

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

December 2008 Volume 48 Number 12

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



**MERRY CHRISTMAS &
HAPPY NEW YEAR TO ALL**

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Notes From Your President Mark Schwing. . .



December 2008
President's Letter

Merry Christmas, Happy Holidays and a very Happy New year to you and yours. This year just like last year seems to have gone by very quickly.

Thanks to all of you who volunteered at the many club events held during the year. To all the volunteers for the annual pancake breakfast, the meeting raffles, the tour planning, the technical seminars, the national MAFCA meeting last December, the meeting refreshments, our award winning newsletter editors, the MAFCA vote counters and to those who worked on the board, my most sincere thank you. Each of you makes it possible for the club to succeed. Also a hearty thank you to all who just participated in club functions. My special thanks to Jeanne Parrish, Colleen Schmidt and Don Miller for their service on the board. It is all of you together that make OCMAFC a great Model A club.

As we approach the year end and if you're searching for a charitable and tax-deductible contribution, please consider the Model A Youth restoration Award program. It is a qualified tax deductible foundation. If you're interested in making a donation this month or anytime, please see or call me for details. It is a great way to help bring younger folks into our hobby.

A friendly reminder: The annual installation banquet is Sunday, December 14. You can still sign up. The planned festivities should be a lot of fun and the food is absolutely fantastic.

Looking ahead to next year, we will be having more great tours, more seminars, more social activities and of course our annual pancake breakfast on Sunday, March 29th. Mark you new 2009 calendars now.

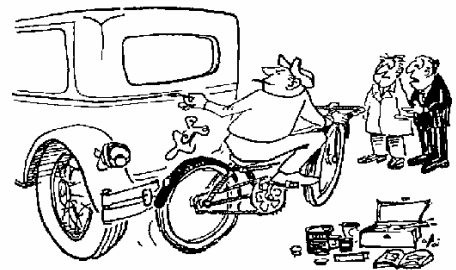
LET'S KEEP DRIVING THOSE MODEL A's!!!

This Month's Cover

With best wishes from your editors-
Pete & Ana Hyland



**MERRY CHRISTMAS &
HAPPY NEW YEAR TO ALL**



"Now that's what I call confidence"



Activity Schedule

Don Miller

Donfmiller1@verizon.net

(NOTE: * = UPDATED INFORMATION)

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

December 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

**Please note: THERE WILL NOT
BE A GENERAL MEETING IN
DECEMBER**

***Indicates Change**

The Time to Speak Up is Now!

John Riggs is looking for ideas and help with the activities for the upcoming year. Jeremy and Karen Gaynor have already volunteered to conduct a Pumpkin Tour in Oct. We really need someone to put together a Poker Run. If you have any ideas for a fun and/or interesting tour, let us know, ASAP! Please answer the following questionnaire:

1. Which do you prefer, Sat. or Sun. tours?
2. Are you willing to attend overnight or weekend tours? If not, why not?
3. Do you prefer restaurant tours or picnic lunch tours?
4. Would you enjoy meeting like the Hot Rod guys do, e.g. drive to Cook's Corner in Santiago Canyon, on a Sat., talk to the Harley guys, have a burger, and kick tires?
5. Any ladies interested in an occasional "ladies seminar?" If so, what kind of thing would you like to have presented?
6. How about a mid-week tour? (Which might be better for sites that are busy on the weekends.) Which days would work for you?

Call John or Gwen Riggs at 1 (562) 431-8783 or e-mail Bev Marsh at onebootscooter@yahoo.com with your answers, your interest will surely be appreciated!

2008/2009 TOUR/ACTIVITIES CALENDAR

Dec 14 (SUN) Installation Banquet will be at the Claim Jumper Restaurant in Fountain Valley. Please see the flyer on Page 10 for all the details.

Jan 17 (SAT) Tour to historical Union Station in Los Angeles. Tour will leave Coco's (on Valleyview and the 22 Freeway) at 9:30 a.m... We will be doing a free self-guided tour of the station. There are brochures available for \$1 and headsets with commentaries, which can be rented. After the station, we will have lunch at a nearby restaurant. And we will then all tour home together. Bring your modern iron, if you can't drive an "A." We welcome all, old and new! This will be a surface street tour with very little (if any) freeway driving.

