

"The Distributor"

Orange County Model A Ford Club

Our 51st Year



Editors: Peter & Ana Hyland

May 2012 Volume 52 Number 5

Sunday, May 20, 2012
Rain or Shine **8am-11am**

51st Annual Orange County Model A Ford Club Pancake Breakfast

**Bring your Model A, your friends and your appetite
for a morning of food, fun and fellowship**

HART PARK, 701 S. GLASSELL ST, ORANGE

PREMIUM RAFFLE

In addition to our usual great raffle

**4 Goodyear 19 in. Black Tires
4 Goodyear 21 in. Black Tires
Snyder High Compression Head
Model A Trunk
Large HD Flat Screen TV**

**Donation: Adults \$5
Kids \$3**

**Breakfast 8am-11am
Pancakes, sausage, eggs,
juice & hot coffee**

**People's Choice Car Judging
Trophies Awarded**

300+ Model A's on display

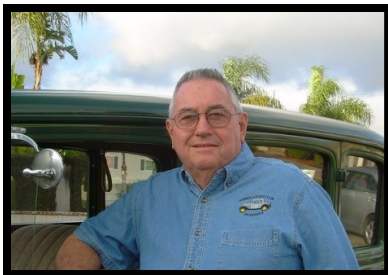
For more info contact Frank Reese at (714) 348-2507

2010 BOARD MEMBERS

President—Richard Parrish
714-393-8582 rcp1937@aol.com
VP/Activities—Walt Otto 949-497-2858
waltotto@hotmail.com
Frank Mowrer 949-581-7621
franks25t@hotmail.com
Secretary—Tissy Hatcher 714-431-1119
billo_hatcher@yahoo.com
Treasurer—Joe Goff
949-768-4627
joe@abt-tax.com
Technical—Rick Hall 714-282-0499
email:rickandlouise@socal.rr.com
Editors—Peter & Ana Hyland
714-633-5797
newsletter@ocmafc.com
Immediate Past President
Mark Schwing
714-970-1696
mschwing@earthlink.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
dkmccal@socal.rr.com
Historian & Librarian- Dick Smith
949-770-6847 modeladick@yahoo.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- TBA
Refreshments-Colleen Schmidt
714-524-2659 dt_schmidt@sbcglobal.net
Regional Representative- SCRG
Carolyn Ratzlaff 714-529-5062
wadedon@pacbell.net
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
John Knox 562-697-2545
knoxbox59@aol.com
Web Master-Chris Enright
949-481-8780 webmaster@ocmafc.com
Web Site Info Entry-TBA



President's Letter May 2012

Ready or not here we come. The 51st OC Pancake breakfast May 20th, only days away.

Frank Reese is our breakfast chairman and is pulling it together after an overwhelming members vote to reactivate our popular event. He needs a commitment from each of you to back up your vote and make it another success to be proud of.

OK, there is more to OCMAFC than the breakfast. Read our *Distributor* this month and every month. Rick Hall can help you with technical problems. Call him and attend his seminars. If you have a specific need maybe he will set up a club seminar to fix your problem.

Walt Otto and Frank Mowrer have tours both short and long coming up. They can always use your suggestions. Remember that place you said "This would make a great Model A tour"? Is your picture in the web site roster?

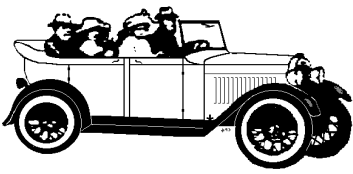
Do you attend the 4th Thursday breakfast, the 1st Saturday breakfast, eaten at Polly's before the general meeting, gone to McDonalds for a mocha after the meeting? There is so much going on with good friends. Are you missing out, or do you prefer to read about it in *The Distributor*?

With this warm spring weather, I'm hard at work preparing the Town Sedan for the long trek to Marquette Michigan for the MAFCA National Meet in June. The new Goodyear tires are being installed on the powder coated wheels, the engine is being changed out, brakes checked out, a battery cut off switch installed, a firewall insulator installed to go with that new air conditioner I'm installing.

