

Orange County Model A Ford Club

Celebrating Our 52nd Year

The Distributor

Volume 53, Issue 4

April, 2013

Editor Tissy Smith-Hatcher

Special points of interest:

- Bring all donations for raffle prizes for the Pancake Breakfast to the April General Meeting
- We will be recognizing the military veterans of our club with an article each month

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**Walt Otto
President**

***What a wild
night it was!!***



***Friendships are
formed by
spending time
together***

President's Message ~ Ottomatic Tales

Last time you heard about Otto racing on dirt tracks-this month the Ottomatic Tale is about sports car racing. One was a Berkeley two stroker that weighed 700 lbs, had 18hp, would rev to 10-11,000 rpm with a 3-speed trans and chain driven. It was actually run on an Excellser motorcycle engine that had a great success in post-war England as it was very stingy on gas usage. Being English, it had Lucas electrical equipment-that meant it was not very reliable. The car was pro-

duced from 1956-1960 and I had two Berks, a 1958 2-cylinder and a 1959 3-cylinder. The 1958 was my favorite as I drove it everywhere and also raced it on the weekends. On Sundays, 6-8 of us Berk owners raced on a dirt, home-made track in back of a used car lot in Montebello. Super fun and at 45-50 mph no one got hurt badly...we where young and fearless as we had no idea what it would be like to get really hurt. My Berk was so low, (3-1/2") I had to watch for

small things on the road/ track or I would take out the belly pan and wipe out the engine. In fact, the car was so low, I drove in under the college parking arm with the top up and it cleared--never paid to park for four years. Only bad part was my friends knew what I was doing. To get even, four of my swim and water polo teammates would lift it up and balance it on a fire plug. When I came out after a workout, I had to lift the rearend up and slide it off the fire (cont'd page 10)

New Members/Renewals/Changes

New Members:

- 1) **Chuck & Renee Chiapallone**, 128 W. Simmons Ave., Anaheim, CA 92802; ph: 714-750-4101, cell: 714-470-9493, email: chuckc.same@gmail.com; 1930 Model A Standard Coupe
- 2) **Greg & Carla Elliott**, 18415 Waterman St., Fountain Valley, CA 92708; ph: 714-963-4378; email: captain@bottomscratcher.com; 1928 55-A 2-Door Sedan
- 3) **Andrew Namminga & Lisa Duran**, 130 McCormick Ave., #107, Costa Mesa, CA 92626; ph: 714-472-0847; email: andrew@andesignlab.com; 1930 Tudor
- 4) **Dale & Dorothy Namminga**, 130 McCormick Ave, #107, Costa Mesa, CA 92626; ph: 909-258-0418; email: dale.namminga@gmail.com
- 5) **Francis (Norm) & Lori Kredit**, 2319 E. South Redwood Dr., Anaheim, CA 92806; ph: 714-635-3335; 1930 Cabriolet
- 6) **Bill & Damon Gustafson**, 3001 Country Club Dr, Costa Mesa, CA 92626; ph: 714-549-0266; email: wggustafson@ca.rr.com; 1931 45-B Standard Coupe
- 7) **Chris & Cathy Hake**; 1554 W Edithia Ave., Anaheim, CA 92802; ph: 714-774-2842/cell: 714-315-1742; crth2@aol.com; 1930 Town Sedan

Renewing Members:

- 1) **Wayne & Marilyn Switzer**, 13720 Oak Crest Dr, Cerritos, CA 90703; ph: 562-219-7021; email: wswitzer2002@yahoo.com; 1931 45-B Coupe
- 2) **Rick & Kelli (Gollihugh) Daniel**, 10181 Delano Dr, Cypress, CA 90630; ph: 714-828-2598/cell: 562-756-6983; email: rkdanield@sbcglobal.net

Changes:

- 1) **Walt & Pamela Otto**, 21671 Wesley Dr, #B, Laguna Beach, CA 92651; ph: 949-497-2858/cell: 949-607-7831

Upcoming Tours and Activities Calendar



Apr 5-7 CCRG Jamboree hosted by the Charter Oak A's. Contact Dave Bockman at 559-732-8242 for registration and other info. Promises to be a great event.



Apr 6 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W. Katella Ave., Orange



Apr 11 (Thurs) General Meeting at 7:30PM ~ Please see back page for details. Guests are always welcome.

Board meeting will be conducted at the new hour—6:30PM (changed from 6pm)



Apr 21 (Sun) 28th Annual Fabulous Fords Forever at Knott's Berry Farm, Buena Park. Free admission.