Jan 24 (SAT) 10 a.m. Southern Calif. Region meeting at Bev Marsh's clubhouse. 6565 Grand Manan, Cypress, 90630. This will be when all the clubs announce their year's activities.

Feb. 15 (SUN) TENTATIVE date for our Feb. tour. Details will follow next month.

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

Dec 14 (SUN) Long Beach Swap Meet at Veterans Stadium
Jan 24th & 25th (SAT-SUN)-Modesto Area A's 43rd Annual Swap Meet

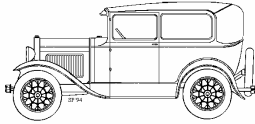
2009 Dues

Membership dues for 2009 are now due and payable and we urge that you remit as soon as possible to your Treasurer.

Thank you very much for your remittance!!

TECHNICAL 2008

By Don Ratzlaff



NOVEMBER TECH SESSION

Can you believe it? There were two tech sessions available on 22 November; 1) An "Operating Your Model A" session for the inexperienced driver to be held at CHOC and 2) A continuation of the "Fender Repair" or "Whatever-the-Problem-Solution" held at Paul Steed's residence. The sessions are described below:

Session 1

Well...., the "Operating Your Model A" session suffered from a lack of sign-ups; only 1 "novice", Don (aka Dominic) Cimarusti, indicated an interest. Perhaps it was a bad time of year or maybe there are no "novice" OMAFC members.

Whatever the reason, the session was cancelled however; it was not possible to notify Dominic of the cancellation so he was met at CHOC Saturday morning and we journeyed over to Paul Steed's residence to join the "Fender Repair" Session. Here we reviewed the where, what, why and how, basics of the Model A operation. We then managed a brief practice session, driving the Model A over the streets in Paul's neighborhood. I wanted to check out Angel Stadium as a site for driving practice and arranged to meet Dominic there at 9am Sunday morning. After meeting Dominic and his daughter, Lisa, at Angel Stadium, we again reviewed the where, what, why and how of the Model A operation. We also held a short practice session of how to start the Model A; not a cold start but hey, you can't have everything. Anyway both Lisa and Dominic got lots of practice driving, up-shifting, downshifting, stopping and backing of the Model A. We had acres of parking lot all to ourselves and were able to practice without interruption, unencumbered by traffic, stop signals or pedestrians. By the end of the session both students were driving with confidence. The stadium parking lot appears to be the perfect place to hold a driving session, "off season". Perhaps we'll try again in the future; any interest?



Photos by Don Ratzlaff

Session 2

The "fender" session was well attended. Les Redfield had arranged for his friend, Dave Escalante, to demonstrate techniques for applying and smoothing body filler material. Dave and family have restored Packard cars for many years. Among the various application techniques demonstrated by Dave, the use of "grill bricks" to smooth the filler to the proper contour was a standout.

The left front fender on Les Redfield's '29 pickup and the right front fender on Wayne's '31 Coupe were the focus of the activity. Both fenders were brought to a point where final sanding and the application of a "primer-surfacer" is all that remains to be done before painting. As usual the donut and coffee disposal activity went off without a hitch. Weather permitting and with Paul's gracious permission, the plan is to continue these "impromptu" Saturday Sessions. The idea is to post their occurrence on the club web site; so check it out. (In the event computer access is not available please call Don Ratzlaff for scheduling.)

DECEMBER TECH SESSION

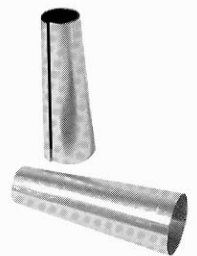
There will be no technical session scheduled for December.

