

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

October 2008 Volume 48 Number 10

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



Notes From Your President Mark Schwing. . .



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October 2008

President's Letter

October – a time for pumpkins, witches, goblins and apple cider. It is also time for our sort of annual shoe box sale at the October 9th meeting. The sale is for small items and you keep the proceeds.

Saturday, October 25th is the Progressive Brunch. This is always a fun day with great food and plenty of time to socialize. Thanks to Chris Foster, Richard & Marion Miller and Ed & Susan Heins for volunteering to be the hosts and hostess for the event. There will be more details as to time, etc. in this issue of the Distributor.

The white elephant auction currently scheduled for November may be postponed due to a number of our members going to the Palm Springs Follies on the day of the November meeting. Watch for more details on this at our October meeting and in the November Distributor.

Don't forget the MAFCA annual membership meeting in Mesa, Arizona December 3-6. Register by November 1st to receive the early registration discount. The weather in Arizona is really great in December.

It's that time of year again!!!! It is time for payment of the 2009 dues.

You will find an invoice along with a preaddressed envelope and I ask that you complete and return it as soon as possible. It is also a great opportunity for you to check your Roster listing and make sure that is accurate and up to date. I urge that you review your listing carefully. If you have not checked the club website recently, now might be a good time to do so. There have been some very positive changes recently adding "The Distributor," in living color as well as pictures of some members, easily identified by a camera icon by their names. Send your pictures to Lew Lewis to be included. It's a fun exercise and everyone should take a look.

Remember the OCMAFC Annual Installation Banquet coming up on December 14th.

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

This Month's Cover



This collage is a series of pictures taken at the pancake breakfast earlier this year by Wade Ratzlaff and Corrie Amsden



Activity Schedule

Don Miller

Donfmiller1@verizon.net

(NOTE: * = UPDATED INFORMATION)

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

October 30, 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

October 9, 2008

7:00 PM

*** Indicates Change**

2008 TOUR/ACTIVITIES CALENDAR

Oct 9 (THURS) Shoe Box Sale- By popular demand we will have a Shoe Box Sale at the October meeting. This is where members bring items they want to sell and they get to keep the money that they get from the sale of their items.

Oct 11 (SAT) Technical Seminar—Proper functioning of Zenith Carburetor Jets. We will meet at Tom Endy's at 9:00AM. Please see Don Ratzlaff's article on Page 4 and Tom's on Page 7.

Oct 25 (SAT) Progressive Brunch

10:00 AM--Appetizers at Chris Foster's 114

Coronado Ave Long Beach

Directions to Chris Foster's from the 22 and 405

From the 22 and 405 go south on Seal Beach Blvd.

Go west on Westminster Ave. ----0.8 miles

Westminster becomes 2nd St. as it crosses PCH 2.9 miles

Turn slight left onto E. Livingston Dr.---0.3 miles

Bear right onto Ocean Blvd.---0.4 miles

Turn right onto Coronado Ave.---0.5 miles

Coronado is just past Redondo

End at 114 Coronado Ave

Estimated travel time 10 min.

12:00 Noon--Main course at Richard and Marion Miller's, 10872 Woodward Lane, Garden Grove

2:00 PM--Dessert at Ed and Susan Heins, 18321 Gum Tree Lane, Huntington Beach

Directions to Miller's and Heins's will be available at Chris Foster's

Nov 13 (Thurs) White Elephant Auction

Carl Erickson has agreed to be the auctioneer at our annual Shoe Box Auction. Bring items that you are willing to donate to the club as all proceeds go to the club. Because we only have a limited time for the auction, please bring items with a reasonable value so we don't spend too much time on .25 or .50 cent items. Model A parts are highly valued.

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 1st but we will need a count for Follies tickets as soon as possible so sign up at the next meeting. Follies tickets are \$49.00 each. Make checks out to OCMAFC. All tickets must be paid for by the October 9 Meeting. We will leave from Denny's at Tustin and Lincoln at 9:30 on Thursday. Also, if anyone has a suggestion for a tour on Friday or Saturday let me (Don Miller) know.

