

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August 1961 – Santa Ana, California

Editors: Peter & Ana Hyland
Email to: newsletter@ocmafc.org

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



John Riggs

Oct 4, 1920-Feb 27, 2010

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Notes From Your President

Mark Schwing. . .



March 2010

President's Letter

While attending the San Diego swap meeting on Saturday, the 27th, I was deeply saddened to learn of the death of John Riggs earlier that day. John was always an active club member since joining OCMAFC in 1994. He last attended our December meeting but was not at the installation banquet later that same week. John served as club president in 1997, 1998 and again in 2001. John's wife of 68 years, Gwen, passed away a little over ten months ago. John's energy and enthusiasm even at age 89 has set an example for all of us.

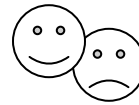
Our 49th Annual Pancake Breakfast is scheduled for Sunday, April 25th. This is a month later than past years because of an early Easter holiday and the availability of several of the key people as well as the likely possibility of better weather in April. The City of Orange has approved our rental of W. O. Hart Park for that morning. The date and times have been posted on our website as well as the national MAFCA website.

The Pancake Breakfast effort is well underway with a meeting of some of the key positions on Thursday, February 25th following our monthly 4th Thursday breakfast. Sign up sheets will again be available at the March club meeting.

If you care to donate a new, unused item for the raffle, please bring it to the March or April meeting for collection and ultimate transfer to me. As I stated last month, my business travel will cause me to miss both the March and April club meetings. Don Miller will again fill in for me to conduct those meetings.

When you meet with your friends in other local Model A clubs, please tell them of the new date for this year and remind them not to arrive before 7:30 AM. Breakfast service will start promptly at 8 AM.

I have a special request for all you coffee drinkers. Please save your plastic coffee containers and lids like the ones like Folgers and others. They make excellent raffle ticket containers. I'll make arrangements to collect them at the April meeting.



Sunshine & Sorrow

By Jeanne Parrish

One of our dearest, oldest, & most active members has passed away. John Riggs slipped away in the early morning hours of Saturday, 2/27/10. John had been ill and in & out of the hospital and care facility since mid December. You can bet he is "upstairs" letting all know "how it's done"! John, you are sorely missed.

Services have been arranged for March 11. **Please see Page 7 for time and place** If you do plan to attend the services, **please drive your Model A in a tribute to John.** He would love it!

This Month's Cover



No explanation needed! Top photo by Richard Parrish at Union Station in Los Angeles. I don't know who took the bottom photo.



**THE 49TH ANNUAL
ORANGE COUNTY MODEL A FORD CLUB
PANCAKE BREAKFAST**



**SUNDAY, APRIL 25, 2010
8:00AM TO NOON**

**COME TO LOOK, DISPLAY YOUR MODEL A,
HAVE BREAKFAST, ENTER THE RAFFLE AND
HAVE FUN WITH YOUR FRIENDS
AT:**

HART PARK IN THE CITY OF ORANGE, CA

(Rain or Shine)

**POSSIBLY 300+
MODEL A FORD'S
ON DISPLAY**



RAFFLE GRAND PRIZE: SET OF 4 19" OR 21" BLACKWALL TIRES



BREAKFAST MENU

**PANCAKES, EGGS, SAUSAGES,
JUICE, COFFEE, HOT CHOCOLATE, & TEA**

**DONATION: ADULTS - \$5.00
CHILDREN - \$3.00**

**FOR INFORMATION CONTACT: MARK SCHWING
PHONE 714-970-1696 - MSCHWING@EARTHLINK.NET**





Activity Schedule

(NOTE: * = UPDATED INFORMATION)

**NEXT MEETING: Mar 11, 2010
7:30 PM at CHOC**

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

March 30, 2010 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**

2010 TOUR/ACTIVITIES CALENDAR

Mar 6th (SAT) Laguna Beach Founders Day Parade. Meet in front of the high school at the top of the hill on Park Avenue at 9:00 am. For information please call John Graves. We will be representing La Playa which was started by Alice Graves.

Mar 20th (SAT) Tour through the Whittier Hills and Phil Reed's* Auto Collection
Leave at 9 A.M. from The Villages at Orange Mall. We will wander through the scenic back roads, see the collection, have lunch and then go home. This is a great time to see the hills and all their greenery.

*Phil Reed is a member of Model A and T Clubs. He is past president of Southern California Horseless Carriage Club, member of Long Beach Model T Club. Dorothy and I went to Europe with Phil and Joyce in 2001. He has a chroming plant with a small show room with a nice display of old cars.

Mar 23rd (TUES) Work Party on the sedan that SCRG is restoring for the future MAFFI museum. Meet at Bob & Martha Trousil's home, 8538 Lubec Street, Downey, CA. (562) 861-7469

Mar 27th (SAT) City of Los Alamitos 50th Anniversary Celebration We will meet at Los Alamitos High School, corner of Cerritos Boulevard and Los Alamitos Boulevard at 7:30 am. Alamitos Blvd. for a Parade of Model A Fords which will start at 9:00 am. Each of us will have a Dignitary riding with us for a short Parade of approximately 1.5 miles. At the end of the Parade there will be booths for fun, food and games. It should prove to be a wonderful day. For all details contact Charles Cohen at 562-431-3645.