It looks like a four week trip with driving both ways, most of a week at the convention and another week at the Henry Ford Museum in Dearborn. The McCall's and Cote's will fly in and join us for the convention and museum.

Tune up and shine up your "A" for a summer of great fun!

Richard



Activity Schedule

NEXT MEETING:

May 10, 2012

Deadline for next *Distributor* is May 30, 2012

Type or write all articles and ads and e-mail to:
newsletter@ocmafc.com or prhyland@att.net

Or mail to: 244 No Goldenspur Way,
Orange, CA 92869-4422

2012 Tour/ Activities Calendar

**May 3 Board meeting 7:00PM at
the office of Lisa Bannister**

Bannister Insurance
305 17th Street
Huntington Beach, CA 92648

May 5 (SAT) First Saturday Breakfast

B S Session— Nikko's (New name—
Same place as always) on Chapman Ave in
Orange.

**May 20 (Sun) 51st Orange County
Model a Ford Annual Pancake Break-
fast is Back!!! Hart Park in the City
of Orange beginning at 8:00 AM.
Come one-Come all and enjoy. See
club web site (www.ocmafc.org)for
Flyer and other information.**

***May 25 - 28 (FRI. - MON.) 50th NCRG
Roundup, in Sonora, CA**

**May 26 (Sat) - Technical
Seminar at Tom Endy's
garage. Subject: Electrical
Troubleshooting.** Bring your car
and a test light! Tom's address: 5881
Iroquois Rd. Westminster, CA 92683
Start Time: 10:00 a.m

**Jun 24 (SUN) Henry Ford
Picnic in Santa Fe Springs**
(We should try to attend other club's functions)

**Jul 13-15 (FRI-SUN) Wings and
Wheels in Solvang** This will probably
be the last year for this event. Do come and
make this a great "farewell" event!!! Bev Marsh
will have a sign up sheet at the meeting. We
will be arranging a tour to leave from Garden
Grove and around Fullerton and will meet up
together at another stop. Be sure to make your
room reservations at Pea Soup Anderson's in
Buellton. Tell them you are with the Orange
County Model A Club. Their number is 800-
732-7687. Very limited available rooms so call
ASAP. I will get the tour registration forms to
you as soon as I get them. Last year's cost was
\$75 per person. That included overhead for the
event, coffee and Danishes during break on Sat-
urday's tour and dinner and breakfast at the
hangar at the Santa Inez airport. Bring your A
or your modern car.

SWAP MEETS

**May 6 (SUN)- Perris 27th Annual
Antique Truck show and swap meet**
at the Perris Train Museum \$7.00 admis-
sion. 9:00 a.m. - 3:00 p.m. 951-588-6007

May 13 (SUN) Long Beach Swap Meet
at Long Beach Veterans Stadium. This
Swap Meet doesn't have many Model A
parts, but it's a great place to pick up tools,
paint and polishing products, fasteners and
electrical items.

(More Swap Meet Info on Page 6)

Tips from Rick, Technical Advisor

Rattling Doors

Do your Model A doors rattle as you drive down the road? Has a door ever popped open when you rounded a corner? (Seat belts are a great idea!) The problem here is usually weak or broken latch springs, and worn or missing rubber bumpers around the doors.

Many of the cars in our club are Coupes, Tudors and pick up's. Those bodies were built by Ford and have simple latches that are easy to repair, so this article will focus on those types of doors. The bodies built by Murray and Briggs have door latches that are much more complicated with numerous rivets and complex springs, so we will save these for another time.

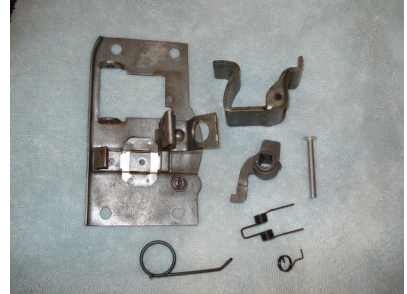
To remove the latch, first take out the screws holding the outside door handle. Pull the handle out, then turn it to one side and pull some more until it is out of the door. Then remove the four screws holding the latch, and pull the latch out of the door.