Dec 14 (SUN) Installation Banquet Will be at the Claim Jumper Restaurant in Fountain Valley

April 2-5, 2009 Laughlin Meet----Save the date!!! Details will follow as soon as possible. Flyer will be at the next club meeting

SWAP MEETS

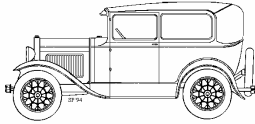
Oct 12 (SUN) Long Beach Swap Meet at Veterans Stadium

Nov 9 (SUN) Long Beach Swap Meet at Veterans Stadium

Jan 24th & 25th (SAT-SUN)-Modesto Area A's 43rd Annual Swap Meet at the Stanislaus County Fair Grounds For more information please see their web site at www.TurlockSwapMeet.com.

TECHNICAL 2008

By Don Ratzlaff



September Tech Session

Oh, oh, your model A is making a new noise. You hear it starting out in first gear and it continues in 2nd gear but seems to disappear when shifted into 3rd. It sounds like it might be located in the transmission. Well it's a good thing the September tech session was dedicated to transmission repair.

The session was convened at Tom Endy's garage early Saturday morning, September 20th. Tom provided the technical know-how and guided us through the disassembly of two transmissions. He highlighted the subtle differences between the "early and "late" transmission hardware and what to be aware of when purchasing replacement parts. Special note was provided as to what wear was acceptable and what was not.

The session was attended by approximately 10 hardy Model A'ers, all interested in what lies within a transmission case. They were also interested in donut and coffee disposal techniques which they performed to perfection.

Returning attention to the transmission noise described above; the probable source was identified as relating to excessive wear of the two cluster-gear bearings. These bearings are active when in 1st and 2nd gear where there is relative rotation between the cluster gear and the output shaft however, when in 3rd gear these two components are locked together. Since the shafts are locked together the two bearings are not active, thus canceling any rotational wear noises while in 3rd gear.

October Tech Session

Proper functioning of the Zenith carburetor jets will be the topic of this month's tech session. Again we will be meeting at Tom Endy's garage; 5881 Iroquois Road, Westminster, CA. The date is October 11 and the time is 9am. The focus of the session will be the flow-calibration of the individual jets. If necessary the jet-orifice will be resized to achieve proper flow rates. You will need to provide a set of jets, either new or used. See the accompanying article on Page 7 provided by Tom for the details of the session.

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

How to check for a bad condenser

(Taken from the Model A Ford Club of Colorado - newsletter)

Let's say your model A has recently began backfiring and after verifying the carburetor and timing settings you are still not sure what is causing it. Could it be the condenser? How would you decide? Why not perform a "spark" test? To do this you would need to remove the distributor cap and body so as to view the points. Rotate the engine until the points are closed. Now turn the ignitions switch on and place the high tension wire (from the center of the coil) about 1/2 inch from a grounding point (i.e. bare metal engine surface). Now push the distributor points apart while observing the spark which jumps from the high tension wire to ground. The spark should be "strong", jumping the gap with an audible "crack" and in a straight line with a slightly bluish color. If the condenser is bad, the spark will be "weak", thin (stringy) and white in color.

Try this while your Model "A" is running great. Then you will be able to reference what a good condenser's spark should look like.

Interesting (new to me) product - Dyna Beads®!

The following information was taken from the web site listed below:

www.innovativebalancing.com/index.html

Dynamic Balancing Solution, a high-density ceramic bead that, when easily installed, continuously balances your tires as you drive. The amount of material will distribute itself in weight and position dependent on the balance requirements of the individual tire.

The result is a smooth, vibration-free ride, derived from our balancing media that is always repositioning itself as the tire wears. If you own a pickup truck, commercial truck, motorhome, RV, tractor trailer, motorcycle, or, a Model A to a Classic Car from the 80's and want to get rid of those wheel vibration and tire cupping problems, then you need to move up to Dyna Beads®!