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

Excessive Play In The Rear Wheel

Wear between the axle shaft and rear hub can cause excessive play in the rear wheels. The end of the rear axle is tapered to ensure a snug fit with the rear wheel brake-drum-hub. For correct assembly, the axle nut should be tightened to 125 ft/lbs. Under operational loading variations the imperfections between the axle and hub mating surfaces, i.e. surface roughness, slight taper mismatch, etc., are forced into compliance. The effect of this is that the hub will position itself further onto the taper, resulting in a loss of original tightening torque. In the extreme case the brake-drum may also rub against the backing plate. The axle key prevents the wheel from rotating relative to the axle during the application of high wheel-rotational torques. Loss of axle-nut tightening places all rotational forces on the key which deforms both key and key-way. There should be absolutely no play between the axle shaft and the rear wheel-hub. If the axle key is worn it should be replaced.

Special shims are available at Model A part vendors which will restore the fit between the tapered shaft and rear hub. Add shims as necessary to remove excessive play. Install the drum and tighten the axle nut to 125 ft-lb.



REAR AXLE SHIM

Special Note

Thank you all for the support offered during the past year and **MERRY CHRISTMAS!!**



Photos by Paul Steed

OCMAFCA General Meeting

November 13, 2008

Submitted by Jeanne Parrish

Meeting called to order at 7:30 pm by **President Mark Schwing**.

Doris Marshall welcomed guests **Kevin Schraner**, friend of member **Bob Jefferies**, and **Phyllis & Steve Ribeau**, friends of **Jeanne & Richard**.

Wayne Switzer, new member, was also introduced.

Minutes of the October meeting approved as printed.

Sunshine/Sorrow: **Bruce Harris** has been in the hospital recovering from pneumonia. A "Thank You" card was read from member **Bob Hawkins**, acknowledging the flowers sent from the club, in the passing of his wife, **Lorrie** in early October. We all are hoping to see **Bob** back with us again soon.

Mark read a "Thank You" note from MAFCA board member, **Arlyn Bieber**, thanking the club members for helping with the ballot count for the new 2009 MAFCA board members.

Treasurer: Colleen Schmidt reported there is a good return of 2009 membership dues and the money for the Installation Banquet. The report is always open for members' review.

Activities: **Don Miller** is absent. **Bev Marsh** will be helping **John Riggs** with activities in 2009. She reported on a future tour in January to Union Station, with lunch afterward at a restaurant to be determined. She also announced future places for tours and asked for input of what members would like to do in 2009. **(Please see Calendar listed in the Distributor of future activities.)**

No SCRG report

John Graves announced the Laguna Parade on March 7, 2009 and asked for members who would be attending that event.

Technical: **Don Ratzlaff** reported on the carburetor jet seminar and Rick Hall said after installation of them, they work "better than before"! **Don** is planning a seminar on "Parts of the Model A and Driving the Model". It will take place Sat. and

Sun. mornings, 11/22 and 11/23/2008. **Don** mentioned the "A" team and is working on that for the future. On-going sessions at **Paul Steed's** home for fender work or anything that needs fixing continues. He asked for pictures from 2008 for presentation at the Banquet in Dec.

John Riggs reported on his 1928 coupe that is considered an "AR" Model A. It consists of numerous parts on the car being 1927 T parts.

Terry Collings announced there will be no Fourth Thursday Breakfast in Nov. /Dec. due to the holidays.

Mark announced there will be no general membership meeting in Dec. Installation Banquet is Sunday, Dec. 14 with the club subsidizing the cost of \$20.00 per person.

The annual MAFCA Installation Meet/Banquet will be held in Mesa, AZ. 12/3 - 12/6/08.

Editor: Pete Hyland is absent.

Our club is in need of a Merchandise Chairperson. **Mark** asked for volunteer.

Mark asked for anyone qualifying for the "Hard luck" Trophy. **Rick Hall** told of **Les Redfield** having a problem leaving the fender seminar. **Les** is absent and we will ask him at January meeting. There was a short discussion on **Tom Endy's** suggestion that the "Hard luck" trophy be "retired". There was no decision and it will be taken up again at the January meeting.

A set of 10 DVDs on repairing of Model A's is now available for members to borrow.

A set of judging standards for MARC members is now available for purchase for \$20.00, between now and 12/31/08.

Steve Ribeau, guest and member of Sonoma A's told of a "Ford Farm" in Canada he recently visited. The owner had some ole' cars from the '30's, '40's, '50's, some he was selling.

