

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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WINGS & WHEELS 2010
Santa Ynez, California

2010 BOARD MEMBERS

President—Mark Schwing
714-970-1696
mschwing@earthlink.net
VP/Activities—TBD
Secretary—Tissy Hatcher
714-431-1119
billo_hatcher@yahoo.com
Treasurer—Joe Goff
949-768-4627
joe@abt-tax.com
Technical—Gerald O'Brien
(With two co-directors-see below)
714-777-0771
ylgarden@aol.com
Editors – Peter & Ana Hyland
714-633-5797
newsletter@ocmafc.org
Immediate Past President
Don Miller 562-431-6494
donfmiller1@verizon.net

COMMITTEES

ACCC Representative-
Larry Conkol 714-535-1411
Breakfast Committee-
Terry Collings 714-970-7194
mtcollings@sbcglobal.net
Club Greeter-Doris Marshall
310-378-5061 dandd51@gmail.com
Election Chairperson-
Kathie Mc Call 714-633-0946
dkmccall@socal.rr.com
Historian & Librarian-
Richard Parrish 714-999-0611
rcp1937@aol.com
Merchandise Director
Cathy O'Brien 714-777-0771
ylgsrden@aol.com
Pancake Breakfast setup & Coordination-Mark Schwing
714-970-1696
mschwing@earthlink.net
Raffle-Richard & Jeanne Parrish
714-999-0611 rcp1937@aol.com
Refreshments-Colleen Schmidt
714-524-2659
dt_schmidt@sbcglobal.net
Regional Representative-
Bev Marsh 714-373-9769
onebootscooter@yahoo.com
Scholarship Committee
Joanie Harris 562-431-9630
trinkets6@verizon.net
Sheila Plotkin
714-962-2117
Carolyn Ratzlaff 714-529-5062
wadedon@pacbell.net
Sunshine & Sorrow
Jeanne Parrish 714-999-0611
jprp60@aol.com
Swap Meet-Larry and Gerry McKinney 714-963-2724
lgmcspeed@verizon.net
Technical Committee-
Bob Jeffries 714-529-6216
John Knox 562-697-2545
Knoxbox59@aol.com
Web Master-Chris Enright
949-481-8780
webmaster@ocmafc.org
Web Site Info Entry-Lew Lewis
417-368-0191
hgalewis@centurylink.net

Notes from Your President

Mark Schwing. . .



August 2010

President's Letter

I am writing this column while in my hotel room in Vancouver, BC, at the MAFCA convention. So far I have seen OCMAFC members Pete & Judi Dwinger, Greg & Fran Earhart, Tom Endy & Lynn Neal, Richard & Louise Hall, Dale & Kathie McCall and Richard & Jeanne Parrish with daughter & son-in-law as well as grandson Cody. We all have seen Glenn & Sharon Johnson as well as Robert & Patricia Ferazzi.

The trip to Canada was uneventful for us and as I understand for our Model A drivers as well. We spent three nights on the road stopping in Morgan Hill, CA, Center Point, OR, and Kirkland, WA. Naturally Eileen had to spend about three hours in the lace museum in Sunnyvale. We also stopped at the Mt. St. Helens visitor's center and spent sometime in the Pioneer Square and the Space Needle areas of Seattle.

As we came into the Bay area on 101 it was obvious that the freeways are in much better condition than in Orange County. I'm not sure why but the highway dollars just aren't flowing into Orange County. There is a lot of construction in the Bay area and on I5 in northern California, Oregon and Washington. Oregon seems to be replacing a lot of the older bridges on I5.

Eileen noticed many farms which appeared to be abandoned and in the cities we could see businesses that had closed. The economy is impacting everyone everywhere.

The weather for this week is supposed to be in the low 70's with very little or no rain. It does seem humid when

outdoors and a light sweater or jacket is appropriate for evening walks.

The Lions Gate Model A Club, as the host club for this convention, has done a superb job of organizing the event. If there was any fault at all, the hotel is probably a little small for the number of Model A conventioners they received. The welcome party is split between two rooms and the farewell banquet is in a different hotel due to the greater than anticipated response. I think they expected 300 couples but have somewhere over 450 or so registered for the convention.

The raffle/hospitality room is well stocked with sodas, water, coffee and cookies. The selection of raffle prizes is probably the best I have seen at any Model A event. Every major supplier of Model A parts is well represented with prizes and gift certificates. Many additional prizes were donated by MAFCA chapters and individuals. I donated two restored distributors and bell housing with brake & clutch peddles in the name of OCMAFC. I have to give credit to Tom Endy for some of the restoration work on these items.

