

# *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)

January 2009 Volume 49 Number 1

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

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The Original Photo of "Cranky" taken in front of Les Redfield's home



Photoshop Magic...Using Photoshop "Cranky" is placed on a country road in Autumn



Watercolor Painting of Cranky in the Country

## 2008 BOARD MEMBERS

### President—Mark Schwing

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mschwing@earthlink.net

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562-4318783

Secretary—Alan Perlmutter  
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dkmccall@socal.rr.com

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Gail Perlmutter-949-388-2815

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### Scholarship--Dorothy Knox

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### Sunshine & Sorrow

Jeanne Parrish

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### Swap Meet-Larry and Gerry

McKinney 714-963-2724

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### Web Master-Chris Enright

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### Web Site Info Entry-Les Lewis

949-916-6622

## Notes From Your President Mark Schwing. . .



### January 2009

#### President's Letter

Happy New Year to one and all. May 2009 be a great year for all of us.

January begins a new year and with it several new board members. I would like to welcome John Riggs back to the board as Vice President and Activities Director filling the final year of Don Miller's two year term. Also a hearty welcome to Alan Perlmutter as Secretary and Pam Heiland as Treasurer. Continuing on are Don Ratzlaff as Technical Director and Pete and Ana Hyland as Newsletter Editors. I am deeply honored to be able to serve as your President for another term.

My thanks to Don Miller, Jeanne Parrish and Colleen Schmidt for their service on the last board. Thanks for a job well done.

Congratulations to Tom Endy for receiving a MAFCFA Service Award. It was well deserved.

Also congratulations to Pete and Ana Hyland for another MAFCFA Newsletter Award of Merit for the *Distributor* for 2008. Thank you Pete and Ana, all of us really appreciate your efforts.

The year of 2009 promises to be another fun-filled Model A year with club activities throughout the year. Saturday, January 17<sup>th</sup> is a tour to the historical Union Station in Los Angeles. This will be nearly an all surface street tour so don't hesitate to drive your Model A. Details are on the Activity Schedule page of this newsletter.

I'm sure Don Ratzlaff will have a new series of technical seminars planned and announced at the January meeting.

Our annual Pancake Breakfast is tentatively scheduled for Sunday, March 29<sup>th</sup> at Hart Park once again. We always need volunteers

for soliciting raffle prizes, parking, food buying, advertising and kitchen help etc. I'll have sign-up sheets at the January meeting and we will try and schedule a committee chairpersons meeting later in January to kick off the planning effort. The breakfast is our main fund raiser and enables the club to support both local and national scholarships, our annual contribution to CHOC, and the national youth restoration award as well as many of our other club activities such as the progressive brunch and annual banquet. Your participation in helping with the breakfast benefits the whole club for the entire year.

On the day after Christmas, I had a chance to spend an hour on board an Orange County Fire Authority helicopter over the entire area of the November 15<sup>th</sup> Freeway Complex fire. Thanks to the efforts of 4000 firefighters manning 450 fire engines, several helicopters and aerial tankers the damage was limited to just over 30,000 acres. While nearly 160 homes were lost and many were damaged, the results could have been a lot worse in terms of homes lost. Fortunately no lives were lost. The concern for the next two or three years will be mudslides until the vegetation on hills comes back and establishes a new network of soil holding roots. After four rainstorms there have been no major mudslides in Yorba Linda and the de-silting barriers of 400,000 sand bags and 2 ½ miles of concrete K rails are doing their job.

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

### This Month's Cover

Southern California Watercolor artist, **Fawn Ornelas**, sneaks a picture of Les Redfield's Model A, Cranky, and creates a watercolor portrait. She took up watercolor painting around six years ago. Working full time at her 'day job' she manages to paint in the evenings and on the weekends. She attributes her love for old cars to her father. She can't remember a time when he wasn't restoring, building, or racing modified cars. When she sees an antique car she looks beyond the exterior and imagines the stories that gave the car such character. "The beautiful old cars are the true works of art!" says Fawn. **Check out Fawn's website [www.fawnzart.com](http://www.fawnzart.com)**



## Activity Schedule

Don Miller

Donmiller1@verizon.net

(NOTE: \* = UPDATED INFORMATION)

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

**January 30, 2009**

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

**\*Indicates Change**

### 2009 TOUR/ACTIVITIES CALENDAR

**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) 10:00 a.m. Southern California.** Regional 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.