A great big "Thank You" goes to our gals, **Cathy O'Brien** and **Carolyn Ratzlaff** for their delicious refreshments this evening.

Meeting adjourned 8:30 PM.

Orange County Then & Now

Westminster



The Odd Fellow's building in Westminster was built in 1900 and demolished in 1964. It was located on the corner of Illinois Street on the north side of Westminster Blvd. Photo appears to have been taken in the 1950's.
Photo from the historical collection, First American Title Insurance Company of Santa Ana, California #5562



The same location in 1993. Illinois Street was later closed off at Westminster Blvd.
Photo by Tom Endy #5562

This month you are in for a treat in the form of a 1957 article in *The Restorer*. Les Andrews on behalf of MAFCA has given me permission to reprint this and a second article in *The Distributor*.

Gordon Buehrig was one of the foremost automotive designers from the late 20's until the mid 50's contributing to the exotic designs of Auburn, Duesenberg and Cord to mention a few. When he redesigned a car for his personal use it was a 1930 Model A Sport Coupe and what a magnificent tribute to Henry and Edsel it was.

Enjoy the article and imagine driving this fine motor car in our next club event. Next month look forward to Edsel Ford's personally designed phaeton.

Merry Christmas and a Happy New Year from *Agent Orange*.

UNUSUAL MODEL A's Feature ONE

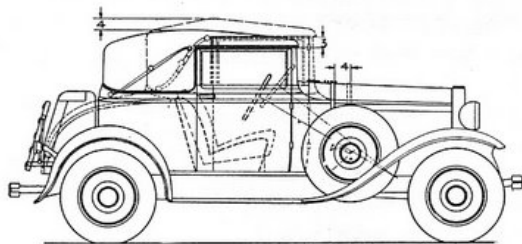


THE *Classic Touch*

Today heralded as the "Michaelangelo of motor car designers," Gordon Miller Buehrig is the man from whose golden drawing board came those cars acknowledged among classic enthusiasts as the purest of the classic breed.

As Chief Designer for the Auburn Automobile Company, Duesenberg Inc., and the Cord Corporation, Buehrig was directly responsible for the striking Auburn speedsters, a good share of the mighty Duesenbergs, and the coffin-nosed Cord--a model which contributed measurably to future styling trends of the whole industry.

Though Gordon Buehrig had the use of a continuous variety of factory-fresh Duesenbergs for special occasions, for his personal car he chose the sensation of the industry--the Model A Ford. His intense interest in custom designs dictated that this car should be reworked into something rather special, even before he took delivery. The resulting coachwork was perhaps the first carefully planned and executed custom conversion by an individual to be carried by the Model A chassis.