Apr 24th & 25th -- Vintage Fashion Expo. Santa Monica. Call Betty Salverson for details and discount tickets. (818) 340-0394

Apr 25th (SUN) Orange County Model A Ford Club Annual Pancake Breakfast
from 8:00 AM to NOON
Hart Park, Orange, CA---Be there!!!!

May 13-15 (THURS-SAT) CRG Coastal Cruisin' in San Luis Obispo hosted by Cuesta Crankers Chapter of MAFCA. Registration forms will be at the next meeting. Be sure to get your registrations in by April 1st to avoid the late penalty. Make your hotel reservations at the Embassy Suites. (805) 549-0800. Tour will leave from Coco's in Garden Grove on Thurs. May 13th at 9 a.m. Call Bev Marsh for information.

May 16th (SUN) All American Originals Car Show at Enderle Center which is located at 17th Street & 55 Freeway in Tustin Information and entry form available on line at www.allamericanoriginals.org.

Jun 19th -27th (SAT-SUN) 150th Anniversary Pony Express---Check MAFCA site for details. A lot of alternatives here!!



Jul 16th -18th (Fri-SUN) Wings & Wheels in Solvang.

Contact Don Miller for further info.
This is your chance to participate in a tour that takes place around Solvang and the Santa Ynez Airport. You might want to take a ride in a vintage airplane.

HOTEL CHANGE! After speaking with other members, it was decided to return to Pea Soup Anderson's Inn to stay for the meet. (805) PEA-SOUP. Sheila Plotkin has set aside a block of rooms for the OC Model A Club. Call by July 1st to confirm. Of course, if you still want to stay at the Royal Copenhagen (805) 688-5561, that would be fine. Tour will be leaving Coco's in Garden Grove on Fri. July 16 at 9 a.m. The registration forms are usually late in coming and I will get them to you as soon as I get them.

Nov 4th-6th (THURS-SAT) Palm Springs

Follies. Sheila has set aside a block of rooms for OC Model A Club at the Royal Sun Hotel (760) 327-1564 or 800-619-4-SUN. Price of the Follies (Sat. Nov 6) is \$49 per person. More details will follow later. Call Bev Marsh for any additional information.

SWAP MEETS

Mar 14 (SUN) Long Beach Swap Meet at Veterans Stadium

Apr 11 (SUN) Long Beach Swap Meet at Veterans Stadium

Sep 26th (SUN) Paradise Valley 49th Annual Antique Car Swap Meet from 6:00AM to 3:00PM at Western Little League Regional Headquarters, 6707 N. Little Drive, San bernadino, CA For information Call John Benson @ 909-875-4545, Patrick Holley @ 951-849-8930 or visit www.pvmac.org

2010 Rosters

Rosters will be available at the March 11, 2010 General Meeting. Be sure to be there and get your copy. If you wish to take another club members copy for delivery, please do so. (It saves the postage)

Technical Tips

It is always to put your car on a hoist at least once a year so a safety check can be performed. Each time we put a car on the hoist WE ALWAYS FIND SOMETHING THAT NEEDS ATTENTION. When laying under it on the ground it is easy to miss important things as you wiggle around. One of the items that is often overlooked is the correctness of your cotter pins as well as to check if they are even there anymore. John Knox welcomes any of us to come to his house and use the hoist.

Bob Travis of the Santa Anita A's recently wrote:

COTTER PINS ARE IMPORTANT



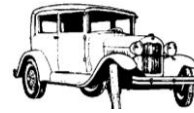
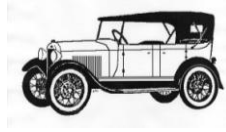
Did you know that the model A uses 145 cotter pins? Henry sure liked his cotter pins; they were cheap to make and easy to install on the

assembly line. Fifteen of these pins are critical to the car's safety, the ones used at the brake control rod connections. The most important of these 15 are the two used on the brake rod running from the pedal to the brake cross shaft. Should either of these cotter pins come loose, thus allowing the brake rod clevis pin to fall out, you have a serious safety issue. The best way to prevent this from happening is to correctly install the cotter pin the way it was done at the factory. After inserting the pin, split the pin and roll each leg around the heavier brake rod pin as illustrated. The pin cannot come out.

Pancake Breakfast Raffle

We need raffle prizes!!!

We ask your help in soliciting prizes from friends or businesses. Please see Mark Schwing's comments in his March 2010 President's letter on page 2.



TECHNICAL 2010

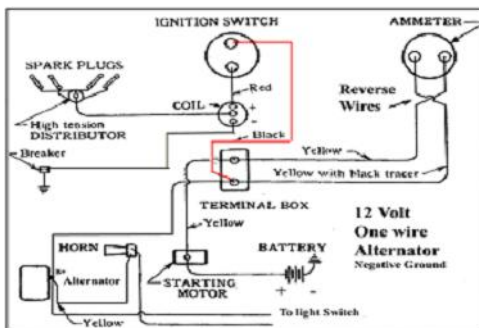
What Is the Alternative?