**Mar 29 (SUN) Annual Pancake Breakfast**  
At Hart Park, Orange, CA---Reserve the date!!!!

**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

**Jan 24<sup>th</sup> & 25<sup>th</sup> (SAT-SUN)-Modesto Area  
A's 43<sup>rd</sup> Annual Swap Meet**

**2009 Dues** for 2009 are now due and payable and we urge that you remit no later than the January General Meeting, January 8, 2009 as prescribed in the Club Bylaws. Thank you very much!!



### *Sunshine & Sorrow*

By Jeanne Parrish

Wayne Wiedle is going into hospital on Jan. 8 for a bit of surgery. We wish him the best and hoping for a speedy recovery.

We sure missed seeing John and Gwen Riggs at the Banquet. Gwen is having a bit of trouble and John seems to have a problem with his leg. Knowing them as "troopers", we know it won't be long before they are back with us.

This writer wishes everyone a very "Happy New Year"! Hoping to see you "On the Road" in that "A"!

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

**Fourth Thursday Breakfast  
Brunch**

**Mimi's Café**

**17231-17<sup>th</sup> Street**

**Tustin**

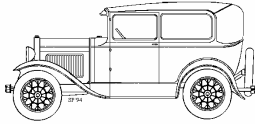
**714-544-5522**

**January 22nd --- 8:30 a.m.**

**Info-Terry Collings-714-970-7194**

## TECHNICAL 2009

By Don Ratzlaff



### DECEMBER TECH SESSION

There was no formal session scheduled for December however, we did manage an “impromptu” session at Dominic Cimarusti’s home. Dominic is the proud owner of a 1930 Model A Tudor which was purchased “new” by his grandfather in 1930. The car progressed through successive ownerships between uncles and brothers and finally arrived at Dominic’s in a state of complete “off frame” disrepair. The result being that the motor had not been started for the past 30 years and was now “frozen”. Well, Dominic, Richard Parrish, Pete Hyland and I decided this problem needed rectification; after all, a frozen Model A motor goes against basic “free motoring” laws. Let me say this; maybe some Model A motors are better left frozen, (but not this one)! Dominic, Richard and I had previously met in November and tried all the “non disassembly” methods of rotating the engine crank but, to no avail. As a final act we removed the engine head (without a head puller yet, can you believe it?). At this point each piston and ring set was encouraged to break free of its cylinder wall by applying a sharp rap using a length of 2x4 and a sledge! Success; it finally became possible to rotate the engine. Since the head was off, it was possible to visibly verify the piston and valve movements. So why not put it back together and try starting it? Well, outside of all that; why not?

So on Tuesday morning (9 Dec) we met at Dominic’s home armed with Coil, Distributor, Plugs and wiring loaned from Bob Jefferies. In addition Richard brought a head gasket, Pete brought a Carburetor and test equipment and I brought a battery so we had all the items necessary to start the engine if we could just get it back together. Perhaps we should have checked the starter function but, hey, why plan ahead. Well in spite of our best efforts everything went back together correctly; the starter worked and the clutch wasn’t rusted to the flywheel. The engine actually turned over when the starter-peddle was engaged. Now actually starting, well, that was another matter. It seems that all the oil that had been added to the cylinders etc. fouled the plugs and several iterations of cranking, adding “quick start” and cranking some more were required. Finally the engine started; sprayed oil and mouse habitat out the exhaust pipe and created a cloud of smoke visible for miles. But it STARTED and with additional TLC it may see service

“down-the-road”. Oh yes, we did manage to consume a few donuts!

### JANUARY TECH SESSION

May the New Year find you all well and in good spirits and may that last throughout the year.

This month’s technical session is scheduled for 9:30am, Saturday, January 24<sup>th</sup>. It will be held at Paul Steed’s home (18081 Hallsworth Circle, Villa Park, CA). The session will focus on the care and treatment of your stainless steel items, i.e. tail light housings, headlight housings, radiator, cowling or what ever. Bring your hardware and we’ll see what can be done. Activity will involve a demo on polishing and possibly dent repair. Welding techniques will not be covered.