Apr 25 (Thurs) Fourth Thursday Breakfast ~ 8:30AM at Cowgirl Café, 1720 S Grand Ave., Santa Ana 92705, 714-542-8877. Join us

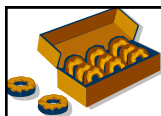
for good food and company. For info contact Terry Collings 714-970-7194



Apr 28 (Sun) 52nd Annual Pancake Breakfast, 8AM-11AM at Hart Park, 701 S Glassell St., Orange



May 4 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W. Katella Ave., Orange



May 18 (Sat) Technical Seminar ~ Don Adelman will be presenting a seminar on rebuilding the Model A starter motor at Rick Hall's home. Dan will have a few cores and completed units for sale.



May 24-27 NCRG Roundup, Pleasanton, CA sponsored by the Acorn A's



Jun 23 (Sun) MATC Lincoln Highway Centennial Tour—SF to NYC- The Model A Touring Club invites you to join with

them in June 2013 on a tour from San Francisco to New York City to celebrate the 100th anniversary of the Lincoln Highway. You can learn more about the tour by going to www.modelatouring.com, or calling Alan Bennett at 818-222-4432



We are looking for volunteers to help with the Pancake Breakfast. If you are planning to attend anyway, why not lend a hand? We need parking attendants, cooks, ticket sellers and clean up crews. Contact Frank Reese at 714-348-2507/ rfrtrust34@yahoo.com or Mark Schwing at 714-970-1696/mschwing@earthlink.net

The Pancake Breakfast promises to be a great event on April 28th at Hart Park, Orange

No Technical Seminar for April

Swap Meets

Apr 7 Long Beach Hi Performance Swap Meet at LB Veterans Stadium

Apr 12-13 HCCA Swap Meet at Kern County Fairgrounds. Info: www.hcca.org

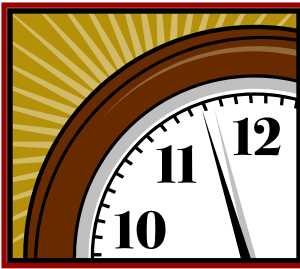
May 5 Spring Turlock Swap

Meet at Stanislaus Fairgrounds

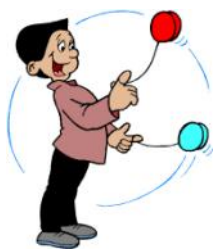
May 8 Long Beach Hi Performance Swap Meet at LB Veterans Stadium

May 11 Early Ford Swap Meet, 3855 E La Palma Ave, Anaheim

Deadline for submissions for the next **Distributor** is April 25, 2013
Submit all articles and ads to newsletter@ocmafc.com or mail to P.O. Box 10595 Santa Ana, CA 92711



Although reading the Minutes of the General Meeting may give you a general idea of what transpires, it is always much more interesting to actually attend. See you there!



**April 1, 1929
Louie Marx
introduces the
Yo-Yo**

General Meeting Minutes

Orange County Model A Ford Club Meeting March 14, 2013

The meeting was called to order by President, Walt Otto who also led the flag salute. There were 56 members in attendance.

Club Greeter, Doris Marshall thanked everyone for the cards, calls and concern following the recent death of Drain and Doris' son, Ted. She then introduced our guests: Bill and Norma Egth who have a '29 Roadster; Tom Weaver, who has a '31 Cabriolet; Bob Hawkins who has a '31 Deluxe Coupe; Greg Elliott, who has a '28 Tudor Sedan; Carl and Ellie Pease, who have a '29 Roadster; and Chuck Chiapellone, who has a '30 Coupe. Doris then entertained us with some great humor!

Secretary, Pam Heiland asked if there were any corrections to the minutes which were printed in The Distributor. There being none the minutes were approved as printed.

Joe Goff, Treasurer reported on the club's finances and announced that the club has 174 paid memberships so far this year.

Rick Hall, Technical Chairman thanked Richard Parrish for hosting the last seminar and reported that there were 27 people there and 30 donuts! "Someone had more than one," he commented with a smile! The next seminar will be on a starter overhaul, however, it is not yet scheduled. He

also asked anyone who needs a name tag to see him after the meeting tonight. Rick told the group that he has purchased several intake manifolds at a recent swap meet. He explained that they do break so it is good to have some extras on hand. When buying them, he suggested that the person have calipers with them to check the ears. He said the calipers may be purchased at Harbor Freight for a very reasonable amount. He also suggested that it is best to go with cupped washers and that they should go against the steel. There is a slight difference between the 1928's and other years and it is best to buy new if possible.

Frank Mowrer, Vice President/Activities announced the tour this weekend to the Fullerton Arboretum. The tour will meet at Panera on Tustin Ave., Orange at 9:15 am to get to the Arboretum by 10:00 for a guided tour. We will need to park at Fullerton College due to the Arboretum's annual tomato and pepper sale which is currently going on. We will then go to Angelo & Vinci's in Fullerton for lunch. Following lunch, members may return to the Arboretum for a guided tour of the Heritage House at 2:00pm. There will be no tour in April due to the Pancake Breakfast. Frank is researching a possible tour to the Corona Airport in May.