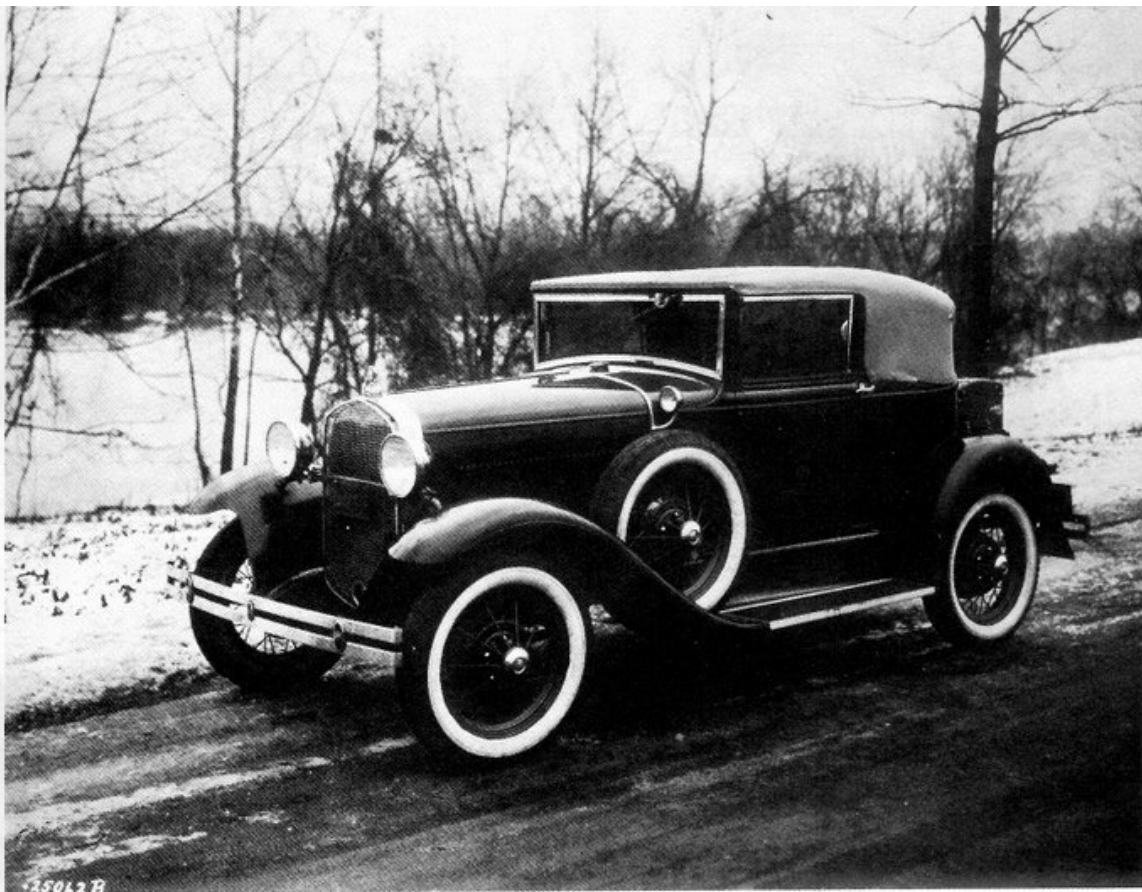
His original drawing (shown on our front cover) and a brand new 1930 Model A Cabriolet were turned over to the expert body and trim craftsmen who were then building the special Duesenbergs. What they turned back to him some weeks later was a custom car in the full coachbuilder essence of the term. Its quality throughout was equal to the finest Duesenbergs.

Strangely, neither Buehrig nor his crew of body builders thought for a moment they had turned the hearty but commonplace little Model A Ford into a classic. Even when they turned back to their regular work of building special bodies for Duesenberg they were not aware of their work as a romantic effort. Today a Ford Motor Company engineer, Buehrig reflects with typical modesty, "We didn't know we were designing classics." Nearly a generation had to pass before the great and beautiful automobile designs of the 1930's became recognized and the term classic was applied.

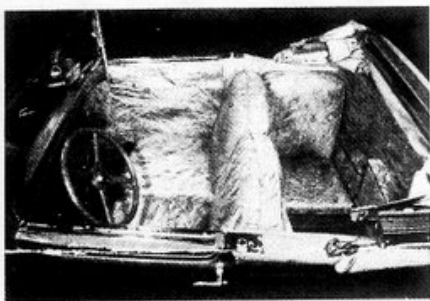
After the body of the brand new Cabriolet had been removed, the firewall was cut away and then reassembled to the body with a spacer which relocated it four inches farther forward on the body. (A modification of the five and one-half inch dimension on the original drawing.) The body back of the lock pillar was discarded and a new back section formed of aluminum. When redecked on the chassis the body was then four inches aft of its original location, and a new four inch longer hood was built. The windshield was lowered three inches and a new convertible top was fitted.

A special instrument panel was made of 1/4-inch thick aluminum, with an engine-turned finish. Instruments were Pioneer Aircraft Bakelite cases with custom made dials. Custom built seats were specially designed with the springs extending below the floor level, so that headroom was an adequate 36 inches, and yet the low cushions were much deeper than standard. A one-passenger, center-facing rear seat was installed. All were upholstered by Duesenberg's head trimmer in antique-finish genuine cowhide.

The underslung seat springs used in lowering the car posed a clearance problem in the rear compartment involving the driveshaft and the rear transverse spring. The driveshaft was cleared by building a tunnel in the floor, and an



armrest and tool box were added, the lower portions of which formed the spring housing. A large pigskin leather trunk was mounted at the rear of the body with an auxiliary folding trunk rack back of that. The finish was applied by Duesenberg's head painter.



