short period of time. The manufacturing machinery and assembly line was equally as miraculous. A prototype was available in August 1927 and by December, the country was flooded with full page ads in all major newspapers across the country for the unveiling of the new Ford. There was even a mild recession at that time due to people not buying cars but waiting for the new Ford.

On the day of the unveiling, there were mob scenes at dealers across the country. Some fifty thousand cash deposits were received the first day in New York alone. An estimated ten million people saw the new Ford in the first thirty six hours it was on display.

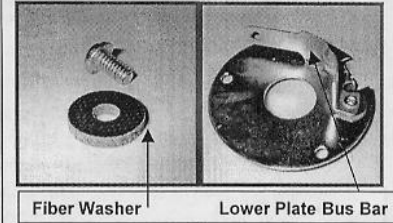
That excitement and compulsion lives on after 80 years. Who better can demonstrate this but those of us that still get a thrill when we take out our Model A? Maybe those who stop to talk about "back then" and "I used to drive one of those". Expect a tale they have repeated a hundred times about some unique experience they had in a Model A.

Agent Orange

### Missing Distributor Hardware

Bob Anderson

Have you ever wondered why the copper screw for the condenser that is supplied with a distributor rebuild kit is too long or why the replacement condenser is too long or too short. It may be because of a missing washer inside the distributor. The Model A Ford parts book lists a **fiber washer** that is to be installed between the screw and the bus bar inside the distributor.



This washer not only positions the condenser in the right position in the distributor and allows the correct screw to be used, it also helps to keep dirt, water and dust from entering the lower housing. Also if the washer is not in place, the bus bar that connects to the condenser can short to the inside of the distributor body and then you're on the side of the road doing a little on tour restoration!! The fiber washer can be seen from the outside of the lower part of the distributor body on the left side of the engine. This is where the screw for the condenser connection can be seen. The distributor must be completely disassembled (and removed from the engine) to install the washer but the advantages of having in place are worth the time and effort. A little rubber cement applied to the inside of the distributor body will help keep it in place when changing the condenser.

Source of article unknown but thanks to "Bob Anderson" for writing it.

**Join us for good food  
and good company...**  
**Fourth Thursday Breakfast Bunch**

**May 22 -- 8:30 a.m.**

**Watson's Drug & Soda Fountain**  
**116 E. Chapman, Orange**  
**(714) 532-6315**

**Info: Terry Collings (714) 970-7194**



## Fullerton Arboretum & Lunch Tour

On April 12, seven Model A's and 3 moderns took a leisurely drive through Anaheim Hills, enjoying a perfect Model A day on country roads, to our destination, the Fullerton Arboretum, located on the grounds of Cal State Fullerton. Chris Gunst led the tour, driving the 1929 Sport Coupe, belonging to her parents, Don & Colleen Schmidt.

We enjoyed a fantastic step back in time with a tour of Dr. George Clark's 1894 heritage home. I wish I had a dollar for every remark "What's this?, We used to have one of those", "Remember those", We enjoyed it so much we ran out of time to fully explore the beautiful grounds, ponds and plants. **Sounds like grounds for another tour!!!**

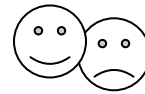
Our haste to leave was due to our great thirst, prodigious appetites and prior reservations at *Heroe's Bar & Grill*, across from Santa Fe train station. What a gathering of the clan? *Heroe's* is fun and funky with saw dust on the floor, peanuts on the table, who's shells quickly joined the saw dust, meals that were made to be shared and drinks approaching the size of water cooler bottles! **Sounds like grounds for another tour to the same place!!!**

It was a memorable day spent with friends, Gerry O'Brian, Richard & Margaret Higgins, Terry Hardgrave, Pam Heiland, Dale Frontzak, Chris Gunst, Joanie & Bruce Harris, Don & Colleen Schmidt, Don & Sally Miller, Don & Carolyn Ratzlaff and their friend Jean Kohno.

Jeanne & Richard Parrish



All photos by Joanie Harris



## *Sunshine & Sorrow*

By Jeanne Parrish

Get well wishes go out to Chris Gunst, new member who recently had a bad pancreatic infection and gall bladder surgery. Hope leading our latest tour didn't cause that, Chris! You did such a great job! Hoping for a speedy recovery and see you "On the Road" again, soon.

Our condolences go out to Roulede McGann and family of Jim. He passed away on April 18th after suffering several strokes. He and Roulede are ole' time members and we enjoyed them so many times on our tours and gatherings. He will be sadly missed. Please know, Roulede, you are in our thoughts and prayers.