Don Ratzlaff conducted

the roster drawing. The person who's name was called had already left the meeting so the drawing will go up to \$60 at the April meeting.

Frank Reese, Pancake Breakfast Chairman, reported that the contract with the city has been paid. Our griddles this year will be located out from under the overhang. The city installed new tables but put benches with them. They will remove the benches before the breakfast. Frank thanked Tissy Hatcher for the wonderful flyers she made. Flyers are available for club members to take tonight. Frank has contacted 8 local Ford dealerships and asked for donations and also left flyers for them to pass out. Lisa Bannister is taking care of the insurance. We need to replace our propane tanks which are outdated. New ones will be purchased from Home Depot (who has agreed to give us a discount). Walt Otto donated \$100 to the club for the tanks.

The following committee chairmen have agreed to serve this year: Colleen Schmidt and Richard Bolls – kitchen; Ratzlaffs – food order and pickup; John Graves – ticket cutting; Diane Stewart – parking (Frank was able to purchase direction lights for our parking lot crew at \$2 each); Dominic Cimarusti - Grid-dle pickup; Don Ratzlaff – buttons (art work is done); Mark S., (cont'd page 10)

2013 BOARD MEMBERS

President – Walter Otto
949-497-2858/waltotto@hotmail.com
VP/Activities – Frank Mowrer
949-581-7621/frank25t@hotmail.com
Secretary – Pam Heiland
714-417-3111/colapam@sbcglobal.net
Treasurer – Joe Goff
949-768-4627/joe@abt-tax.com
Technical – Rick Hall
714-282-0499/rickandlouise@socal.rr.com
Editor – Tissy Smith-Hatcher
714-546-8554/newsletter@ocmafc.com
Immediate Past President – Richard Parrish, 714-999-0611/rcp1937@aol.com

COMMITTEES

ACCC Representative – Larry Konkol
714-535-1411/no email
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/dkmcclall@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 – Frank Reese, 714-970-6262/Rfrust34@yahoo.com and Mark Schwing, 714-970-1696/mschwing@earthlink.net
Raffle – Ed Cote
714-542-6161/patricia.cote@att.net
Refreshments – Position Available
Regional Representative, SCRG – Carolyn Ratzlaff, 714-529-5062/wadedon@pacbell.net
Scholarship Committee – 1) Joanie Harris, 562-431-9630/trinkets6@verizon.net; 2) Sheila Plotkin, 714-962-2117; 3) Carolyn Ratzlaff, 714-529-5062/dcratzy@gmail.com
Sunshine & Sorrow – Jeanne Parrish
714-999-0611/jprp60@aol.com
Web Master – Chris Enright
949-481-8780/webmaster@ocmafc.com
Website Info Entry – Pete Hyland
714-633-5797/prhyland@att.net

Sometimes Things Just Don't Go As Planned (Laughlin Meet)

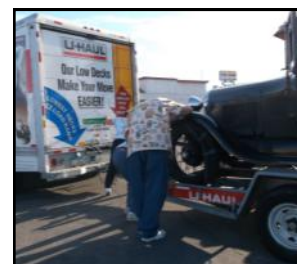
By Kathie McCall

Drain and Doris Marshall, Richard and Jeanne Parrish and Dale and myself attended the annual Laughlin event and had quite an adventure. We did not drive our "A", but the Marshalls and Parrishs did. Drain and



Doris broke down only 20 miles from the destination and Richard and Jeanne broke down on the 'poker run' on Friday, 3/23. Both cars had to be towed home. Here are some great pictures of the duo loading their

vehicles onto the tow truck and Richard later transferring the "A" onto a U-Haul in Victorville after being towed from Las Vegas to Victorville. Don't let this mishap discourage you from taking overnight trips with your Model A. Drain and Richard are fearless when it comes to driving their cars. Both are going to prepare to head out again to the CCRG in Visalia. Even when things go wrong, you can find humor and have a good time.



By Esther Goff

Let us all welcome our newest members, Tom & Janis Weaver. They joined December 2012. Tom tells me he has always wanted a Model "A" since twelve years of age! When he heard of our club he decided to join and get involved. It wasn't till AFTER he joined that he bought his 1931 Cabriolet. Now that is fulfilling a life long dream.

Tom is from Woodland Hills in the San Fernando Valley and Janis came from Sullivan, Indiana. Her parents came to California when she was 6 months of age. They currently reside in Santa Ana, have 3 children and 3 grandsons.

In addition to the love of his Model "A", Tom is an aficionado of "N" scale trains, having a layout in their home. Janis collects Belleek china, which she says is noted for their shamrock designs. Belleek is also known for their very delicate woven baskets made of china.