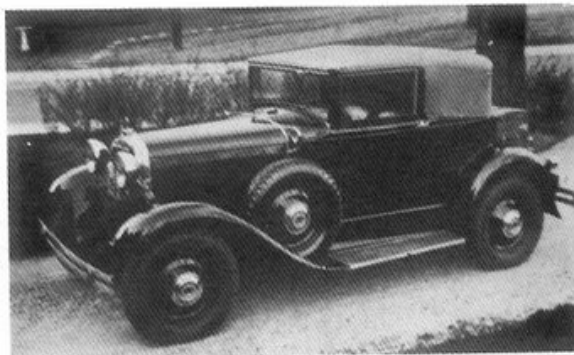
The engine, with a Harry Miller overhead valve head, was finished in Duesenberg green engine enamel. All gas lines, oil pipes, fan and similar parts were chrome plated. Speeds of 85 mph were obtained and the car served its owner a full measure of satisfaction.

By 1932 Buehrig turned the car back to his private builders for an updating of its style. The gravel-guard was removed and the radiator shell was reshaped below the emblem and the headlights moved slightly closer together, after the Hispano-Suiza. A deep front pan was added below the crank hole, and the original wheels were replaced by Air-Ride Balloons.

After enjoying the car for 89,000 miles the pressure of his position at Auburn seemed to indicate he should be driving a make more loyal to his company. So in 1933 Buehrig sold the car; a step he immediately regretted.

12

The last word on its whereabouts came some time later when Buehrig learned that his special was seen at a movie studio parking lot in Hollywood some fifteen years ago.



Wouldn't you like to drive this car to the next Model A Ford Club of America field meet?

So would club member Gordon M. Buehrig.

✓



This article which appears on Pages 7, 8, & 9 is reprinted with permission from MAFCA and originally appeared in "The Restorer", November-December 1957.

Turn Signal Construction

by Ed Heins

Some time ago I saw a turn signal setup on a friends Model A that was very nice. The switch fit up under the dash and the other stuff fit behind the left kick panel. I decided to buy one for my Model A (a 29 coupe now owned by Alan Perlmutter). I was surprised at the cost and simplicity of this unit, but marveled at its design. This is for 12 volt electrical systems only. It won't work on 6 volts as the diodes drop too much voltage.

Fast forward to this Summer, and I wanted to use the same setup on my 29 Roadster. This was impossible as the dash on the Roadster is much different from the Coupe, and there is no room for it.

A few weeks ago I saw a Model A at the Donut Derelicts with a toggle switch connected to the spark control inside the engine compartment, and that started me thinking. I took the design from the first unit (the one on Alan's Coupe) and built it into a box also housing the flasher and an electronic buzzer. I attached the box to a hose clamp to hold it to the steering column, and connected the switch to the spark control with a short piece of rubber hose. After correcting several mistakes I got everything working, and the only problem is, to actuate the turn signals the spark control must move almost the maximum possible distance.



This photo shows the switch with the diodes and wires, and a wiring mistake.



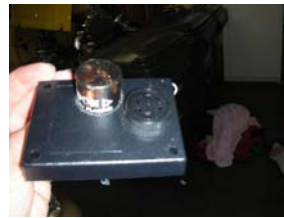
This photo shows the mounting bracket for the switch.



This photo shows the hose clamp mounted to the box



This photo shows the electronic buzzer mounted thru a hole in the box cover.



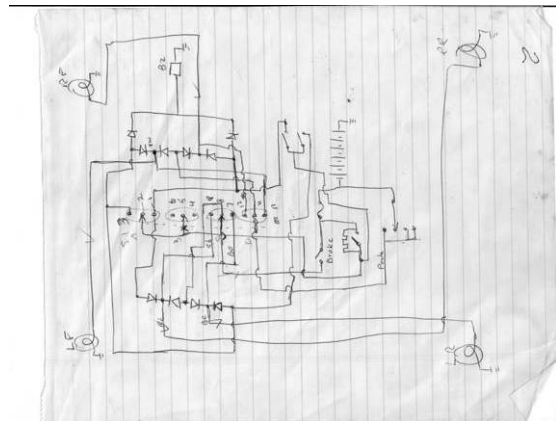
This photo shows the flasher mounted thru a hole in the box cover.