# Bits and Pieces

## New Members

### **Larry & Donna Powell**

1767 N. Cypress  
La Habra Hts, CA 90631  
H (562) 690-6621  
C (702) 285-9550  
e-mail: res04dox@gte.net  
1931 45-A Coupe

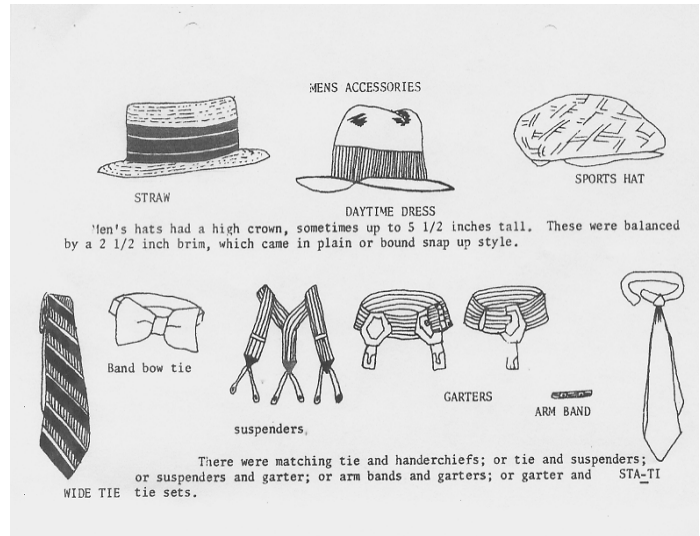
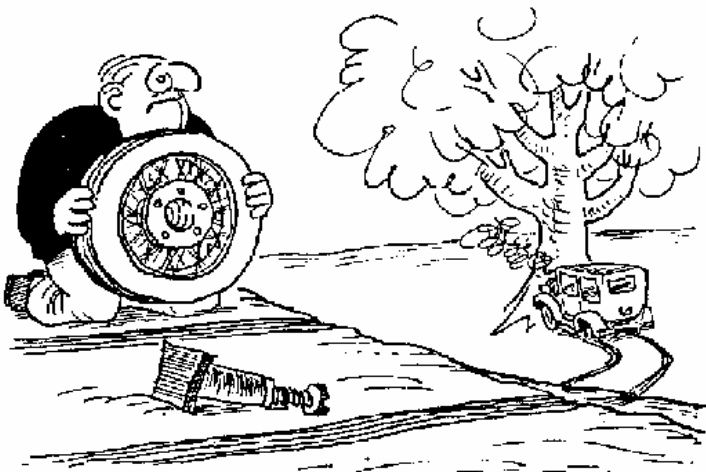
### **Ron L. Probert**

7943 Viewrim Drive  
Anaheim Hills, CA 92808  
H (714) 281-2339  
1929 49-A Coupe (Leatherbach)

### **Don & Toni Cimarusti**

12651 Anabel Ave  
Garden Grove, CA 92843  
H (714) 723-2365  
1930 Tudor

**Glad to have you with us!!**



“Borrowed” from a collection entitled  
“Flap to Flop Frocks” courtesy of Bev Marsh

## Roster Correction

V/P Activities should be:  
Don Miller  
(562) 431-6494

## Telephone Correction

### **Fred Rand**

H (714) 995-2970

## E-mail updates

### **Gary Chambers**

aesccret03@yahoo.com

### **Christine Gunst**

redbear.christine@gmail.com

# AUTO TOURING

## What You'll Do Without

You're not likely to find these in the twenties:

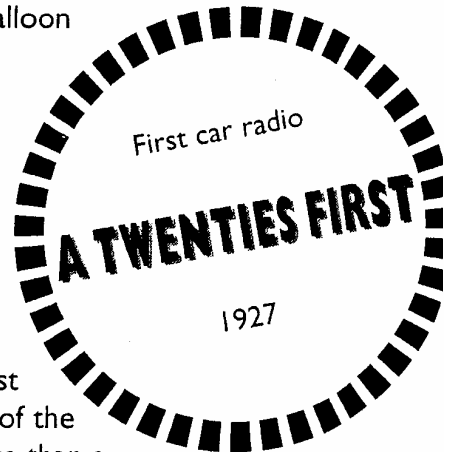
- ☐ Rearview mirrors
- ☐ Car heaters
- ☐ Reliable road maps
- ☐ Rest rooms at gas stations (Use the outhouse behind a school)
- ☐ Motels (Rent a little shack at an auto court)
- ☐ Car radios
- ☐ Superhighways and freeways
- ☐ Tollbooths
- ☐ Fast-food restaurants
- ☐ Bumper stickers

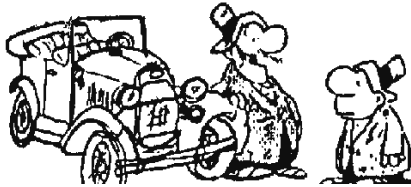
Your twenties family probably loves to travel, but you'll need a sense of adventure to go far on primitive twenties roads. Cars aren't equipped the way cars are today, road signs are scarce, and just try to find a readable map! You'll meet all sorts of interesting people as you ask directions, though. Just be prepared:

**BRING AT LEAST TWO SPARE TIRES AND PLENTY OF SPARE PARTS.** You will probably have several flat tires—twenties balloon tires aren't up to the terrible twenties roads—and you can count on one other serious breakdown as well.