### A SHORT THANK YOU NOTE

I wish to thank you all for the “member of the year” honor; I feel a bit undeserving but, consider it a “gift” I won’t forget anytime soon. Again, thank you all. Don R

(Please see article below—Ed.)

### MEMBER OF THE YEAR

Six people were recommended for Member of the Year 2008, all very deserving and a few repeats from years gone by; however, one person received an overwhelming number of votes, leaving no doubt about the impression this person has left on the club. Some of the comments include: This person is an inspiring and determined member, displaying innovation and a real willingness to help everyone seminars and the annual Pancake Breakfast. The assistance he provided during the Pancake Breakfast was OUTSTANDING!

A caring and considerate person, who greets new members (even thought he’s a fairly new member himself), and makes them feel welcome. He’s always willing to help and guide in the right direction. A wonderful member of OCMAFC!!

He gives 110% to anything asked of him.

He has performed above and beyond what was expected.

He has become a valued member.

He is conscientious and willing to work hard.

He attends most tours and events.

He reluctantly took over a board position when he was needed the most, thinking it was for one year and finding out it was for two!

Finally, this person is described as a “Warrior”, returning to his Model A Club practically days after enduring a heart attack, which really demonstrates his concern for his responsibilities. With deep appreciation, the 2008 Member of the Year Award is presented to:

**Don Ratzlaff**



## ***OCMAFCA General Meeting***

(There wasn't any meeting in December, hence---  
No Minutes!)

### **The 2008 Installation and Awards Banquet**

By Jeanne Parrish---Photos by Richard Parrish

Sixty Nine paid attendees was a recent high for the banquet, held Sunday, December 14 at the Claim Jumper Restaurant. Hopefully, this will be a trend for the New Year. There were a number of "perks" that made the \$25 fee an even bigger bargain.

There were (2) \$50 dollar unique money hats, which were made by Gerry McKinney/June Riha, raffled off as door prizes. The beautiful center pieces, furnished by Mark/Eileen Schwing, and detailed Model A models, which were part of the center pieces, were raffled off separately.

To top off those "goodies", there were (7) free MAFCA memberships given out. That is a \$40 dollar value *each*. Now, don't you wish you had attended?

The evening flowed smoothly under the leadership of Mark. We had fun singing the song that Glen Johnson brought last year, "A Holiday Restoration Project" sang to the tune of "12 Days of Christmas"! Maybe it will become a tradition to sing every year! Don Ratslaff was the "Member of the Year". The "Most Tours" Award was tied with Don /Sally Miller and Richard/Jeanne Parrish. A number of mileage pins were awarded: Ed/Susan Heins and Richard/Velma Riggs - 500, Don/Carolyn Ratzlaff - 1,000, Larry/Gerry McKinney - 55,000, and Richard/Jeanne - 60,000. Pete/Ana Hyland are again the recipients of a Certificate of Continuing Excellence in the publication of our newsletter from MAFCA.

Previous officers, Mark Schwing, Jeanne Parrish, and Colleen Schmidt received plaques in appreciation of their service to OCMAFCA for the past 2 years.

The 2009 Board of Directors will be Mark Schwing, President, John Riggs, Vice-dent/Activities, Alan Perlmutter, Secretary, Pam Heiland, Treasurer, and Don Ratslaff , Technical.

The Claim Jumper puts on a good meal and the separate meeting room is comfortable, like a big family room. The available bar was manned by a generous "pourer" and was the only extra cost option of the whole evening for those who desired his services.

A good time was had by all. Please excuse me for not mentioning everybody by name. Some that come to mind are Art/Olive Moore who drove all the way from Claremont to be with us, Drain/Doris Marshall from Palos Verdes, Dominic/Toni Cimirusti and James/Chris Bush attended for the first time, Vince and Joanna Mariola, back after a couple of years absence. We missed seeing John and Gwen Riggs, as they were unable to make it.

The second Thursday comes early this month of the New Year. See you at the meeting January 8<sup>th</sup>.