By Bob Travis with Joe Wilson

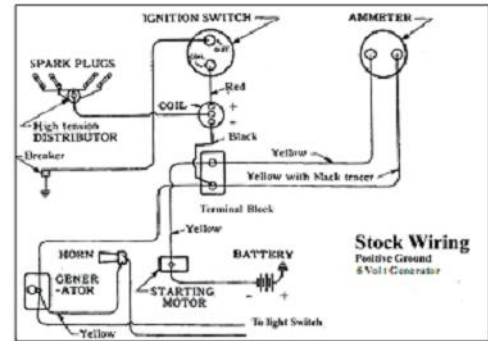
In Part One of “What is the Alternative, we presented an overview of the charging systems used in automobiles including generators, alternators, voltage regulators, 6 volt & 12 volt systems and negative & positive ground systems. We recommended the use of the Delco Remy 12 volt, negative ground alternator.

There are two options available using the Delco Remy 12 volt, negative ground alternator. One is a single wire system, the other a two wire system.

The single wire system utilizes an alternator that has only one terminal; connected to the battery through the ammeter. This alternator is easy to install as replacement for the generator, as it requires no wiring alterations other than reversing of the ammeter and coil wires to accommodate the change from positive to negative ground. The disadvantage is the engine must be operated at a higher engine RPM before the alternator will begin to charge. The single wire alternators are increasingly difficult to find and parts stores do not stock them, a problem when on a tour.



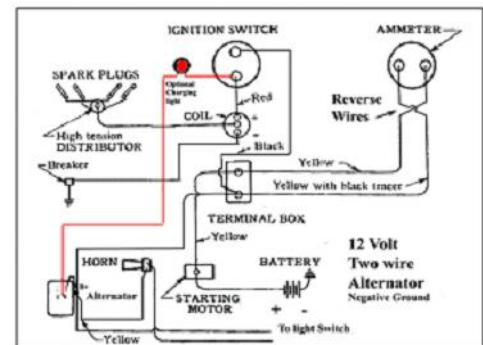
The two wire alternator system requires one wire that is connected directly, or through an ammeter to the battery. The second wire is connected to the switched side of the Ignition switch. This energizes the alternators field coil as necessary to provide the correct charging voltage for the battery. This system may utilize the ammeter or, as an option, use a “charging light” instead. If no “charging



light” is used the field wire is connected directly to the ignition switch. The two wire system requires more wiring changes compared to the single wire system, but has some advantages. The charging voltage is reached at a lower RPM and there is no need to run heavy wires to and from the ammeter to handle the heavy load on the charging system due the added accessories. These alternators are readily available at parts stores at a good price.

Compare the three wiring diagrams which show the differences between the stock 6 volt generator and the one wire and two wire alternator systems.

There is another option. New voltage regulators are now available which will allow you to convert a two wire alternator to a one wire system, providing a simple installation with a high output at very low engine RPM. Part III of “What is the Alternative” will discuss this option and provide more specific alternator model recommendations



(This article courtesy of “THE MILEPOST”)

OCMAFC General Meeting

February 11, 2010

Tissy Hatcher, Secretary

Time: 7:35pm

Location: Children's Hospital of Orange County- Wade Education Center 58 in attendance; 2 guests

The meeting was called to order and the flag salute led by Past President, Don Miller.

Visitors: Lloyd Ikerd (has owned 15 Model A's) and Adam Wulff (owns a '29 pickup).

Minutes: Approved as printed in the Distributor without comment.

Financial Report: The account has been opened with Bank of America.

Activities: Bev Marsh and Sheila Plotkin will be handling the out of town tour activities. John and Dorothy Knox will take care of monthly reports.

On 2/20/10 there will be a scavenger hunt tour benefiting the Haiti Disaster Relief. Three groups will be leaving at different locations. It will be a fun day and conclude with lunch at Mimi's. The clues will be given out at each of the primary locations. The Board approved a motion to match 10% of donations raised, up to \$250 for the relief effort.

Upcoming Events: The San Luis Obispo CCRA event will be \$80 per family for registration. Everyone will be leaving from Coco's on the 14th. Beverly Marsh reported CCRG and NCRG are about a week apart. There will be a tour between the two groups. The regional meeting will be on 5/1/10 in Carlsbad.

The annual Palm Spring Follies will be on 11/6/10. Make your hotel reservations early at the Royal Sun.

Pancake breakfast will be on 4/25/10. We would like to have anyone working on the preparation for the event meet immediately after the Fourth Thursday Breakfast Meeting at Alice's.

On 3/6/10 Laguna Beach is having their founder's parade. It will be a short parade. All cars wanting to be in the parade should meet at 10:00am at Laguna High School.

On 3/27/10 the City of Los Alamitos is having their parade, which will start at Los Alamitos High School. Dignitaries will be riding in our cars. Meet at Coco's at 9:00am.

Historian: Nothing to report.

Technical Director: The next Technical Seminar will be held at John Knox' home and cover the electrical system.

Remember, although the topic is electrical, members are happy to jump in and help with any other problems your car may be having. Seminar begins at 9:30am on 2/13/10.

Sunshine and Sorrow: John Riggs is still at Country Villa. He may be coming home 2/22/10.