Classic Car and Antique Automobile tires, whether tube or tubeless, need Dyna Beads®. This long era of automobiles and the styles of tires that were used back then lend themselves perfectly to using Dyna Beads for tire balancing.

For complete information and local dealers, refer to the web site listed above.

OCMAFCA General Meeting

September 11, 2008

Submitted by Jeanne Parrish

Meeting was called to order, with flag salute, at 7:34 PM by **President, Mark Schwing**.

Greeter: Doris Marshall introduced guests **Chuck and Carol Seward**. **Chuck** is President of the Capistrano Valley A's. They own a 1929 roadster pickup. New members, **Joe and Esther Goff** were welcomed. They own a 1929 coupe. Members **Dale Frontzak** and **Curtis Buck** were welcomed back. Minutes of the August meeting were approved as written.

Treasurer: Colleen Schmidt reported the club is good shape financially and very few bills are received.

Activities Director: Don Miller asked for volunteers for the Progressive Brunch. **Chris Foster, Dick & Marion Miller and Ed Heins** volunteered for the three courses. It will be held on Saturday, October 25. October meeting will have the shoe box sale and November, white elephant auction. **(Please see calendar of activities/tours in the Distributor.)**

Technical Director: Don Ratzlaff announced there will be a transmission assembly seminar at **Tom Endy's**, Saturday, September 20, 9AM

Mark announced the Merchandise Chairperson position is now vacant. He asked for volunteers.

Editor: Pete Hyland is absent. **Deadline October issue is Tuesday, September 30th.**

SCRG Chairperson: Bev Marsh announced the Cable Airport Swap Meet has been cancelled. Santa Anita A's will host a 3-day tour to Lake Arrowhead in September, 2009. More details at a later date. **Bev** thanked **Tom Endy** for all his work on the MAFFI project.

Chris Foster announced refreshments were provided by **Bev Marsh and Joanie Harris**.

Election Chairperson: Kathie McCall reported there is a great need for club members to volunteer to serve on the Board for the upcoming year(s). Openings for Activities, Treasurer and Merchandise Chairpersons are needed.

Mark announced \$20 will be subsidized to each member for the cost of the Banquet in December. Thanks to **Tom Endy** for his suggestion that **Mark Schwing** serve as the new President of the Youth

Scholarship Fund. He will take over the position vacated by **Charlie Viosca**. Congratulations **Mark!** Model A Drivers, **Don Schmidt and Dick Miller** told a bit of the history of their cars.

Hard Luck Trophy was given to **Richard Parrish**. Meeting adjourned 8:30 PM.

STILL LOOKING!

A few more days remain to get your name on the ballot for OCMAFCA leadership positions. Sheila (Plotkin) and I have called or spoken to many of you in the preceding 60 days with disappointing results. Call today, or see one of us at the October meeting with your positive, enthusiastic and energetic response to help ensure that our club stays active and exciting to the membership. Many are willing to help on committees, mentor new members, share experiences, and provide continued education and this is great, but our club needs up front leaders to hold it all together. Open positions include President, Secretary and Treasurer. Kathie McCall Election Chair

2009 Dues

Membership dues for 2009 are now due and payable and we urge that you remit as soon as possible to your Treasurer. To make it easy we are including a "DUES STATEMENT" along with a preaddressed envelope. All it needs is your check and a stamp!!

Also, please take this opportunity to check your Roster listing so that it reflects your information accurately such as address, telephone number, e-mail etc.

For those who receive "THE DISTRIBUTOR" electronically—do not worry! We will mail an invoice to you separately.

Thank you very much for your early remittance!!

Orange County Then & Now

Tustin



The Tustin Hardware Company is seen on the extreme left and is located near the corner of Main and El Camino Streets in Tustin. The photo was taken in 1917 and is looking east along Main St. toward El Camino St. The building on the corner next to the hardware store is the First National Bank of Tustin.