# Orange County Then & Now

## Fullerton



The First national Bank in Fullerton was located at 201 N. Spadra Blvd. (present day Harbor Blvd.). The photo appears to have been taken around 1930. The car on the extreme right is a 1928 Locomobile. The car to the left of it is a 1927 Dodge Brothers 2-dr sedan.

Photo from the historical collection, First American Title Insurance Company of Santa Ana, California #1586



The same location in 1996. Photo by Tom Endy #1586

We will start out the New Year, as I promised, with another custom Model A of the era.

Edsel Ford was president of Ford Motor Company and was personally involved in the design of the Model A. It closely resembled the expensive Lincoln luxury car which was now a Ford division.

The Phaeton in the following article is the result of his desire for a distinctive personal car. The article is a reprint from an early *Restorer* with permission from MAFCA.

Enjoy the article and Happy New Year to you all.

*Agent Orange*



### UNUSUAL MODEL A's Feature TWO

Edsel Ford found many ways to brighten his life under the shadow of a famous Father. His favorite pastime, it seems, was designing automobiles. Not the conservative utilitarian type responsible for making the family fortune, but the sleek sport models that added so much to the romance of the road.

Apparently having a free hand to express himself via this automobile design-hobby, and having unlimited access to the vast Ford manufacturing empire, Edsel set about early to make a name for himself amongst the young designers who were putting classics on the highways of the Twenties and Thirties. They all admitted that Edsel was not just a spoiled rich boy indulging in a whim. When it came to designing the sporty models, Edsel had genuine talent.

Probably the best example of his talent is displayed in the fabulous double-cowl Phaeton that was built from his design and orders by the Le Baron Company in 1930. Of unusual size for its style, and with timeless grace--prerequisite of the classic car--this scaled-down version utilized the chassis from the lowly Model A as a foundation for its elite body.

The reason for the commonplace innards was to provide the car with the size and "jack rabbit" handling of the Model A while offering eye appeal equivalent to the larger limousine models of Lincoln and Duesenberg. The result unknowingly forecast the Thunderbird theme.

But more than just prophesying models to come, Edsel's Phaeton gave a lesson in customizing with existing automobile components--an art not as widely practiced then as it is today. His Special (registered with the Michigan State Motor Vehicle Division as a "Sport Phaeton") utilized the entire, though modified, Model A chassis; including frame, wheels, muffler, dash panel, steering column, radiator, and a unique combination of the '29 and '30 radiator shells.

Memorandums from Ford Company files disclose that an extensive research was made to make use of as much of the Model A as possible. Parts like bumpers, fender and runningboard brackets were modified to fit and blend with the special design.

2787

**Re-Baron**  
 DETROIT  
 MICHIGAN  
 FEBRUARY 4  
 1930

Ford Motor Company  
 Rouge Plant  
 Dearborn, Mich.  
 Attention: Mr. J. L. Reed, Purchasing Department  
 Reference: Custom Phaeton Body for Mr. Elmer S. Ford

Gentlemen:

Mr. Smith called at our plant yesterday and went over the above job. It was decided that the following work should be done by us and for which we are submitting estimates accordingly:-

- (1) Special aluminum hood and hood sill plates. This will necessitate making up special forms. Estimated cost - \$214.00, made up of labor - \$200.50, material - \$13.50, profit and material shrinkage, bringing the cost to \$214.00.
- (2) Relocating brackets for running boards and for supplying and fitting body hold down bolt brackets. Estimated cost \$200.00, made up of labor - \$17.50, material - 1 lb., plus profit.
- (3) Special headlamp and front fender brackets. The arrangement and design of these can only be determined when the headlamps arrive from Paris which are provided in approximately four to five weeks time. We will then go over the job with Mr. Ford and get his approval for the arrangement of the lamps and brackets, after which we will submit our estimate for this part of the work and ask you for your Purchase Order.

In the meantime, please furnish us with your Purchase Order for items 1 and 2 above, also the special running boards covered by our letter to you of February 25.