The number of Model A's actually in attendance is not as great as at some of the meets and likely doesn't exceed the number we see at our annual Pancake Breakfast. I expected a smaller count based upon the location of the event. We are about 30 miles from the U.S. border. The changes one immediately sees when coming into Canada are that all dimensions and speed limits are in the metric system. The main highway speed limit was 100 km/h. The most surprising thing is that our U.S. unlimited cell phones plans don't apply here. On my AT&T Apple 3Gs phone rates go to \$0.79 per minute and long distance is not free. Fortunately the hotel has free internet so Eileen and I have switched to communicating via email.

Hopefully we will get some good photographs for a slide show at the August or September club meetings. See you all there.



Activity Schedule

(NOTE: * = UPDATED INFORMATION)

NEXT MEETING: Aug 12, 2010

7:30 PM at CHOC

Pot Luck Starting at 6:30

Please see last page for details

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

August 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

Aug 26th (THURS) 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. This is a great chance to work on a sedan that will one day sit in the MAFFI museum. It is also a way to mingle with (or make new) friends in the Southern California Region.

SEP 2nd - Sep 7th, (THURS-TUES) 2010 APPLE HILL MEET - HANGTOWN A'S We get to hang out with Glenn & Sharon Johnson who personally invited us!! Register early. We leave from Coco's in Brea on Sept 2nd. We stay in delightful spot along Highway 49 on the first day. Sign up at our meeting so we can reserve enough rooms for the trip up and back. Extended trip for those who wish to come back by way of Mammoth Lakes. John & Dorothy coordinators
REGISTRATION FORM at MAFCA website calendar or from John Knox.

Sept 18th (SAT) International Model A Day celebration picnic TBA

Sep 25 (SAT) Cruisin' for a Cure

11th Year Anniversary

Pre-registrations are flowing in daily so don't miss out on the first 1,500 pre-registered Meguiar's Goody bags and Budnik wheel drawing. Watch for our brand new GOLF CART give away graciously donated with the help of Larry Volk of BEST GOLF Inc. We will also give away a ZZ4 Deluxe Motor from Connell next year, plus many, many more great prizes.

Information? www.cruisinforacure.com

Oct 2 (SAT) Progressive Brunch.

We need a volunteer (or two) willing to be a host for Progressive Brunch. We need to provide the place for the main course and for desert. For any questions (or to volunteer!!!) please call Sheila Plotkin at 714-962-2117

Oct 9 Old Ridge Route Tour This tour is being planned by Drain Marshall. Details will be forth coming as they are developed.

Nov 4th-6th (THURS-SAT) Palm Springs Follies. The cost is \$49.00 per person. Please pay Bev Marsh at the August or September meeting in order to reserve a seat. Does anyone want to lead a tour during the day on Friday.? We will save Saturday for individual shopping and/or sightseeing. Make your room reservations NOW . Call the Royal Sun Inn (800) 619-4786. Sheila Plotkin has reserved a block of rooms. Ask to be put with the O.C. Model A Club. Tour will leave Thursday, Nov. 4th at 9:30 so we can arrive at Billy Reeds for lunch. Meet at the Sear's parking lot in Orange just north of Trader Joe's.



K.R. Wilson Tools, A Corporation in Small Town America

K.R. Wilson, Inc. was founded by the late Kirke R. Wilson in the village of Arcade, New York in 1920. Following his death in 1948, the corporation, under the leadership of his brother and sister, carried on the machine tool and special automotive tool business. Over time the business concentrated more on hydraulic equipment and less on automotive repair tools. Finally it was sold to outside ownership and lost as a separate entity. But while it functioned under K.R. Wilson, it was responsible for efficiently keeping millions of Ford cars on the road.

The rise of the firm and its significance in America's industrial development is a most unusual saga. Kirke R. Wilson's automotive experience began with the early steam and gasoline driven cars. During 1905 through 1907, he operated the first modern garage in Arcade. He held Ford, Buick, and Michigan "40" dealership franchises from 1909-1911, and in addition sold and installed gasoline lighting systems over an area of 100 miles. Manufacturing of Ford automobile accessories was carried on for a year in Arcade, and then transferred to Buffalo where the business was to continue at 732 Main Street until 1915. During 1918, he designed the first "Service Tools" for Ford cars and also did servicing of cars at his garage at 1018 Main Street, Buffalo. During this period he hired his tools made at 10 Lock Street, in the same city, and there he eventually set up his office.