Monthly Breakfast: Terry Collings announced that the "Last Thursday" club breakfast will be on 2/25/10 at Alice's. This will be the last opportunity to eat at this location as they are closing their doors.

Miscellaneous: Red Sickman received a pin for driving his Model A over 5,000 miles.

Reminders:

Record your mileage on the sign up sheet.

Doheny State Beach

by **Tom Endy**

Most residents of Southern California are aware of Doheny State Beach, located in Orange County's Dana Point at the mouth of San Juan Creek. It is a California State Park that was donated to the state by the late Edward L. Doheny Sr.



Doheny State Beach

Edward Doheny was a wealthy oil baron with oil holdings in California and Mexico. He was one of the richest men in the world and owned much of the coastal land around Dana Point. During the administration of President Warren G. Harding (1921-1923), Doheny was involved in what became known as the Teapot Dome Scandal.

The Teapot Dome oil fields in Wyoming and the Elk Hills oil fields in Kern County, California were federal oil reserves held by the US Government for use by the navy in time of war. Upon the election of Warren Harding in 1920, the new secretary of the interior, Albert B. Fall, solicited bribes from a number of oil barons for oil drilling rights on both properties. Edward Doheny was one such oil baron alleged to have paid a bribe to Albert Fall.

President Warren Harding died suddenly and mysteriously on August 2, 1923, two and a half years into his presidency. When the Teapot Dome Scandal was later uncovered Harding was already dead, but a number of his cabinet members, administration staff, and some oil barons faced federal prosecution. Albert Fall was convicted of accepting bribes and was sent to prison.

In 1929 Edward Doheny was also charged with bribery, however just before he was to testify his only son, Edward (Ned) Doheny Jr. was murdered. Ned Doheny (1894-1929) was also implicated in the bribery scheme, along with the man who shot him to death. The man,

his boyhood friend, Hugh Plunkett, turned the gun on himself and committed suicide.

This was the official story the police were made to believe. However, historians have speculated that other factors were involved, since several hours had transpired between the time of the two deaths and when it was reported to the police. Ned's wife and the family physician were present at the time the suicide occurred. It was also apparent that both bodies had been moved to another location.

As a result of the murder and suicide there was an outpouring of sympathy toward Edward Doheny and he was acquitted of bribery charges. Edward Doheny Sr. in his later years donated much of his wealth to philanthropic endeavors in Southern California, such as USC, the Catholic Church, and the donation of Doheny State Beach.

Ned Doheny's multi-million dollar mansion called Greystone Mansion, where the murder-suicide occurred still stands today at 905 Loma Vista Drive in Beverly Hills. It was built in 1928 at a cost of three million dollars. Ned's widow remarried a year after her husband's death and lived in the mansion until 1955. In 1965 the property was acquired by the city of Beverly Hills and today it is a city park.



Greystone Mansion in 1928

"The Teapot Dome Scandal" by Laton McCartney, published in 2008 (ISBN 978-1-4000-6316-1) is an excellent history of the scandal. ☺



Edward Doheny 1856 –1935

BITS AND PIECES
New Members
WELCOME TO ALL!!

Terence & Margaret Carey

1431 East Dorothy Ln.
Fullerton, CA 92831
(H) 714-879-4995
(email) careytap.att.net
1929 78-A Roadster Pickup

Edward & Christine Schaefer

2038 Loreto Place
Placentia, CA 92870
(H) 714-792-0244
(C) 714-201-2160
(W) 714-572-4390
(F) 714-792-0245
(email) eschaefer@enquipwest.com
1931 45-B Coupe (Standard) Driver

Gary W. Dial

(Returning Member)

513 East Santa Clara Avenue
Santa Ana, CA 92706-2958
(H) 714-953-6112
(email) garydial@dslextreme.com
1930 40-B Roadster (Standard)

Adam Wulff & Peggy Haslip

2540 E. Dalia Lane
Orange, CA 92869
(C) 949-338-0848 (Adam)
(C) 949-588-0946 (Peggy)
(email) jetpig05@yahoo.com
1929 76-A Open Cab Pickup

New emails

Diana Stewart & Bill Douglas

dfs813@att.net

(Correct the new roster on Diana's email)

Corrected emails

Tom Stehly

tomstehly@yahoo.com

Al Zannino

oldcarnut1@yahoo.com

**NEW CLUB MILEAGE RECORD
SYSTEM**

Carolyn Ratzlaff has agreed to keep track of the mileage records this year. She asks that you write on a piece of paper your name with a list of your A's and their mileage as of January 1st. Give the information to Carolyn at the meeting or mail it to her.

**DON'T FORGET TO TURN IN YOUR
MILEAGE!!!!!!!!!!**

Join us for good food and great
company...

Fourth Thursday Breakfast Bunch

March 25 -- 8:30 a.m.

Mimi's Cafe'

1240 N. Euclid Street

Anaheim 92801

714 535-1552

Info: Terry Collings...714 970-7194

Services for John Riggs

When: March 11, 2010

Time: 2:30 PM

***Where: Fairhaven Memorial Park
1702 Fairhaven Ave, Santa Ana,
CA***

(714) 633-1442

***As noted in "Sunshine & Sorrow"
please drive your Model A as a
tribute to John.***

Model A Ford

continued

delivering hot engine air, with all of the grease and fumes, directly into the passenger compartment. No, a present-day Model A, with the possible exception of the roadster, would find few cash-on-the-barrelhead buyers.