Inside of the box cover with the buzzer and flasher mounted.



The box fastened to the steering column and the switch connected with the hose. 3" piece of 1/4 id rubber hose and 2 hose clamps



This is the schematic diagram of the system showing options for an emergency flasher switch and connection to the headlight switch for the parking lamps.

The parts required are:

- 1 4pole 3position rotary switch
- 10 1N4007 diodes.
- 1 12volt flasher
- 1 12 volt buzzer
- 1 3x5 plastic box
- 1 2" hose clamp
- 1 home made switch mounting bracket.
- 2 machine screws, washers, and nuts

The schematic is somewhat hard to read and very confusing, causing me to make several wiring mistakes. **If anyone wants to attempt making a similar unit I will redraw the schematic to make it easier to read.**

1936 STAINLESS STEEL FORD

This article was submitted by Richard Bolls and we thought that our readers would find interesting and informative. Check out the web site listed below.
Enjoy!!!

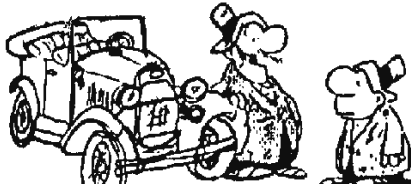


This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. It was attending our open house and then was featured in a local parade with over 100 of our salaried, hourly and retired employees walking alongside. This is 1 of only 4 in existence and is the only one currently in running & in roadworthy condition. The car is in exceptional condition, with the interior and even the frame looking great.

All 4 cars each had over 200,000 miles on them before they removed them from service. These cars were built for Allegheny as promotional and marketing projects. The top salesmen each year were given the honor of being able to drive them for one year. The V-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet. I thought this was a much better looking automobile than the Ford Thunderbird that visited us last year.

For your information, the car was insured (we were told) for the trip to Louisville via covered trailer for 1.5 million dollars. We were also told that the dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced.

More information of the history on these automobiles can be found at Allegheny Ludlum's web site—<http://www.aleghenyludlum.com/pages/companyinfo/stainlesscars.asp>



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: Lots of great items!!

Nearly new (6 mo old) 6 volt Motorcraft battery.
\$60.00

Good used 6 Volt Model A starter with switch.
\$50.00

Call Ed Heins @ 714-841-3331 11/08

FOR SALE: Misc Parts I'm currently hot-rodding a 1929 Ford Roadster Pickup. I have a lot of parts that I won't be needing (eg: engine, extra engine parts, transmission, drive train, front axle assembly, wheels, steering column, radiator & etc). If anyone is interested in any or all of these parts I would take any reasonable (even a low reasonable) offer.

If anyone is interested, I live in Pasadena, California and I can be reached at: jcobbin@mac.com

Jim Cobbin 626-390-6951 Thanks 11/08

FOR SALE: 1955 Ford Customline

2 door Sedan. Stick shift with overdrive, V-8 engine-88336 miles. Original owner, rust free, always garaged, very clean.

Asking \$13,000.00 OBO

Please call Everett Squires at 310-542-4078

12/08

FOR SALE: 1931 Victoria Leatherback Ground up restoration, 600 road miles. Black top\fenders. Gray body. Restoration includes: Re-built engine including new Babbitt main and rod bearings, with modern rear seal. Re-built front end including king pin bushings and alignment. Rear end and transmission re-built. Upgrades include six-volt alternator, modern shocks, F-100 steering box, Brumfield head, Brassworks radiator, 90% new wood, LeBaron Bonney upholstery, new wiring harness, mechanical brakes.



Contact: Bob Zetterberg, 209-795-3972

e-mail: dd528@goldrush.com

Arnold, California

12/08

I will be in Mesa AZ. January thru March.

My tel # in Mesa is 480-247-2960.

FOR SALE-"29" Std. Coupe.