K.R. Wilson continued to invent, perfect and manufacture these Ford service tools increasing quantities, selling to Ford dealers through direct mail advertising and displays at auto shows. Meanwhile, he resolved to erect a factory in Arcade. This new industry was opened August 3, 1920, and consisted of a machine shop and foundry. In 1923, he added another building; and this was repeated in 1924, 1926, and 1927. In 1921, there appeared from the Wilson plant the famed KRW combination machine that revolutionized the methods then used for rebuilding Ford engines. "With this machine" reported an observer, "it was made so easy to re-bore crank shaft and camshaft bearings that the Combination became as indispensable to Ford dealers as anvils were to blacksmiths."

During the years 1925 and 1926, K. R. Wilson sold the Ford Motor Company, and Henry Ford himself, the idea of a complete service system for Ford's franchised garages and agencies all over the world. The story is told that Mr. Wilson was visiting a small Kansas town in 1926 when he received a wire from the Ford organization to report to Detroit for consultation. The Kansas train station there was not a scheduled stop for a certain Santa Fe passenger train but Wilson was determined to reach Michigan as soon as possible. He built a bonfire upon the track by burning newspapers and with the additional aid of a lantern flagged the train to a halt. The conductor was exceedingly angry over the delay and the many laws that Mr. Wilson had violated, but he allowed him to get aboard. The next day he reached Dearborn, Michigan, where he met Henry Ford. During his stay with the great industrialist, K.R. demonstrated what his tools would do and a bargain was struck which united KRW tools with the Ford Empire. Through all these years, K. R. had the invaluable advice and technical skill of his brother, Frank C. Wilson, and of Grant Sillman.

The Wilson firm stayed in close collaboration with the Ford firm for a quarter of a century. In 1948, the Wilsons achieved what was hailed as a near-miracle of manufacturing when they designed and manufactured complete sets of desirable service tools for all Ford branch schools in just 21 days from blueprints to finished units. This achievement was necessitated by the appearance of an entirely redesigned motor car, the 1949 Ford. Once these tools were accepted, sufficient sets were produced in less than five months and delivered to 85% of the Ford dealerships in the United States. Wilson produced hundreds of thousands of special tool items for every model of Ford, Mercury, Lincoln, and Ford trucks, and these KRW products are scattered all over the world.

To Frank C. Wilson goes the credit for the design and production of the first of a complete line of hydraulic presses that were originally developed for garage use. These first units were hand-operated and were sold to assist dealers in the many bending and straightening operations required of garage men. These presses were brilliantly designed and found ready acceptance within a few years. Mr. Wilson modified and improved these devices until he produced a line of hydraulic power presses rated to hundreds of tons capacity for all types of manufacturing operations. Many of these larger units were shipped under Lend-Lease to allied governments all over the world in the early 1940s. The K.R. Wilson facilities were involved 100% in war production after 1941, and during the following years the firm produced thousands of different types of tools and hydraulic presses for all branches of the Armed Forces. The Wilson designed and built shell loading presses that enabled ordnance workers to load artillery shells and incendiary bombs far faster and with a greater degree of safety than ever before. It is of historic interest to note that the incendiary bombs dropped on Tokyo by Jimmie Doolittle were loaded on Wilson's shell-loading presses. It is further a part of the firm's war record that every Navy ship of the line housing a machine shop was equipped with a KRW press.

In addition, the Wilson factory in Arcade built one of the first successful mechanical refrigeration systems under the trade name of "Mechana-Kold". Other prominent products were gasoline engine driven generating systems, gasoline engine driven industrial power units and marine engine conversions for boats.

After World War II, the firm continued the manufacture of service tools and the building of custom presses used in many branches of industry from aircraft to woodworking. These post-war presses were made up to a rated 800 tons capacity.

The main office of the firm was moved from Lock Street to 215 Main Street, Buffalo, where the business was conducted under the personal supervision of Mr. Wilson until his death on September 25, 1948. Mr. Wilson died at the age of 59 while on a business trip to Detroit, and was buried at Arcade. In addition to his Arcade holdings, Mr. Wilson held extensive oil properties in Pennsylvania, and owned the Marsh Valve Co., Inc., Dunkirk, N.Y. At various times in his eventful career he had ownership of other industrial plants. This engineering and inventive career which began with his interest in repairing bicycles in his youth, rose to heights largely because of Kirke R. Wilson's almost limitless determination and his power to work up to twenty hours a day, if need be. The industry that he founded has been one of the more important economic factors in the business life of Arcade, and furnished employment to hundreds during its thirty-seven year career.