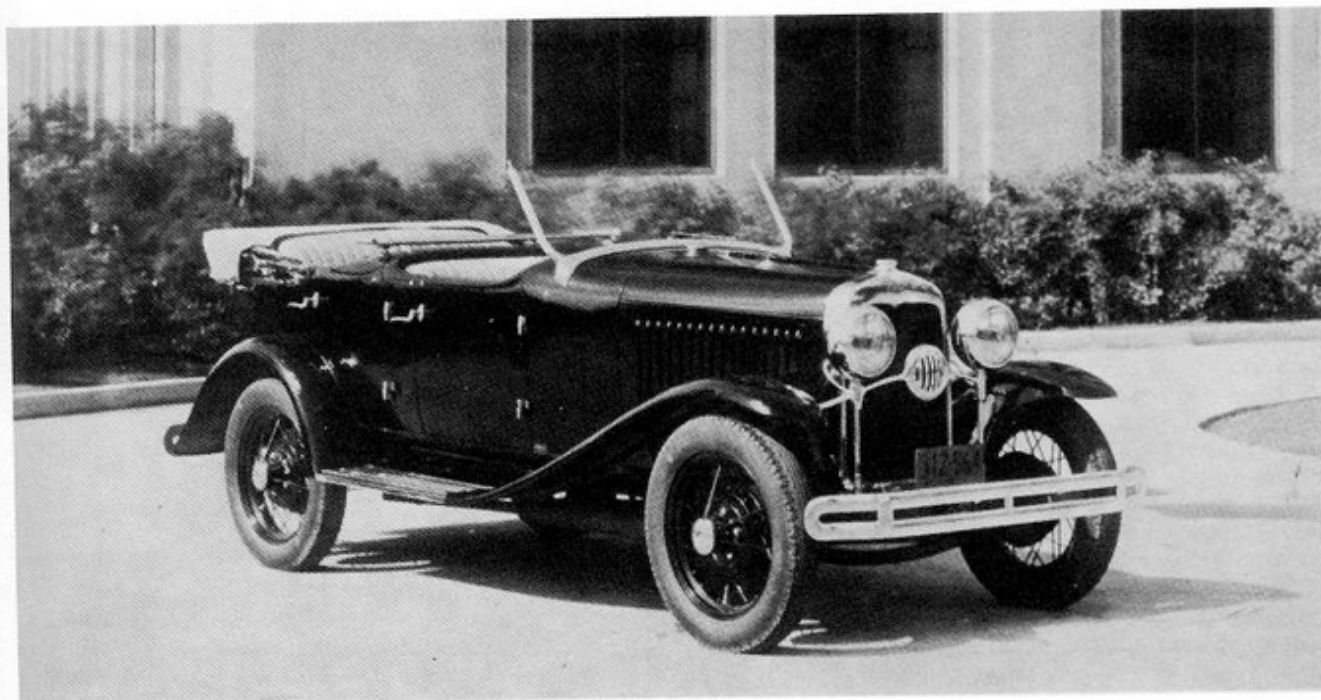
Yours very truly,  
 RE-BARON DETROIT COMPANY  
*E. S. Manning*  
 E. S. Manning