Purchase two new door latch rivets and a door latch spring set from your favorite Model A parts supplier, usually for less than \$8.00. Before you take the latch apart, take some pictures from various perspectives so you can see how it goes back together - this is a time saving step!

Push out the latch pin with a small drift or 3" nail to release the "U" shaped spring from the housing. Note how the spring fits and the worn spots where the "legs" of the spring rest.

Check the door handle return spring - it's the circular one with one long leg. It keeps your outside door handle in the horizontal position. If you are going to replace it, you will need to use a large screwdriver or vice grips to bend open the housing for the door handle mechanism.

(Continued on Page 5)



Bend the outside part of the “U” shaped housing, as it is a single piece of sheet metal, while the other side is double and won’t bend. This is the perfect time to clean all the parts with some solvent and wire brush. Dry the parts and lubricate with Vaseline petroleum jelly.

Place the door handle return spring onto the door handle mechanism and replace it in the “U” shaped housing (that you bent open). Place the housing in a vice and carefully bend it back into position so that it can easily rotate with the door handle shaft inserted. Be careful not to crush the part that the door handle shaft fits in - it’s soft pot metal.

Now take the latch spring and place it in the latch piece. (This is where the pictures come in handy!) The “legs” fit into the worn spots on the latch. The legs on the reproduction springs are too long, so you will need to clip off about ¼” of each leg with a pair of dikes. Place the latch and spring into the housing and put the pin through its holes in the housing, latch and spring. When you are convinced that the spring is in the correct position, upset the pin with a “C” clamp or a punch and anvil.

Now that the latch is fully restored, place it back in the door - this part is tricky. Place the latch mechanism in the door, bottom side first, so that the long leg of the handle return spring goes inside the door. Then push the outside edge into the door - this may take a few tries as you have to get both sides of the latch piece into the hole in the door. Once in the door, pull the inside edge of the mechanism out about ½” from the door, and use an old screwdriver with a notch ground into the blade to push the “U” shaped part of the spring so that it fits inside the frame of the door. Push the mechanism fully into the door and replace the four screws that hold it in the door. Replace the door handle and attach with two screws. Now the latch should work like new.

Check the striker plate - it may need adjustment. If it’s too worn, nice quality reproductions are available with the correct screws for about \$3.50 each.

Check the rubber door bumpers. If they are worn or missing or just old and hard, replace them. Reproduction kits are available for \$10-12. You may find that the new ones are too thick and need trimming. The best way I have found to do this is by trimming the back of the rubber. This preserves the appearance, shape and smooth surface needed for your door to close properly. I use the fine grinding wheel on my bench grinder to do the trimming. Use heavy gloves, pliers and eye protection!

These simple steps should make your doors close more easily, stay closed and rattle much less. Now you’ll be able to hear your windows rattle! I’ll address window channels in another article.

(Continued on Page 6)

Maintenance Tip From Rick Hall

Did you know that Petroleum Jelly (Vaseline) is a great lubricant for use on you Model "A"? It works great on parts that move "occasionally," such as window riser mechanisms, door latches, seat adjusters etc. The reason it works well is that it stays put and doesn't dry out or turn into wax. Don't use it anywhere in the drive train, high heat areas, or wheel bearings.

Do you have a tip or a hint on how to keep our Model "A"s running well? Call Rick Hall and we'll get it published in The Distributor.

More Swap meets

May 27 (SUN) 38th annual La Palma Car Show and parts exchange, La Palma Park, Anaheim

June 10 (SUN) Long Beach Swap Meet at Long Beach Veterans Stadium.

June 30 (SAT) Orange County Model T Ford Club Parts Exchange and Car Show 6:AM- 2:00 PM El Dorado High School 1651 Valencia Ave., Placentia 92870

Lemon, Lime, or Orange Jello Cake **(Corrected Recipe)**

by Bev Marsh

Mix together in one bowl, all at one time:

1 pkg. of any yellow (or white) cake mix

1 box of lemon, lime or orange jello

4 whole eggs

3/4 c. salad oil

3/4 c. water

Pour into 9x13 pan. Bake for 35 minutes at 350° After cake is done, remove from the oven. While it is warm, poke holes in it with a fork and pour this mixture over the top:

1 1/2 c. powdered sugar

1/2 c. juice (fresh or frozen or bottled)

Sooo good and easy too!