Adapted from Progress with a past, Arcade 1807-1957 by Harry S. Douglass and borrowed from MAFFI whose web site is: www.maffi.org/articles

Los Angeles Water

By Tom Endy

In the latter half of the 1800's Los Angeles was a dusty little community that for the most part was starved for water. This single factor alone would have prevented it from becoming a major city. Right after the turn of the century the Los Angeles city council embarked on a plan to bring water to Los Angeles from the Owens Valley, located north of the city, through a 233 mile long aqueduct.

William Mulholland was appointed city engineer and given the task. The aqueduct was constructed and completed in 1913.

Politics and greed were a major factor during the planning and construction. Many well known historical figures became wealthy over land speculation.



William Mulholland 1855-1935

By 1928 the Los Angeles Aqueduct had completely drained the Owens Lake. In 1924 construction of the St. Francis Dam was begun to store water from Owens Valley in case of a drought or damage to the aqueduct. The dam was complete by 1926.



The St. Francis Dam in 1928

A few minutes before midnight on March 17, 1928 the dam collapsed. It sent a wall of water estimated to be 150 feet high racing through Francisquito Canyon. Turning west it continued down the Santa Clara riverbed. The towns of Valencia, Newhall, and Santa Paula were flooded. The death toll was estimated as high as 600, although a full count could never be determined. Only 450 bodies were ever recovered. The onrush of water continued west toward the ocean and emptied into the Pacific just past the community of Montalvo, 54 miles from the dam. Bodies were found in the ocean as far south as the Mexican border. Over the years since the disaster bodies are occasionally discovered during construction excavation. Bodies were discovered in Newhall as late as 1992.



Remnants of the dam after the collapse

William Mulholland blamed himself for the disaster though he was not officially held accountable. He resigned his position as city engineer and for the remainder of his life was reclusive. Mr. Mulholland's place in history is assured. He is the man who brought water to Los Angeles and he did not personally profit from it. Mulholland Drive, a major highway in Los Angeles, is named after him.

The cause of the dam's collapse was attributed to geological instability of the canyon walls where the dam had been placed. Most modern geologists agree that it was not possible to make that scientific determination in 1924.

The St. Francis Dam was never rebuilt. Today there is little that remains. Over the years much of it was demolished by dynamite. However, visitors to the area, five miles north of Newhall, can still find traces of concrete and metal railings. †

Wings and Wheels 2010...A First version

By Don Ratzlaff

Did you know the annual “Wings and Wheels” event was held early in July? It was a 2 day event held at the airport in Santa Ynez, CA. We had a great time and I want to tell you all about it. I don’t know how many club members originally signed on to attend but, when the departure day (July 15th) finally arrived Carolyn and I, in our ’29 Tudor, were joined by Ed and Patty Coté, Bev Marsh and Shelia Plotkin, and Joanie and Bruce Harris all driving their modern cars. Ed and Patty decided to drive tandem with us while the others proceeded directly on to Santa Ynez. We left at 5:30 am Friday morning traveling west on Imperial Highway to hook up with highway #1 North to the #101 and on to Santa Barbara, CA. There we took highway #154 over the San Marcos Pass to Santa Ynez, CA where we met up with Bev, Shelia, Bruce and Joanie. Outside of some overheating going up the pass, the Model A ran flawlessly. The distance proved to be approximately 150 miles and the trip time was approximately 6 hours including a stop for breakfast and a short wait on highway 1 for a fatal accident to clear. We all registered for the event Friday afternoon, checked in at Pea Soup Andersons Lodge in Buellton, Ca and that evening, lounged poolside with our crackers and wine while visiting with other antique car owners. Saturday morning we met for breakfast and proceeded to the airport to take part in the scheduled car tour of the local area. All touring cars were asked to provide room for “pilots and friends” needing “tour transportation”. Our riders turned out to be the owner/pilot of a 1936 “Tiger Moth” open cockpit, bi-wing airplane thus guaranteeing us a reciprocal ride in his plane Sunday morning. The car-tour involved the following:



1) a tour of the Everhoj Museum in Solvang, CA, featuring early history of Solvang and Danish culture and art, 2) a tour of the “Flag is Up” horse ranch owned and operated by the original Horse Whisperer, Monty Roberts and 3) a “miniature donkey” breeding ranch owned by Linda and Chad Marchi. As part of the tour, a picnic lunch was



provided for in a rustic park setting amongst a stand scrub oak trees.