Photo from the historical collection, First American Title Insurance Company of Santa Ana, California #5025



The same location in 1996. The Tustin Hardware Company has been in continuous business since the building's construction in 1910. Ownership of the business has changed several times. The bank building was torn down in the 1970's and the property remained vacant in 1996. **Photo by Tom Endy #5025**

Historian VII

By Richard Parrish

The Clubs

In the last few months I have looked at the beginning of the Ford car, the introduction of the Model A, the many uses of the car in daily life and a couple of human interest stories involving the Model A.

This month we will look at the beginning of the Model A Ford Clubs. In the 1940's and early 1950's there was a great interest and affection for the Model A Ford. Groups of owners would gather at an agreed spot and perhaps have a meal together, tour to some interesting place or possibly drive in a parade.

The Model A Restorer's Club, MARC, was formed in 1952 in West Hartford Connecticut by William Hall who retained the national presidency for some years.

Out West, a group of enthusiasts met at Red Grows used car lot in Glendale California in 1955 where they formed an informal group and started *The Restorer* as their news letter. The club grew quickly and The Restorer was now being sent farther and farther from home, to dedicated Model A owners.

In 1956 this western group officially became the Southern California Region of MARC and *The Restorer*, now two years old, their news letter. Dues were \$5.00 per year.

Activities from that time recorded in *The Restorer* look very similar to what we do now. Local tours, long tours, car judging, fashions and on Oct 14, 1956 the first award meet took place in Buena Vista Park in Burbank. MARC president Wm E. Hall flew out for the event and acted as judge and MC. Claude Grow won best of show with his 30 Sport Coupe "Betsy". An ad described a restored 30 roadster, andalusite, blue, mechanically perfect, new tires and authentic Ford parts throughout. Price \$600.

California, being 3000 miles from MARC headquarters in Connecticut, and marching to a different drummer announced in the Nov-Dec 1957 issue of *The Restorer*, the end of the Southern California Region of MARC and the formation of a new national club the Model A Ford Club of America MAFCA, complete with our now familiar coupe logo.

Next month we will explore the genealogy of our new branch of Model A family, possibly as far as our own chapter formation a few years later.

Agent Orange

Technical Seminar!

by Tom Endy

A technical seminar will be held at my house on **Saturday October 11, 2008, starting at 9:00 AM**. The subject will be the re-sizing of Zenith carburetor jets. The four jets in a Zenith should be precisely calibrated in order to produce a good functioning carburetor. Most jets are not correctly sized.

At the seminar we will have two flow testing devices set up to determine the flow rates. Those participating in the seminar are encouraged to bring a set of four jets to the event. The jets will be flow tested and the values recorded. Those jets that are outside the specification will be soldered shut, re-drilled to the proper size and tested again.

Bring the jets from your carburetor, the carburetor itself, or purchase a spare set of jets from a Model A supplier. The cost is about \$20 for the set of the four jets from Bratton. Everyone can benefit from this seminar. Order the following parts.

Main jet	14040	\$4.15
Cap jet	14060	\$6.20
Comp jet	14370	\$2.50
Idle jet	14070	\$5.70

**Join us for good food
and good company...**

**Fourth Thursday Breakfast
Brunch**

October 23rd --- 8:30 a.m.

Alice's Breakfast in the Park

6622 Lakeview Drive

Huntington Beach 92648

714 848-0690

(South of Slater, East of Edwards)

George Parrish

Thanks to all my friends in our Model A family for your condolence calls, e' mails, flowers, cards and prayers on the passing of my father George.

You always treated my dad with respect and made him feel important and wanted. Your cheerful "Hi George, how are you doing" made his face light up. Showing your cars at Emerald Court where he lived has all his friends calling it Georges car show. I hope you will continue to do so next year in his memory.

He attended last years progressive brunch in my 30 Sport Coupe with his walker in the rumble seat and Jeanne hitching a ride with Vince *The Godfather*. Dad didn't eat much but sure enjoyed the nostalgic ride and your attention.

At age 97 he had a long and productive life with relatively good health and a sharp mind right to the end. The evening before he died he came back to his own apartment, all my kids and grand kids were there, he received the last rites and he slipped quietly away the next morning to be with Mom who died 4 years ago.