Fifth-wheel performance tests run at Riverside Raceway, California, bear out the above. The car in this instance was a cherry-maroon roadster, owned by John Wedberg, young Los Angeles stock broker, and in as near-new condition as five years of patient construction from new parts could make it.

With two aboard, the 1931 roadster, with a recommended engine red line of 2785 rpm, was put to acceleration tests. Pickup from zero to 30 mph registered 8.4 seconds in one test, 7.9 on the second, a zephyr-like headwind probably accounting for the difference. Acceleration from zero to 45 mph was 19.5 seconds in the first instance, 18.7 in the second. The normal 0-to-60 check proved simply impossible, inasmuch as the top speed which the \$3700 Model A could show was 58 mph.

From a standing start, the roadster ran one-quarter mile in 27.9 seconds, at 52-53 mph. Speed in gears, at 3000 rpm, were

21 mph in first, 32 in second, and 58 in third. Speedometer error, a factor seldom considered in a mass-production economy car such as the Model A's initial design, showed a true reading at 30, 43 at an indicated 45, 48 at an indicated 50, and 58 at an indicated 60. Miles per hour at 1000 rpm in top gear registered a true 20.

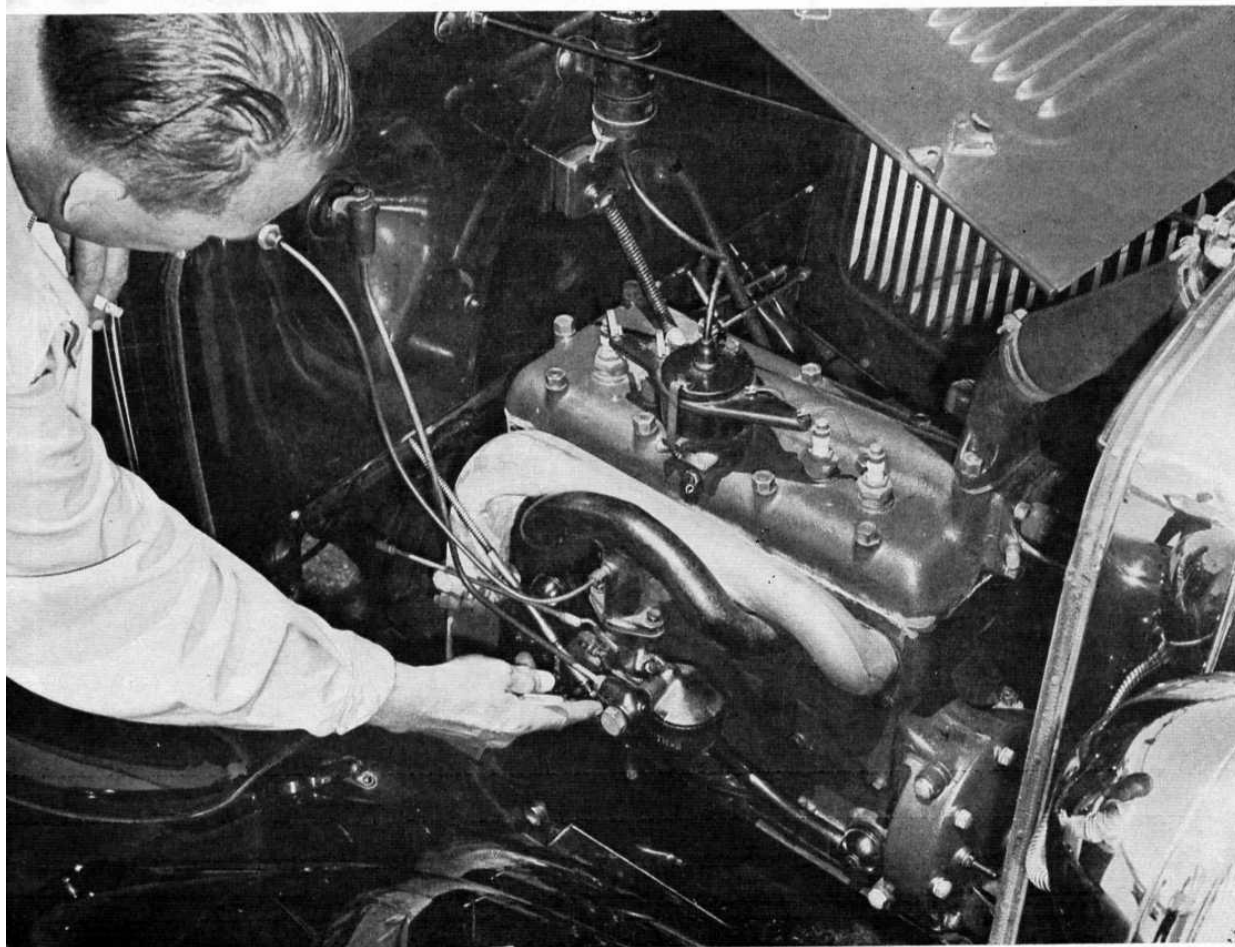
Model A brakes, stubbornly produced in mechanical versions only (although a half a dozen manufacturers had already switched to hydraulics), show unimpressive figures. Stopping distances from 30 mph were 33 feet, and from 58 mph (60 on the speedometer), 206 feet.