Saturday evening a barbeque supper at the airport was hosted by the “wings and wheels” organizers and was enjoyed by all attending. Sunday Morning a breakfast, featuring Danish Ebelskivers (pancakes) and sausage, was served up at the airport hanger; after which rides in the participating airplanes were offered. Carolyn, Patty, Ed and myself all received rides in the “Tiger Moth” bi-wing. So thrilling, sitting behind the propeller of an old plane, the wind blowing through your hair and the countryside sliding by beneath the wings. The event attracted 36 “old” cars and 7 “old” airplanes and, of course, all the friendly people that come with the cars and planes. All in all it was a very relaxing and enjoyable weekend; sorry you missed it!



You will have an opportunity next year on the weekend of July 17-19 2011.

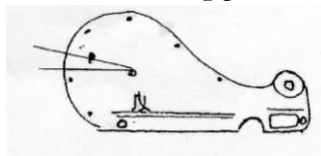
The Garage by Cal Rose

The Model A distributor advances 20 degrees from full retard to full advance while the Model B **distributor only advances 10 degrees. This means** that there is a difference in the timing pin location on the timing gear cover.

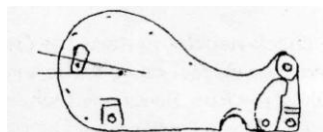
I have located three different timing gear covers and will try to explain the differences between them. Besides the timing pin location, there are several other differences between covers. The front motor mount was changed and the generator mount sits a little higher.

The covers appear to be interchangeable and could cause timing problems if you wind up with a Style 3 cover and you are using a Model A style distributor.

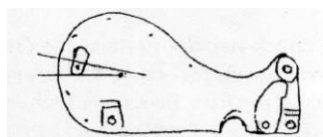
Look for a raised oval boss on your timing gear cover: the Style 2 and 3 covers have this boss while the Model A cover has only a small, round boss where the timing pin is located.



Model A timing Gear Cover



Model B timing gear cover with timing pin location for Model A distributor



Model B timing gear cover with timing pin location for Model B distributor

This article is courtesy of Cal Rose and is “borrowed” with thanks.

Sunshine & Sorrow



By Jeanne Parrish

Get well wishes go out to John Knox. He has had back surgery and is really doing very well so quickly. He must be "Born Ford Tough"!! We wish him well and hope to see him real soon.

Sorry to report that Wayne and Martie Wiedle had their car stolen just before they were to leave for Vancouver and Martie's purse was in it! Credit cards were taken and used. They had to cancel their trip and take care of the problem. Sure hope all turns out OK.

Please keep Cliff Barker in your thoughts and He has had a stroke. He and wife Joanne are new members. Cliff, we wish you a speedy recovery and hope to see you soon.

SWAP MEETS

Aug 8th (SUN) Long Beach Swap Meet at Veterans Stadium

Aug 22nd (SUN) San Fernando Valley Model A & Model T Clubs Parts Exchange from 6:00A.M. until 12:00

P.M. The location is Rancho San Antonio, 21000 Plummer, Chatsworth, CA. For details please call Dave Patterson at 1-818648-6982

Sep 12th (SUN) Long Beach Swap Meet at Veterans Stadium

COVER PHOTOS

The cover photos were all taken by either Don or Carolyn Ratzlaff. Please be sure and read both articles on “Wings & Wheels” elsewhere in this issue

WINGS AND WHEELS TOUR...A SECOND VERSION.

By Joanie Harris

Bev Marsh, Sheila Plotkin and Bruce and Joanie Harris left Coco's on Friday 7-16. We had a caravan of 2. We were in modern cars, leaving for our tour in Santa Ynez. The weather was cool, sunny and had some rain during our trip. We arrived at Buellton to the Anderson Motel (with no stops) and no chance of a modern hard luck trophy.

Others in attendance who arrived later on Friday and Sat. were. Don and Carolyn Ratzlaff, Drain and Doris Marshall and Ed and Patty Cote. We were also happy to see Doug and Giselle Marsh who joined us.