**PUT LOTS OF BLANKETS IN THE BACKSEAT.** They will soften the bumpy ride, and you'll need them when you camp at night. There are almost no motels yet, and even most of the "auto courts" supply little more than a dry place for your bedroll. (Sorry, no sleeping bags yet, either.)

**WEAR YOUR OLDEST CLOTHES.** Many of the roads are only dirt or gravel, so you're bound to get dirty. You'll probably ride in an open car or in one with the windows open.





## 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](http://www.mafca.com/classifieds.html)



### FOR SALE: To all Restorer Magazine

**Collectors,** I'm offering many 1990-2000 Restorers for free to OCMAFC members, from donations received from our members.

1980s - 1989 issues are \$2.00 each.

1970s - 1979 issues are \$3.00 each

1960s - 1969 issues are \$5.00 each

These years are For Sale from a friend in the Santa Anita A's. First come, First choice. I have his collection at my house.

**Contact Dick Smith 949-770-6847 if interested.**

03/08

### FOR SALE: 1931 5 Window Coupe with

**Rumble Seat.** Engine runs well, all new wiring and the fuel tank has been boiled out and sealed.

\$12,500.00 OBO. Contact: Larry Powell

562-697-7761 or (Cell) 702-285-9550

04/08



### FOR SALE: 1930 Model A

Very good shape. Fenders-excellent. No dents. 3rd owner. Asking \$15,000 Call 805-967-7506 Goleta, California



05/08

### FOR SALE: 2004 Toyota Avalon 80,000

Miles, Grey Metallic Paint, New Tires and Brakes, Dual Front Air Bags, Front Side Airbags ABS, Air Conditioning (Dual Zone), AM/FM/CD/ XM Radio, Automatic, Electric Windows Leather Interior, Cruise Control, Power Front Seats, 6 Cyl. Extended Warranty still in effect Asking \$12,000 OBO.

**Jason Dwinger (714) 803-5110**



05/08

### FOR SALE: 1999 Toyota Camry 98,000

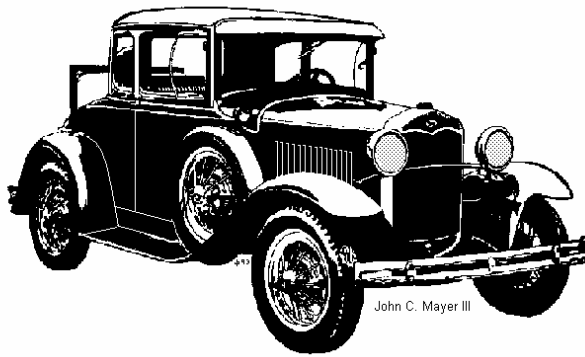
Miles, Two Tone Paint, New Tires and Brakes, Dual Air Bags, Air Conditioning, Moon Roof, Premium Wheels, AM/FM/CD, Automatic, Electric Windows, ABS, Cruise Control, Power Driver's Seat, 4 Cyl, No Accidents. Asking \$7,000 OBO. **Jason**

**Dwinger(714) 803-5110**



05/08





## General Meeting

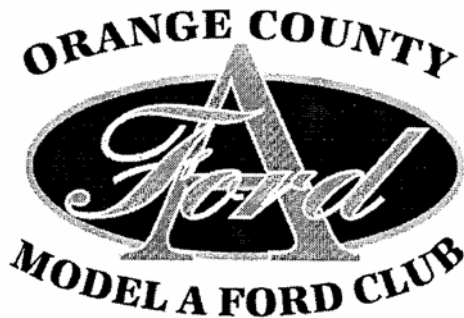
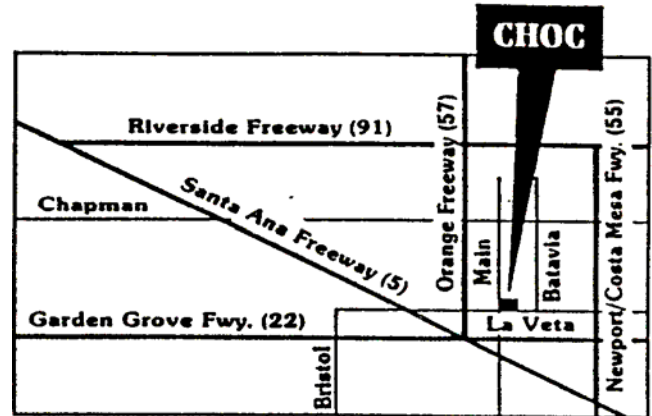
7:30 PM

May 8, 2008

[Second Thursday of every month]

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

CHOC Hospital Complex  
455 South Main St. Orange CA



Post Office Box 10595  
Santa Ana, CA 92711

First Class Mail

Web Site: [www.ocmafc.org](http://www.ocmafc.org)