Join us for good food and great company...

Fourth Thursday Breakfast Bunch

May 24 8:30 a.m.

IHOP

13126 Jamboree Road

(in the Market Place Near Target)

714-665-8763

Info--Terry Collings 714-970-7194



FOR SALE Big Tex 18' tandem

axle flat bed car trailer in very good condition.

Locking ramps, Tires are near new, and the trailer is stored off the ground with the tires covered, Spare tire, Tool box, Electric brakes near new, Lights, Wired for an electric winch, Plywood deck, Rails all around, Set back jack with ground support plate, Fenders, 5 tire covers, Adjustable height hitch ball support
Asking \$1,900



For more information please give Alan Bennett a call at 818-317-2531 cell or Home 818-222-4432

03/12

FOR SALE 1929 Ford Model A Sport Coupe

A pristine '29 Sport Coupe in excellent condition and proper running order. Forest green body and black fenders, white canvas soft top (as it should be), brand new Firestone WW tires on sandblasted and powder coated, bright yellow 21 inch wheels. Reupholstered rumble seat with removable cushions. Originally a trunk. Step plates on running boards and rear bumper to get in the rumble seat. Re-cored radiator and new stone guard and Quail. Working horn.

The whole car was rebuilt from the chassis a few years back by master mechanic (name on request). Has had little use.

Mechanically perfect with the following enhancements:

Starter is operated from the steering column.

Foot starter is still there and working as well.

All mechanical brakes and steering. Checked and rechecked.

Temperature and charging gauge.

Original 6 volts system with alternator.

Cowl lights just installed but not connected.

Signal lights on an independent 12 volt battery

in trunk. Clear title, of course. \$13,000.00

Why sell it? I am building a Speedster and have no room for two, unfortunately.

Giorgio Perissinotto

Santa Barbara

805-637-9810

E-mail giorgio@spanport.ucsb.edu

05/12

FOR

SALE: 1931 Deluxe Roadster with Rumble Seat. Beautifully re-stored, blue with yellow stripping with trunk. Has won many trophies. Housed in Corona del Mar \$25,000 or best offer. Nancy Goodlad (949) 673-7377



04/12

FOR SALE: 1931 Deluxe S/W Fordor Sedan All original, used for touring many years \$15,000

1931 Deluxe Phaeton Beautifully re-stored, same owner since the 1960's. \$40,000

Mark Mariola 714-925-0905

Larry Boef 714-774-2477 04/12

For Sale
Rebuilt Water Pumps and Carburetors
Water pumps - \$45.00
Zenith Carburetors - \$95.00
Tillotson Carburetors - \$75.00
• Rebuilt, on the shelf ready for shipment
• Carburetors are flow tested
• Warranted for one year
• Sold with or without core
(Prefer you send a core if you have one)
Contact Alan Bennett for details - 818-317-2531

HISTORIANS CORNER

Dick Smith, Club Historian, May /2012

This month, the “**Historians Corner**” will feature an article from the internet, Author, unknown.

“The first car radio”.

ROMANTIC EVENING IN 1929

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car (I'll assume it was a Model A).

Lear and Wavering liked the idea. Both men had a tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a “battery eliminator” a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the bankers Packard. Good idea, but it didn't work- - Half an hour after the installation, the bankers Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked - - He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix “ola” for their names - - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930 it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio - - The dashboard had to be taken apart so that the

receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own battery, no on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression - - Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to “Motorola” in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pickup police broadcasts. In 1940 he developed the first handheld two-way radio - - The Handy Talkie - - for the U.S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world - - And it all started with the car radio.

WHATEVER HAPPENED TO

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

I hope to see you soon at the Pancake Breakfast.

Dick Smith, Club Historian.

February 10, 2011

Ms. Kathie McCall
Orange County Model A Ford Club
PO Box 10595
Santa Ana, CA 92711-0595

Dear Ms. McCall:

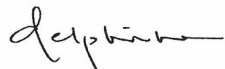
As a proud member of the CHOC Foundation Board of Directors and a long-time volunteer, I sincerely thank you for your generous gift supporting CHOC's mission - to nurture, advance and protect the health and well being of children.