RMV:bm  
 c/c Mr. C. J. Smith

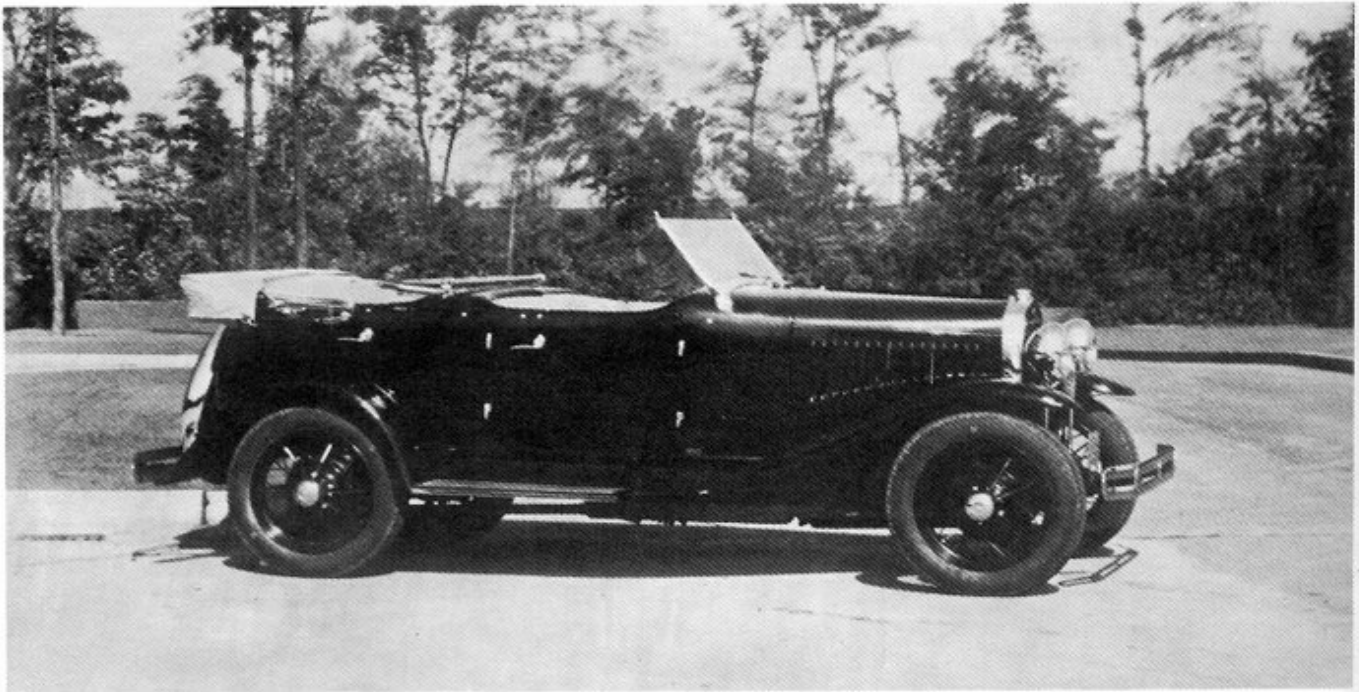


In addition to these many Model A parts, the car's design also made use of Duesenberg-patterned doors and ornamental hardware, fancy Parisian headlamps and cross-bar, Newport-styled windshield, and many other smaller parts available during the period.

(Continued on next page)







The balance of the car--aluminum body, mouldings, rear deck, hood, hood sills, fenders--was of special design and construction.

The assemblage of all these custom and existing components blended magnificently to purport a completely original design. Although not all the car represented Edsel's own thinking, it cannot be denied that his talented eye for auto design was responsible for mating the correct parts at the right places and finishing with an artistic trophy. No hodge-podge of miscellaneous pieces thrown together simply because they fit, the car truly exemplified the word classic; and because it included a few available components merely added to the amazing result.

In our preview of the car in a past issue, we made the teasing remark that although only one was built (true), we suggested that probably the majority of our readers had seen the car not too long ago. Technically but not literally, the latter is true. Many saw the car pictured on the 1957 MARC National Meet program, printed and distributed to Model A Fordists by the Museum. The car was lightly "ghosted" onto a page of the program behind a map of the City of Dearborn and was not too distinguishable. But even those few who did take notice apparently shrugged it off as an error in identification, because there was little or no comment about it among the many Model A conversationalists at the Meet.

The location or even existence of the car is not known today, but surely such a rare automobile, with its unusually small and rakish style, would have softened the heart of even the most fiendish car rapist and saved it from the scrap heap. It is our belief that the car does still live somewhere in the annals of the Ford family or backroads of Michigan. We hope so, for nothing would give us more pleasure than being able to report a sequel to this story.

CARRY THIS CARD WHEN DRIVING		1930 License No. _____	
CERTIFICATE OF REGISTRATION		MICHIGAN	
(Passenger Car, not for Hire.)			
Not valid until stamped by Branch Office where license is issued.			
Receipt for Fee Paid, \$ _____			
JOHN S. HAGGERTY, Secretary of State.			
Certificate Expires Dec. 31, 1930. (To be filled out IN INK by applicant.)			
1. <u>Edsel B. Ford</u> (NAME OF OWNER)			
2. <u>Grosse Pointe Shores</u> (Postoffice address, city or town)		3. <u>Mich.</u> (State)	
4. <u>1100 Lake Shore Road</u> (Street and number or R. F. D.)			
5. <u>Ford</u> (Trade name of car)		6. <u>Port Boston</u> (Style of body)	
7. <u>2070701</u> (Engine number)		8. <u>2070701</u> (Factory serial number)	
9. <u>A 1930</u> (Model and Year)		10. _____ (Title number)	

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

## **The Model A Canadian Maritimes Tour 2008:**

By Pieter and Judi Dwinger

Judi and I participated in the September/October Canadian Maritime Provinces Model A tour. What a great trip! We saw some amazing parts of Canada during the 3+week tour, which covered over 2700 miles in the A's.