Indicative of the characteristics which would probably make a purchaser of a resurrected Model A think twice, was a strong tendency to oversteer, with the relatively short ratio of 2½ turns from lock-to-lock, a tendency to veer easily in high winds which only the Volkswagen of today can match, and a high noise level which would make ordinary conversation next to impossible.

Thus, the story of the Model A is one of a happy coincidence in circumstance in that every element of the little four-banger apparently held the same life expectancy as Emerson's famous one-horse shay. Built simply to capitalize on the record of the 17,000,000 Model T's which had preceded it, the Model A was never promoted as anything but an extension of Ford reliability into a more comfortable car.

/MT

200.5-CUBIC-INCH FOUR-BANGER WITH FOUR-TO-ONE COMPRESSION RATIO HAS ONE-BOLT CARBURETOR, AND GREAT SERVICE ACCESSIBILITY.



Mechanical brakes of the Model A don't give very impressive results. During panic stops side slew was pronounced, evidence that few mechanics could keep the mechanical brake cams precisely synchronized. Heavy brake drums dissipated heat rapidly and there was little fade.



1931 FORD MODEL A

2-passenger roadster

BASIC PRICE: \$475

PRICE AS TESTED: \$3700

RECOMMENDED ENGINE RED LINE: 2785 rpm

PERFORMANCE

ACCELERATION (2 aboard)

0-30 mph.....	7.9 secs.
0-45 mph.....	18.7
0-60 mph.....	30.1

Standing start 1/4-mile 27.9 secs. and 52 mph

Speeds in gears @ 3000 rpm

1st.....	21 mph	3rd.....	58
2nd.....	32		

Speedometer Error on Test Car

Car's speedometer reading.....	30	45	50	60
Weston electric speedometer.....	30	43	48	58

Observed miles per hour per 1000 rpm in top gear.....20 mph

Stopping Distances — from 30 mph, 33 ft; from 60 mph, 206 ft.

SPECIFICATIONS FROM MANUFACTURER

Engine

Flathead 4
Bore: 3.875 ins.
Stroke: 4.25 ins.
Displacement: 200.5 cubic inches
Compression ratio: 4.0:1

Gearbox

3-speed manual, non-synchro;
floor-mounted shift lever

Driveshaft

Torque-tube; single U-joint

Differential

Ring and pinion
Standard ratio: 3.77:1

Suspension

Front: Solid axle, with single transverse spring and wishbone
Rear: Solid axle, with single transverse spring

Wheels and Tires

Welded wire wheels
4.75 x 19 tires

Brakes

Mechanical

Body and Frame

Double-rail U-shaped side rails; separate body of steel over steel and wooden framework
Wheelbase: 103.5 ins.

MOTOR TREND/AUGUST 1962 31

This is the last of the six page article from the August 1962 edition of "MOTOR TREND" and we thank them for permitting us to reprint the article as originally published.

John Riggs The passing of a friend

Article by Richard Parrish

Photo by Tom Endy

On the morning of February 27, 2010 we lost a friend and valued member John "OH" Riggs. The OH is the abbreviation of a cherished nickname "Open Hood". He acquired the nickname from "Road side adjustments under the hood of his Model A and receiving the club hard luck trophy.

John passed away at age 89. He had been ill for the last several months and died barely 10 months after his wife of 68 years, Gwen.



John married Gwen when she was only 16 in November 1941. Pearl Harbor was bombed December 7th and John joined the Army Air Force to become a B17 bomber pilot. They had two daughters Janice and Sherry, two grandsons Scott and Dean and granddaughter Carrie and three great grand children.

John and Gwen joined the club in 1994 and immediately became involved in every activity available. My first remembrance of John and Gwen was a brunch at the Queen Mary in Long Beach. Here was a couple considerably older than me driving a Porsche 911. WHAT?

We soon discovered John had a very early 28 coupe built in 1927. He had it restored prior to joined the club and was soon winning trophy's at national meets. John was still working for his long term employer and friend, Homer Harvey, the owner of Harvey Aluminum.

The story goes that John worked for a well known yacht builder in Costa Mesa and was assigned to deliver the new boat to Mr. Harvey stay with him until all the bugs were worked out. Now this was a large boat and he remained for several months. The owner was most pleased with his boat and with John who complied with his every wish. To make a long story short, John was offered the position of captain of the boat which required substantial training and licensing.

John accepted and Gwen signed on as cook in what was to become a long and close friendship. They blended right in with the Harvey family. John commanded the ship on voyages to far and exotic places. Mexico, South America, Panama Canal, The Mediterranean were no stranger to the Harvey yacht with John at the helm.