We had a good group Friday evening Happy Hour at the motel. All joined in and we shared yummy appetizers, stories, jokes and lots of laughter. Later as many yawns were heard, we all left for our respective rooms for some sleep. Sat. morning after partaking of a continental breakfast at the gazebo we left for the Santa Ynez Airport for our tour.

1st stop was Elverhoj Museum where we enjoyed some coffee and Danish rolls... then a tour of the museum. It was very interesting and we saw a lot of Danish history and memorabilia.

2nd stop: We arrived at the Miniature Donkey Breeding Ranch.....what a treat, there were donkeys from 5 days old to 2 weeks and up, including their moms with other moms expecting. We were able to be in the corral to pet and enjoy them all.

3rd stop: We visited The Flag is Up Farm... this is where they train thoroughbred horses without breaking them with whips and other means. We learned that Monty Roberts a famous horse whisperer does the training with his expertise of gentleness. We saw many beautiful horses and got to pet them over the fence of course. It was very enjoyable.

Last stop...We had a picnic lunch at Nojoqui Falls park. We had packed lunches with a variety of delicious sandwiches, with all the extras, including our choice of drinks. (Cold sodas that is)...What a great ending for a fun day.

We returned to our motels for lunch and for some R & R. We needed to get ready for our BBQ at Santa Ynez Airport. Back to the airport we went for a wonderful catered affair of tri-tip, chicken and a selection of salads, baked beans. We had cold lemonade, tea and coffee. As we ate we had entertainment from two great ladies who sang the songs of the past for our enjoyment. After carrot cake for dessert, we were all truly satisfied.

Our thanks to the Santa Ynez Valley A's for another awesome tour, lunch and BBQ.

Also, thanks to all of you who attended the Wings and Wheels Tour, you all made it a special time by being there.

THOUGHT FOR THE DAY

It's not presents and festivities we remember from the past; it's the joy of togetherness that makes the memories last.



Fourth Thursday Breakfast

(By Don Ratzlaff)

Well now, all you “late risers” missed a really nice gathering the morning of July 23, 2010. As you probably know Terry Collins has been setting up breakfast reservations at various restaurants in and around Orange County for some time now. The subject breakfast was had at “Alice’s in the Park” in Huntington Beach and if events go as planned it will be the last. The restaurant’s lease has not been renewed by the city; plans for new, higher revenue, establishments are underway. Anyway, we had a nice turn out and were all served a good breakfast; is this a great idea or what? I know you would have enjoyed it as witnessed by the photos included below. See you next month at a restaurant to be noted in the Distributor newsletter.



Join us for good food and great company...

Fourth Thursday Breakfast Bunch

Thursday, August 26 8:30 a.m.

Collings' Café

4745 Devonport Circle

(Mel & Terry's house)

Yorba Linda 92887

**Please RSVP: Terry Collings...714
970-7194**

PAUL STEED

Paul and family left Villa Park for a new life in Hawaii on the big island. We wish them well-living in Hawaii, which isn't all bad, as the picture directly below will attest. This is what they have to look at and it's too bad that those of you not receiving “The Distributor” electronically cannot really enjoy beautiful color in all its glory.

Best wishes from all of us in the OCMAFC

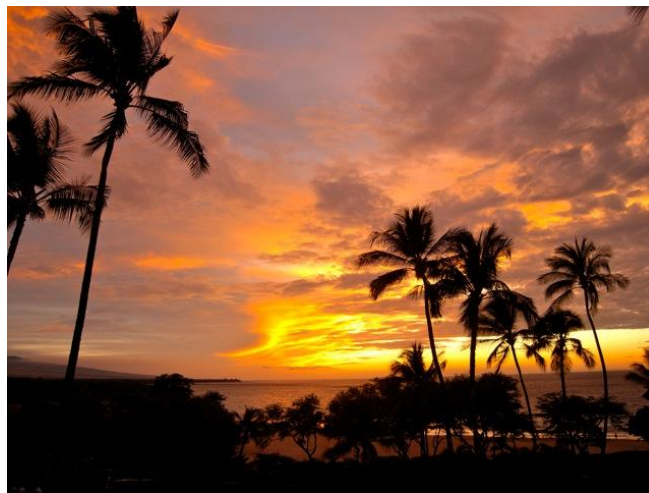
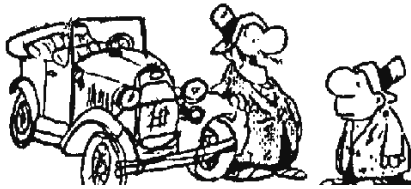