The weather varied from relatively warm to the mid-low 20's. Lots of rain and wind especially on the first day of the tour when we had to detour from the pre-planned route, by hundreds of miles, to skirt the hurricane. The hurricane was heading directly to where our first night's stop was to be. The last hurricane to hit Nova Scotia was 17-years ago, so of course our first day/night on this tour proved our luck by being hit with the hurricane!

40 Model A's started the tour, which was planned through the Model A Touring Club. We were the only participants from Orange County.

Cars from the west coast states were shipped to Portland, Maine. These cars were to have taken a ferry to Yarmouth, Nova Scotia to meet all those who had driven or trailered to the jumping off point at Calais, Maine. But Hurricane "Kyle," decided to visit the Atlantic Coast into New England just at the time we were to start our Model A travels.

The ferry was canceled as the seas were way too rough and dangerous for the high-speed catamaran ferry to make the crossing as planned. It was a group decision that our only option was to drive several hundred miles to catch up with the rest of the tour that was already in Yarmouth.

It was a rainy, very windy drive to Calais, ME where we stayed overnight. We were able to skirt the hurricane but were still pummeled by the fringes of Kyle.

The next day drive into New Brunswick and then into the scenic St John was very nice as the hurricane had passed. We arrived well after dark and made our way to the ferry dock for an 11PM 3-hour boat ride that took us to Digby. We arrived at the Admiral Digby Motel about 2:00 AM! for a very short nap before an early breakfast and a dash across the narrow island that is Nova Scotia to the port of Lunenburg, where we finally joined the rest of the group for lunch and a short, but extremely cold cruise on the famous sailing schooner *Blue Nose II*.

We started with 40-cars but lost three cars during the tour. One car had been shipped to Portland Maine, but the owner had a medical problem, which required storing the car for shipping home at the end of the tour. Another one had a fatal engine problem, a broken crank shaft. That one was shipped back to the warehouse in Calais. A third car broke down just 2-days before the end of the tour with a broken ring and or pinion gear.

We found the roads to be some of the worst we have encountered in all of our antique car tours. The ice, rain, freezing conditions, every year, deteriorates the roads faster than they can make repairs, which makes for a tough driving experience. Every one of the 37-(tour finishers) cars on the tour have developed squeaks, groans and other strange noises, that will require some effort to locate and repair.

About 1/3 of the cars were essentially problem-free. All the other repairs were successful with one requiring the removal of the rear end, overdrive, transmission, clutch/flywheel to fix oil leaking rear main bolts.

Our 29-sedan with its new engine did well after a few minor fixes.

The weather that was rainy at the start, cleared and we had some very nice days interspersed with some grey drizzly days. In all, the weather, after the first week end, posed no real problem, though it got down into the mid-20's near the end of the tour. On the sunny days, the colors of the tree leaves were beyond dazzling!

This tour had been amazingly well organized by Ross Milne, one of the Canadian members of the Model A Touring Club, along with the help of Bob Moore and Jim Baker. Ross had organized the Model T Club of Southern California Canadian tour 2-years ago, and then replicated the T tour with a few changes to fit the A's. Many tour folks had GPS units, which were used to great advantage, even in the rural areas of the Maritimes. In fact the GPS worked better than cell phones in many areas.

Some of memorable experiences were: The cemetery in Halifax where bodies recovered from the Titanic sinking are buried. As of today they are still identifying some of the remains using modern DNA methods.

The fiddles and pipes of the Celtic people of this area produce sounds and flavors of our own eastern rural areas, and are the source of the Cajun tunes of Louisiana.

We found that the Canadian people are wonderfully friendly and showed a great interest in our cars. The local Canadians with antique cars were eager to show them to us. The entertained us and saw that we were well fed. The hospitality and camaraderie shown us was magnificent.