Homer loved his yacht and after many years ordered another even larger one from the same manufacturer. John supervised the construction and was to again be the captain. A combination of a different class license and John's age would not allow that. Sadly, John retired from being captain but remained with Homer his friend and employer. He was entrusted with any number of essential assignments one of which was to make a mount for a canon dredged up in the Mediterranean which many have seen on John's front porch. John remained with Homer until 2 years ago.

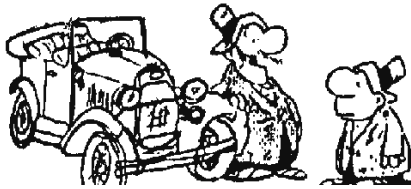
In 1994 when John stepped down as captain was when John and Gwen became a part of our Model A family. The club tours trophy shows them as winner year after year after year. John was president at least 4 years. They drove to Central Ca. Regional meet, Northern Ca. Regional meet, Death Valley, Wings and Wheels, Santa Barbara, Mexico, Hawaii, Portland OR, and all our local tours plus some sponsored by other chapters. Their daughter Janice and Calvin joined the club and drove Johns Coupe while John & Gwen drove their 30 Town Sedan. We're looking at Mr. Model A, again at the helm of the OCMAFC ship.

John took loving care of Gwen for several years when her health was failing and you would see them with the wheel chair tied to the spare tire enjoying the same experiences as always. What troopers. Gwen passed away barely 10 months ago and now we've lost John who delighted in his nickname and the attention we lavished on him.

He could work under the Model A with the best of us, even us "young guys". Some people say I drive too fast. I hardly think so since I could barely keep up with John. "How fast are you driving John"? The answer was always 55 mph, no matter what "our" speedometer read.

We will miss you John. No one can replace you "OH". Rest in Peace.

Richard and the rest of your Model A family.



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: 1930 45-B Standard Coupe.

Stored inside from 1978 to 2006. Runs and drives well. Has new water pump, new fan belt, new plugs, points & coil. 4 blade fan, green body with black fenders and yellow wheels. \$7500.00

Charles Ladd 714-827-7849

03/10



FOR SALE: 1930 Coupe Far as I can tell, the coupe is stock. The body is a grey-green with black fenders and running boards it was restored 12 years ago but has been parked indoors, not driven, for the past 10 years. Please call **Francis Blake, 714-871-7738** Car is located at: 658 Lemon Hill Terrace, Fullerton, CA 92832. jfblake06@sbcglobal.net . \$8000.00

03/10

FOR SALE: 1931

Fordor Sedan, with a 12 volt system and turn signals. This is the car that was driven from Oklahoma to California, a father and daughter, trip that was highlighted in the March/April 2008 issue of "The Restorer", Volume 52, Issue 6. Other pictures and a video are available. Driven everywhere-very dependable. Please call Curtis Buck 714-458-3180 03/10



FOR SALE: 19" Tires



4 used 4.75/5.00x19 white wall tires. These are to be used as spare or side mount only as they do not have DOT numbers so they are mid-70's manufacture. All have fair tread; side walls are yellowed but a few applications of "Bleach White" really brings out the white wall. Asking \$25.00 ea OBO + shipping from So Cal or pick up in Lake Forest. Additional photos of each tire on request.

Mike Watson

lexopolis@cox.net

12/09

FOR SALE: Model A items

AA Transmission, Rebuilt Zenith Carb, Rebuilt Water Pump, Rebuilt Distributor, Oval Speedometer, Starters, Manifold set, 8-leaf Rear Spring, and miscellaneous small parts.

Call Jim English, Whittier, CA
562-944-4726

01/10

FOR SALE: 1930 Closed Cab Pickup

H&H touring engine, Snyder high compression head, Weber carburetor. Chevy S-10 fully synchronized 5 speed transmission, Re-cored radiator. 4 blade fan, 12V electrical system with battery cut off switch, Alternator, Dual taillights, turn indicators, electric windshield wiper, electric fuel pump & CB radio. Early Ford hydraulic brakes. Temp. & oil gauge, second switch able gas tank. Good top, wind wings, rear bumper, driver fender mount spare, all good glass, wire wheels with near new Firestone tires, hinged lockable bed cover, even a dash mounted cup holder. Currently licensed- ready to tour. Cosmetics and paint to your color.

\$ 12K. For further info, contact John Pickrell 760-631-5720 or Dick Smith 949-770-6847 02/10



FOR SALE: Model A Ford Transmission

Excellent rebuilt transmission. Unassembled for buyer viewing. Assembly upon purchase. New bearings, gaskets, cluster, and idler shafts (with o-ring modification). The housing and rear bearing retainer have been bead blasted and painted Ford green. The main slider shaft has a new bearing sleeve pressed on. The input pilot shaft is the correct diameter. The cluster, idler, and both slider gears are original gears in excellent serviceable condition and all came out of the same transmission. Either the early or late bearing retainer will be provided as required. Tower not included. No trade in required. Money back guarantee. **\$350.**

Tom Endy 714-879-5861 tendy@socal.rr.com
Westminster, CA 03/10



SCAVENGER HUNT FOR HAITI DISASTER RELIEF

Saturday Feb 20

Twenty three of us started at 3 starting places and then gathered at the first clue for our instructions and answer sheet to fill out. We had to find the answers to 5 predetermined clues before lunch. Each clue gave us a reminder of the basic needs for recovery of the Haitian people: **Shelter, Medical, Emotional Support, Agriculture, and Clean Water.**

At the end people donated money equal to a specific item or items, or just a chose an amount. We collected



over \$800 and have promises for more. Any one who wishes to add to the project can call us and we can explain your options. Dorothy and I added \$5 to each correct answer sheet and will do

the same for additional donations. Our club board voted to add an additional 10% donation to each of the club member's gifts.