He will be greatly missed but well remembered.

Our most sincere thanks and may God Bless You for your kindness.

Richard & Jeanne Parrish

**News about the Southern Calif. Region
MAFCA**

by Bev Marsh

First of all, kudos to the members of our club that worked on the '29 sedan that is being restored to someday set in a MAFFI museum. Everyone was pleased with the work done on the transmission and rear end.

Santa Anita "A's" has proposed to have a three-day tour to be held in Lake Arrowhead in Sept. or Oct.2009. They have already organized places to stay and activities to be held during the weekend. Sounds as though it will be a lot of fun. At this point, it will be a "tour" for our regional area.

A calendar meeting will be held at Bev Marsh's clubhouse on Sat. Jan 24th at 10 am. All are invited.

The Website is Getting There"

by Lew Lewis

(ED Note-Unfortunately, this article had to be heavily edited only because of space)

After an ordeal with some agonizing manipulation and a painful learning curve, I think I am getting the hang of the technique for preliminary Website data entry - well, almost. Thanks to the efforts of Chris Enright (Webmaster) in trying to train me in "computereze", we are making some reasonable progress. Also, with the generosity of his time and effort, Pete Hyland (and Ana keeping the whip cracking) has converted all his available back issues of the "Distributor" to "pdf" format files so that I could upload them to the Website for your viewing. So now all our "website mounted", easy access issues of the "Distributor" going back to January 2004 are on line. By clicking on the "newsletter" tab on the left side of the main page, you will be taken to the Newsletters. Just follow the road from the "active" Decade, to the year, to the month and you are home free. Enjoy them - and they are all in living color.

By the way, a major breakthrough. Under the guidance of our Webmaster, he has taken me to a new level where I can now insert the long awaited pictures into the on-line OCMAFC Roster. So go take a look. Sorry, if you don't see a picture of you and your car. All that means is, and it is a simple fix, you haven't been at an outing at which one of our many roaming paparazzi photographers could take a picture of you with your vehicle. But fear not, there is a perfect opportunity coming up, that is, our Saturday, October 25th OCMAFC Annual Progressive Brunch.

(Continued on Page 11)

The case of the un-damped

Houdaille shock absorber

By Don Ratzlaff

It was a long, dreary, bumpy road which lay ahead of the lonesome little Model A Coupe. Yet the decision was made to begin the long treacherous journey to the fabled I-5 route to sunny California. As the little coupe bumped along the road the suspension components were in a state of constant oscillation. Something was wrong; very wrong. The four model A Houdaille shock absorbers were designed to work in unison while damping out the most serious oscillations. What could be happening? Could it be that one or more of the shock absorbers was not functioning as specified? The little coupe headed into the closest repair shop for diagnostic procedures! And so it was that the problem was determined to be that one shock absorber was found to be “un-damped”. Oh, the shame of it all; to be taken out of service for such an inconvenient condition.

But why; why would such a fine looking shock absorber become un-damped? Records indicated a recent overhaul had been accomplished and all had been declared functional. It was determined that perhaps this was the beginning of an epidemic, leading to widespread “un-damped” conditions within the model A community. It then became obvious that “invasive” diagnostic procedures would have to be carried out to determine the root cause of this “un-damped” condition. Knowing the cause could provide the basis for inoculation of the entire Houdaille shock absorber population.

At first the shock resisted all attempts at disassembly. Special tooling had to be made to remove the outer cover. Even after removal of the outer cover the shock absorber continued to resist further disassembly. Again special tooling was fabricated but, even with exaggerated leverage the inner chamber seal could not be broken. Use of a cycle of extreme heat followed by rapid quenching along with an ingenious arrangement of C-clamp leverage (figure 1) finally accomplished entrance into the inner chamber. Upon opening the inner chamber, there it was; the dreaded “loose ball and ball-cage” syndrome! One of the two “ball check valves” had fallen from its position in the chamber “fixed vanes” (figure 2). The absence of the check valve eliminates the restriction to fluid exchange between chambers thus obviating the “squeeze

damping” effects and leading to the “un-damped” condition. This condition was determined to be a random event and fully repairable. No widespread epidemic of “un-damped” Houdaille shocks is anticipated. All is well and the little coupe will survive to bounce another day!