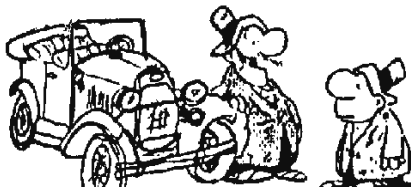
The restored French Fortress (early 1700's) at Louisbourg was a great place and truly appreciated by people who have restored a Model A! This is the Canadian version of Williamsburg, but is much bigger! It is isolated and unlike Williamsburg, there are few autos in the area. It really makes one appreciate how the French attempted to bring civilized society to the undeveloped raw land of the "new world."

The seafood all along the route was very interesting and generally very good. The seafood chowder soups were incredible. Each area of the provinces had their own versions of the chowder and were markedly different. We boarded a fishing boat, which held half our members (the other half of the tour went earlier) where we learned how lobsters were trapped, cooked and eaten. On the boat we were served a whole (cooked, but cold) lobster and we had to demonstrate what we had learned on how to properly eat a lobster. Most of us decided we preferred hot lobsters. A few days later we had a second test of our lobster eating skills at a group dinner.

We toured a number of museums from chocolate manufacturing, mining (where we actually went underground), the home of the author of *Ann of Green Gables*, and the Alexander Graham Bell Museum.

The drive around the Cabot Trail with its roads winding along the seacoast, hills blazoned with trees of gold, green, orange and red contrasting with the blue, frothy sea are truly unforgettable. There were long steep hills that challenged us and our cars as we were forced into low gear for long eriods. The most memorable part of the trip was the Bay of Fundy, where twice a day the tide flow is the greatest of anywhere in the world. We were able to walk on the ocean floor where several hours later the water was about 40-feet deep.

If you have not yet visited Canada we highly recommend making this marvelous country a must-do trip.



## CAR BARN SPECIALS

Member ads will run two months unless renewed. Non member ads will run one month unless renewed. All ads must be submitted in writing to: [prhyland@att.net](mailto:prhyland@att.net) or OCMATC 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

### 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



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

**BUGGY: \$300.00**



**PUMP: \$50.00**

Larry Boef  
714-774-2477

[larryboef@yahoo.com](mailto:larryboef@yahoo.com)

### 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](mailto: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: 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

12/08



## General Meeting

7:30 PM

[Second Thursday of every month]

[Board Meeting at 6:00 PM]

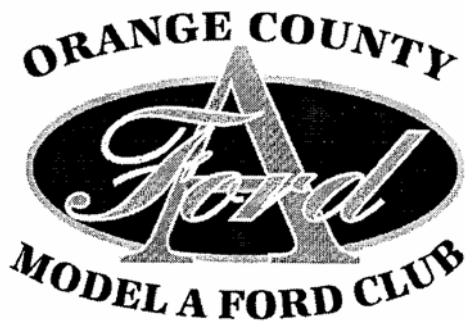
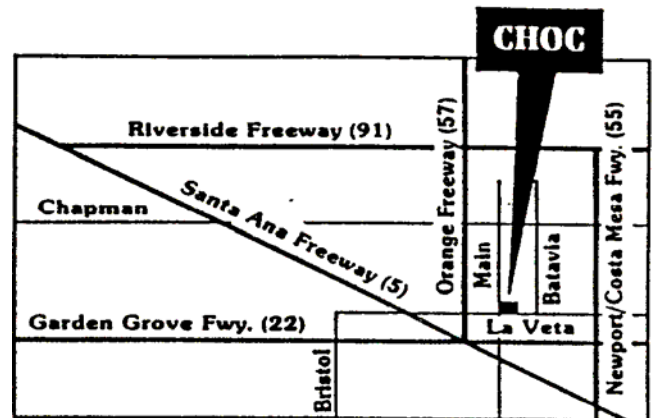
**January 8, 2009**

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***
  - **January 30, 2009**
- Type or write all articles and advertisements and e-mail to: [newsletter@ocmafc.org](mailto:newsletter@ocmafc.org)  
Or mail to: 244 No. Goldenspur Way,  
Orange, CA 92869-4422



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