Those participating were: Bev Marsh and her friend Jean Rosenbaum, James and Chris Bush, Richard and Velma Riggs, Chris Foster and Evert Parker, Rick and Louise Hall, Richard Bolts and James Duff (Malei's son) Dianna Stewart and Bill Douglas, Don and Colleen Schmidt, Dale McCall, John and Dorothy Knox and their friends from the La Habra United Methodist: Rev. Brent Criswell, Bob Shoup, Bob and Jonell Cadman and Myron Bantrell. Also with is was Bill Beinbrech from the Whittier Model A Club. We had 8 model A's a T Bird and old 450 SL Mercedes. A good time was had by all. Although we had choices, all who donated decided to give it to the United Methodist Committee On Relief where 100% of all funds go directly to Haiti since church members already pay the overhead from their annual apportionments..The church lost 2 leaders in the quake who were already down there trying to help that country improve it's living conditions. Thank you to all who participated for this worthy cause!!

February 13 Electrical Seminar Report

Ten of us gathered to fuss with wires at the Knox home on February 20 with great success. Wayne Switzer fixed his turn signal ground wire; James Bush got his horn working. His car is a great example of an "Un-restored Original" He also tested his old spare generator and decided to get the generator that John was high bidder for at the Santa Anita A's auction. It came with a new cut out relay. Richard Riggs got his car timed correctly for the first time in a long time and has much more horse power. He also took apart his horn and found out that a few parts were missing and has ordered them. Bob Jeffries ate a lot of doughnuts but was a great help with his suggestions. Looking on and learning were Fred Rand and Bill Hatcher. It was helpful to have many ideas from those in attendance and pooling our knowledge (or ignorance) for the problem of my horn. Don Ratzlaff discovered that the center wire for the horn was corroded and therefore it was not springing up enough to make contact on the horn rod. We bent a small piece of #12 wire and stuck it in the connector and now it contacts the rod. He also discovered that the wire connected from the light harness to the terminal box was not tight enough to be consistent and we put a double nut on the post to hold it more securely. I will do this on all my terminal box posts in the future.

Photos: Dorothy Knox



Name Badges: If you ordered a name badge or you have not received a name badge you ordered please email John Knox making the request. The typing of your name will be as you request it. Knoxbox59@aol.com

Scholarship Update

I received a letter from Matt Plotkin. He is a recipient of our 2009-2010 OCMAFC Scholarship and Sheila Plotkin's grandson.

"Thank You for my 2009-2010 Model A Scholarship. I have completed my first quarter at the University of Washington with a few challenges. I was in a bicycle accident on November 12, broke my elbow which required surgery and caused me to miss ten days of classes.

Enclosed you will find my transcript as requested. I also thought you might enjoy a photo of my Dad and I with our two Model A's.

Second quarter started January 4th, 2010. I am enrolled in Calculus, Russian and Physics. Your scholarship money has really helped me out a lot.

Thank You

Matt Plotkin"

This fulfills the requirements for him to receive the second installment of \$500. to complete his scholarship.

Dorothy Knox, Scholarship chair, retired





General Meeting

7:30 PM

[Second Thursday of every month]

[Board Meeting at 6:00 PM]

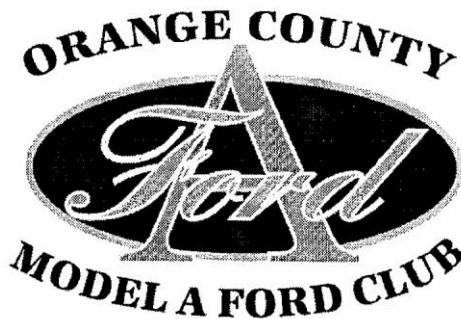
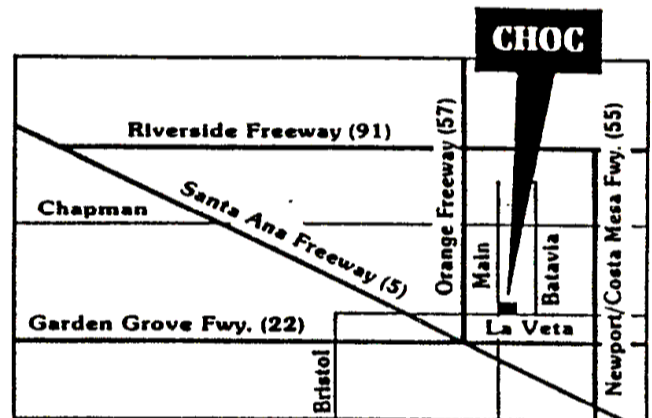
March 11, 2010

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***
- **March 30, 2010**
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