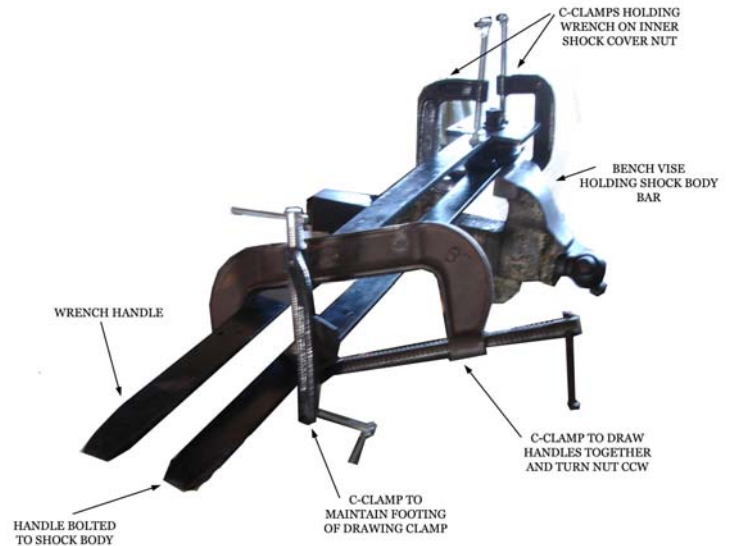


FIGURE 1



FIGURE 2

(Editors note: An interesting and great learning mid-day exercise that produced a working and non leaking [as of now!] shock absorber).

Thanks, Don!!

Return to Paradise!

by Tom Endy

Cruise Paradise II

In 2003 the Orange County Model A Ford Club participated in a tour to the Big Island of Hawaii called Cruise Paradise II". Our club shipped 10 Model A's over to the Big Island and we spent 10 days touring the Island. We each put about 1000 miles on our cars. Former club members, and current Hawaii residents Jocelyn & Wayne Krug were our hosts on a number of events.

Cruise Paradise III

Wayne Krug contacted me recently to advise that the local car clubs in the Islands are organizing "Cruise Paradise III", scheduled for June 26 to July 5, 2009. Wayne is encouraging us to make a return visit. We also now have other former club members residing on the Big Island, Bob & Patty Ferazzi.

Preliminary Planning:

Wayne has agreed to look into the shipping of the cars round trip from the mainland to Hilo and back. He advises that there is now a car hauling ship that runs from San Diego direct to Hilo. The cars are driven aboard the ship and parked below decks instead of being secured in a container. Wayne will check cost and availability.

I have agreed to organize the tour if the club so agrees. I have contacted my former travel agent (Marion Schmitt, a high school classmate) and asked her to get quotes on a group rate from John Wayne airport to Hilo, departing Orange County June 25, and departing Hilo July 6, 2009. The Hawaii residents organizing the event will establish hotel rates at both Hilo and Kona.

Wayne has sent me a flyer concerning the event. I will make copies and have them available at the October 2008 general meeting.

Other clubs:

Other Model A clubs on the mainland should be encouraged to join us in this tour. At the recent Nevada Tour a number of attendees expressed interest in joining the tour. I have the names of these people and will keep them apprised of the planning.

Current thinking:

We will not be involved with the street rod group from northern California as we were during the last tour. Though this is an organized event, the day-to-day events are not specifically organized such as Model A clubs are used to seeing, and we can do pretty much what we want to do as a group. During the event I know Wayne and Jocelyn will assist in organize much of our tour activity. The Island will have an abundance of old and classic cars from the other Islands cruising the roads. During the last tour we were constantly encountering or passing other tour groups. On the 4th of July all the cars converge on the main park in Hilo to celebrate the holiday.