Photo by Patty Ferazzi taken Hapuna Beach



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: 1928 Phaeton. Restored about 20

years ago and hauled the family around to various events. We're all too big now plus kids are in college. Looking for the next family to take over. No



mechanical modifications done. Runs great. \$23,000.00. Kevin Vidal, Huntington Beach. 714-310-9158. RKVIDAL@gmail.com 08/10

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 Model A Sport Coupe

Exterior Color –Body Red, Fenders Black
Top Color –Black, Interior – Wool Tan Tweed
Interior Body Color –Red, Rumble Seat,
Hydraulic Power Brakes, Carb. 2-Barrel Weber,
Electric 12 Volt, Transmission Stock 3 speed Manual,
Engine Rebuilt 12 years ago approx. 5,000 miles
Restored 12 years ago. Receipts for all work done.

VIN #A3854235

Price \$13,000.00 or

Best Offer

Contact –Jim

Lemmerman

63 Fuente, Rancho

Santa Margarita,

CA 92688

E-mail – jrlem@sbcglobal.net

Phone # 949-291-1130

05/10



FOR SALE: 1930 Standard Coupe



If you're interested call Kenny in Long Beach at 562-234-4451. (No other details at this time except I have several other photos. Ed.)

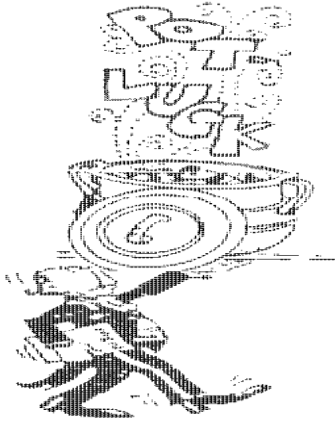
08/10

FOR SALE: B Head & Other Parts

Probably the best "B" head for a Model A engine you will ever see. New "B" water pump and a complete set of gaskets for rebuilding your Model A Engine, including the gasket for the "B" head and water pump. Water pump lists for \$192, Gasket for the "B" head lists for \$30.95, List for "B" head is in the \$300+range. You can figure out the rest with the cost of a complete gasket set. I'm asking \$400 for EVERYTHING.

Charles Cohen 562 431 3645

06/10



- **Deadline for next *Distributor***
- **August 30, 2010**
- Type or write all articles and advertisements and e-mail to: newsletter@ocmafc.org
Or 244 No. Goldenspur Way,
Orange, CA 92869-4422

General Meeting

[Second Thursday of every month]

August 12, 2010

(Pot Luck at 6:30 PM in the regular meeting room followed by the meeting at 7:30pm)

Bring your favorite dish

A-M bring Main Course

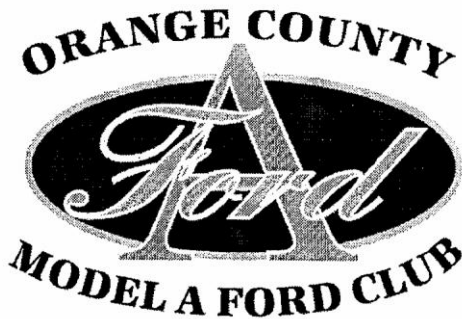
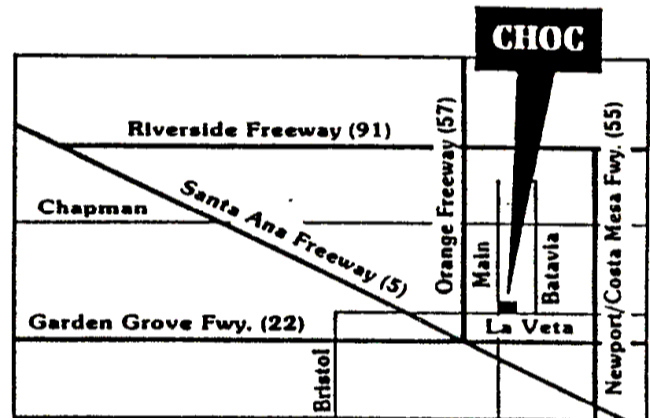
N-Z Bring Salad or Desert

CHOC Hospital Complex

455 South Main St. Orange CA

Drive your A's!!!

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.



Post Office Box 10595
Santa Ana, CA 92711

First Class Mail

Web Site: www.ocmafc.org