Over the past 10 years, CHOC Children's has distinguished itself as the fastest growing free-standing children's hospital in California. Last year alone, more than 205,000 children came through our doors for inpatient, outpatient and emergency room visits - regardless of their family's ability to pay.

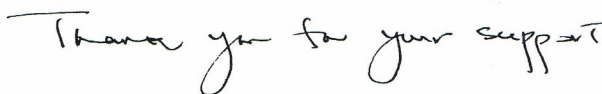
Most recently, CHOC was named one of the best children's hospitals by U.S. News & World Report (2011-2012), a ranking that places CHOC among an elite group of pediatric healthcare institutions. And as of May 2011, through support from generous donors such as yourself, CHOC Foundation has raised more than \$90 million towards its \$125 million *Change CHOC, Change the World Campaign* goal. A campaign helping CHOC transform from a regional pediatric care center to one of the leading children's hospitals in the nation.

On behalf of the entire CHOC family and the patients we serve - thank you again for all you do! Your compassion and dedication is greatly appreciated.

Sincerely,



Delphine Lee
CHOC Foundation Board of Directors



Question:

Has anyone installed the Halogen Bulb kit into the Model A headlight reflector?

The 6 volt kit 17820 from Bratton's states that you have to enlarge the socket hole in the reflector to install the Halogen bulb socket.

How easy is it to enlarge the socket hole ?

Phil Joujon-Roche would like some advice on how you did it.

He can be reached at (714) 747-0163.

SAVE THE DATE

Sunday, December 9, 2012

Annual Installation & Awards Banquet

Tustin Banquet Center

First Street & 55 Freeway

Tustin

MARCH ROSTER DRAWING (Don Ratzlaff)

The April Roster Drawing is history; the names drawn were Robert and Mandy Cohen. Unfortunately, they reside in Colorado and were not in attendance so the prize for May increases to \$130. Hope to see you in May and good luck!

Sunshine & Sorrow

By Jeanne Parrish



.Condolences go out to Joanne Nichols, Red Sickman and Frank Mowrer for the family members they have lost in the last month: Jo's mother, 97 years young, Red's sister and Frank's brother all passed away early April.

Doris Marshall has just had shoulder surgery, is having some pain with it, but you know Doris...she is a "Wonder Woman" for sure.

Carolyn Ratzlaff has undergone some oral surgery with some discomfort, but getting along OK.

Pam Otto has had a time of it for approx. couple of months, now. She initially went to the hospital with peritonitis, ended up with some other major problems and hospital stay became much longer. Happy to report she is finally home with wound care and various types of therapy.

Hoping we will soon see these members back in tip top shape.

"Baby Girl Schaner" has not arrived as of this printing. Proud and very happy, parents-to-be, Kathleen and Kevin anxiously awaiting her arrival. Will report on her at the general meeting!!

Ed & Patty Cote have been enjoying a great trip back East and have been gone almost a month. Hope you two had a good time taking in all the tourist attractions.

Roster Correction

Cell Phone Change

Ronnie Eliot

714-296-8258

Do you collect the MAFCA Restorer magazines? If so, I have many copies from the mid-70's too current, that were donated by our members to be shared with current OCMAFC members at no cost. Just contact me with your issues desired. I also have older issues at a minimal cost from another club.

Contact: Dick Smith, club historian at modeladick@yahoo.com or call 949-770-6847

New Member

Welcome

Jim & Robyn Michaeloff

4424 Birchwood Ave

Seal Beach, CA 90740

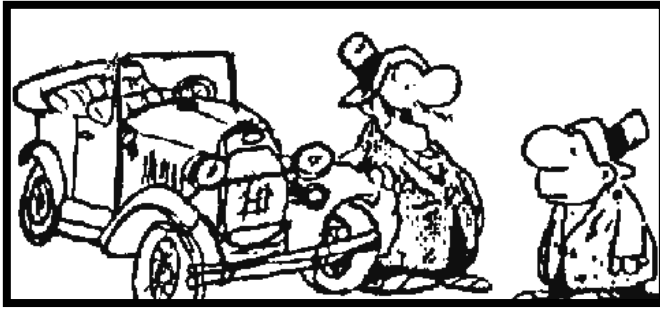
(H) 562-493-3880

(C) 562-537-7767

Email: containerjim@yahoo.com

Building a 1929 Speedster-open top

Original Chassis w/improvements



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:

1. 1930 R. Front Fender in good condition/black (\$125.00)
 2. Rear spare wheel mount for 1930-31 (\$45.00)
- Dale Mc Call 714-633-0946

04/12

FOR RENT: Garage

Newly Painted in Costa Mesa.

\$195.00/Mo (negotiable)

Contact: Steve McNash @ 949-933-0353

03/12

FOR SALE Four brand new Firestone 19" tires, tubes and liners, mounted on four black powder coated 19" wheels. Never been mounted on car. Price in new Bratton's catalog is \$1300.

\$900 OBO

Call Richard 714-393-8582

3/12

FOR SALE 1929 closed cab

pickup After many years on club tours it has been stored for the last several years due to health issues.

Comes with a spare running engine. The truck is complete but needs a new home and some TLC.

Priced to sell quickly at \$3,000 OBO, no low-ball offers please. Call Les White at 714-403-0505 and leave your name and phone number, he will call after work.

03/12



FOR SALE 1931 Model A

45-B two door five window special coupe with rumble seat. The car is almost completely "stock", just as Henry Ford made it. Completely mechanically rebuilt and runs well.

Painted authentic Ford colors, Washington blue and Riviera Blue w/Black finders and aprons. It's a "10" footer. At 10" it looks perfect. A closer inspection reveals imperfections in the paint. It's an older paint job and there are visible chips and cracks. Car is truly a representative of 81 year old automotive technology that was so popular during the four years of Model A production.

Offered at \$13,500, OBO

Orange County Model A Ford Club member,

Van Aposhian 949-461-0056

03/12



(More Car Barn Specials on Page 7)

- Deadline for next *Distributor*
- **May 30, 2012**
- Type or write all articles and advertisements and e-mail to: newsletter@ocmafc.com
Or mail to: 244 No. Goldenspur Way,
Orange, CA 92869-4422

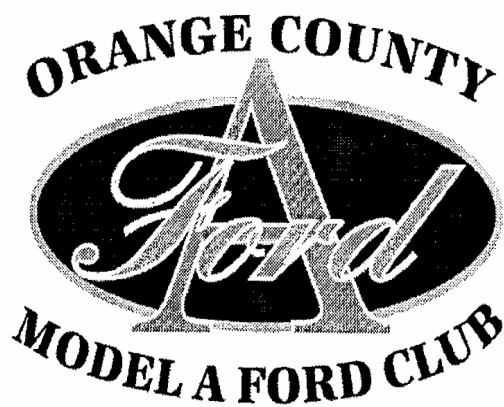
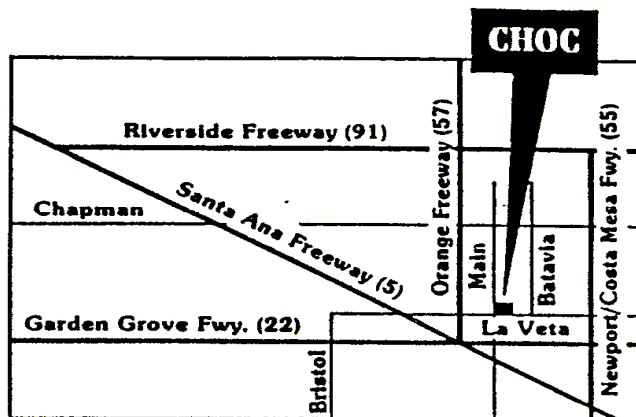
General Meeting

7:30 PM

[Second Thursday of every month]

May 10, 2012

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 CONFERENCE ROOMS A & B



Post Office Box 10595
Santa Ana, CA 92711

First Class Mail

Web Site: www.ocmafc.com