This could be a better tour than the last one as we have the opportunity to plan our own daily events. The effort now is to see how many people are interested in going.

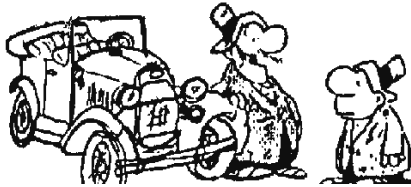
Sagebrush A's

A number of people from the Sagebrush A's and other clubs in the western Nevada and central California area have expressed interest in going. Marion, my travel agent, advises that if there are enough people for a group rate from that part of the country, air travel to Hawaii can be arranged out of Las Vegas for them.

The shipping of the cars will have to take place some weeks before the air travel and it will either be from San Diego or Long Beach, California. ☺



Laupahoehoe Park, Hawaii 2003
Cruise Paradise II



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 OCM AFC Editors 244 No. Goldenspur Way, Orange, CA 92869-4422

Visit MAFCA's Web Site:

www.mafca.com/classifieds.html

For Sale

FOR SALE: 1931 Phaeton

It is dark green with light green wheels. It has 2000 miles on a new engine, has both top and side curtains and has been garaged.

Call: Sally: 831-461-0685 (Santa Cruz)

Car can be seen in Beaumont-it is stored there.

Asking \$25,000.00 OBO

FOR SALE: Truck & Car (This sale if from the president of the local A.A.C.A in the Santa Barbara area

My rolling stock has gotten out of hand. Even with the new garage and Murphy Auto Museum for storage, I have a few wonderful cars that need new ownership. Unfortunately, the Whippet is one of those cars. I am selling this beauty for what a good paint job costs. Here are a few pictures. I am driving the Whippet to the meeting Monday at Harry's. Anyone interested can inspect it there.

Also on the block is my 1937 Ford Hot Rod truck. This truck is a real beauty and extremely road worthy. Both vehicles reside at the Murphy.

Dana

805-637-8641

WEBSITE (Continued from Page 8)

It is not a long or difficult ride around town and you will have a chance to flash that big smile for us and show off your car. For those who don't have a "A" fear not - we do accept ".JPG" format pictures of appropriate and/or censored composure and attire for posting in the roster. Of course we prefer a picture of you with an "A", but the car is not necessary. Thanks, and enjoy the website.

My sincerest appreciation and thanks to Chris Enright (Webmaster), Pete Hyland (Editor), and Wade Ratzlaff (Another Computer Guru) for their knowledge, patience and time it helping me get this information onto the Website. Also I extend my Appreciation and thanks to Dick Smith (Past Librarian/Historian), Richard Parrish (Historian) and Wade Ratzlaff again for their help in collecting and processing all this archived information. I wish us luck and hope that the club members will appreciate the efforts.





General Meeting

7:30 PM

[Second Thursday of every month]

[Board Meeting at 6:00 PM]

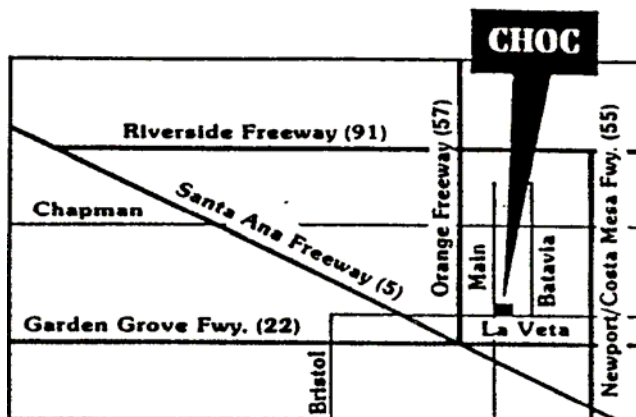
October 9, 2008

CHOC Hospital Complex

455 South Main St. Orange CA

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

- **Deadline for next *Distributor***
 - **October 30, 2008**
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