Body off restoration, Model "B" engine & trans. Engine has counterbalanced crank, insert bearings, oil pressure, oil filter, alum. cam gear, hardened valve seats, stainless valves, adj. lifters. "B" carb. & dist. Float-a-Motor kit (front & rear), new black paint, wood grained inside trim. LeBaron Bonney interior, Firestone tires. Asking \$16,500
Call-Ron Ryker 805-967-3572

11/08

New Address
Gary & Ronda Chambers

1035 W. Fairway Blvd.
Big Bear City, CA 92314
H: (909) 547-0153
W: (714) 315-4113

FOR SALE: More great items!!

2-A transmissions complete with gears
1-Bell housing in good condition
3- Flywheel housings good condition
Several boxes of miscellaneous A parts, all in good clean condition such as fans, manifolds, new spark plugs etc. etc. and many other usable parts.

1-3-cyl 3HP 220 volt 60-gal air compressor
1-New trunk in light tan leather...very nice!!!

For a 30-31.

1-30-31 metal visor

Several of the round bars that go between the rear bumper brackets

2-16" Ford wheels

2-sets of engine pans

Several large RC model airplanes, 4 have never been flown. Absolutely perfect in all details, including air operated wheel brakes, lights, retractable landing gear etc.

Please call Norbert at 714-402-3697

FOR SALE– 1930 BRIGGS 4 Door

Very nice touring vehicle, many amenities.

V-8 engine

Air Conditioning

Hydraulic Brakes

Luggage Rack

1934 Transmission

Turn Signals

Overdrive

16" Tires

CB Radio

F100 Steering Box

Halogen Lights

**Please contact Sally Sheridan (760) 723-4636
or Dick Smith (949) 770-6847**



WANTED: FRONT SEAT

I need A front seat for 31 slant window 4 door.

Thanks

Ralph Lawrie Ph 916 988 8731 or e-mail:
blue 31ford@aol.com

FOR SALE: 1930 Tudor

- Modern Ignition
- Overdrive
- All Safety Glass
- Leather Trunk
- Down draft carburetor
- New Top
- Adjustable Seats
- Side Mirrors

This is a \$15,000 car that needs a little body/paint work on the front fenders for sale @ \$13,500

Gordon @ (805)237-8842 E-mail
gordonmars@aol.com for pictures

FOR SALE: These items for sale from a long-time Orange County Model A club member Larry Boef.

BUGGY: \$300.00



PU MP: \$50.00



Larry Boef
714-774-2477
larryboef@yahoo.com



General Meeting

7:30 PM

[Second Thursday of every month]

[Board Meeting at 6:00 PM]

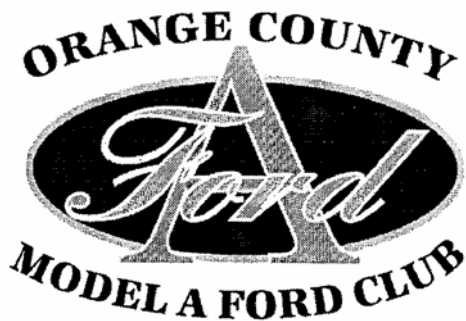
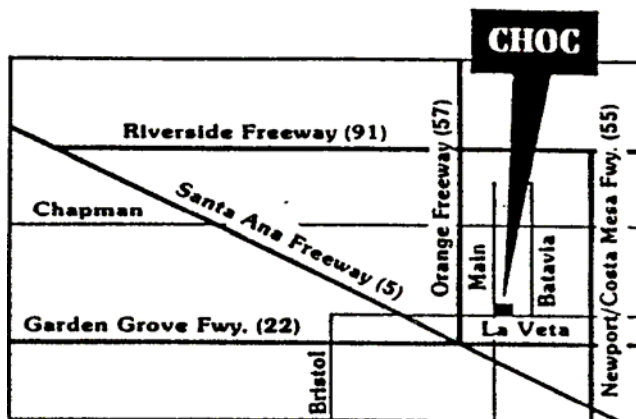
NO MEETING IN DECEMBER

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***
 - **December 30, 2008**
- Type or write all articles and advertisements and e-mail to: newsletter@ocmafc.org
Or mail to: 244 No. Goldenspur Way,
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