They both love to travel and would say seeing the Taj Mahal was one of their more memorable vacations. Tom is an attorney with a law degree from USC and Janis has her law degree from Western State. They met at a law firm where they were employed and the rest is history. Tom is semi-retired and works as a mediator for civil court cases and Janis is a part time mediator for divorce cases.

Give them a big hi-five and welcome and yes, we will get them involved!!!

OCMAFC Military Veterans — In Recognition of Those Who Have Served

JOHN RIGGS U.S Army Air Corps 1942-1945

I was 21 years old at the time of Pearl Harbor. Gwen and I had been married for a few months and I was working with my father at Fellows & Stewart on Terminal Island as a boat builder and carpenter. In October 1942 I enlisted in the Army Air Corps and was sent to Roswell, New Mexico for basic training and aircraft maintenance training. Roswell was a B-17 pilot training base. I became a flight engineer on a B-17 and over a period of time the instructor pilot I flew with taught me how to fly the airplane and encouraged me to apply for pilot training. I was accepted in early 1944 and was sent to Central Washington College of Education at Ellensburg, WA for initial training. Following that I was sent to the Santa Ana Air Corps training base, which today is the location of the Orange County fair grounds and Orange Coast College. I was there several months and graduated with class 44J. The next stop was Thunderbird Field, Glendale, AZ for primary training. I was the first in my class to solo in an old Stearman trainer. Intermediate training was at Minter Field near Bakersfield. I trained in twin engine Cessnas. Advanced training was at La Junta, CO where I trained in the B-25. In January 1945 I was graduated as a bomber pilot and was commissioned a 2nd Lt. Immediately after I was sent to Del Rio, TX where I was trained to fly the B-26.

In May 1945 I was scheduled to pick up a new A-26 from the Douglas plant in Long Beach and join a squadron in the South Pacific when the war in Europe ended. My orders were cancelled and I was sent to Yuma, AZ, which was a B-25 training base for bombardiers. For the rest of the war I flew training missions for bombardiers all over the southwest. I was discharged from the Air Corps in October 1945. In the early post war years I was offered a job with a map surveying company flying surplus B-26's in South America. However, by then I had a young family and so I declined the offer.



Reprinted from the Orange County Model A Ford Club, The Distributor, July 2005



Gweneth (Gwen) Margie Davis was born in a doctor's office just off the circle in the City of Orange on 1/18/25. She was an only child, as was John Riggs.

They met on a blind date and went to the old Paramount Theater in Los Angeles in the rumble seat of a Model A Ford. Gwen was only 16 when she and John were married on 11/19/41. The story John told was that Gwen's mother dropped her off for school at the front door of Fremont High. She walked in the front and out the back door and got into John's 1936 Ford coupe and off they went to Las Vegas. Pearl Harbor was bombed a few weeks later and the (cont'd next page)

San Antonio Winery Tour (2/16/13)**By Esther Goff**

We had eight Model A's on this excursion and a total of 28 people! Just goes to show how a trip to a historic winery brings people out!

Frank and Walt did their best in taking us through the exotic sites of East L.A. I believe we viewed every industrial warehouse, factory store, parking lot for 18 wheelers and even passed by a Chinese cemetery and little Tijuana in Montebello. To top it off, we drove through the barrios of East L.A. admiring all the graffiti. Oh yes, we did have a pee stop at a Carl's Jr. Don wrote up the travel map, guess he never heard of Thomas Guide. Sadly enough, Jerry Neat had to drop out due to generator problems.

Want to commend Joanie for being restrained and not wanting to stop at all the garage sales signs we passed. I bet she would have found some very interesting items. I am sure Bruce was okay with her decision as they were in their modern.

We finally arrived at the winery. We had a private tour guide who was very informative and answered all our questions. The place is really nice and there was a big crowd. We had lunch in their well known restaurant and it was great. A lot of food, priced right and very good. Even a gift shop to browse through. It was more than I expected. Of course, the highlight of the tour was the sampling of complimentary wine.

Dominic and his son Sean met us at the winery. The same for Mark & Eileen. Just think, how boring their drive up must have been, missing the grandeur of East L.A. highlights, as I am sure they came freeway...boring. Wade Ratzlaff. with his wife and their twins, also met up with us at the winery.

Bev Marsh and her friend Sandy came in Bev's T-Bird, Joe & Esther had Mickey and Minnie riding in the rumble seat of their "A". Other "A" drivers were Walt, Red & Mini, Jerry & Cathy, Richard & Jeannie, Terry in his Roadster pickup, Gary & Marilyn with their mom, Don & Carolyn. In moderns were Karen, Sheila, Pam, Don & Colleen, Jim & Chris with Bob & Patti and Bruce & Joanie.

March Roster Drawing**By Don Ratzlaff**

The drawing for March is now history. The name drawn was that of Kaleb Wolff, but he wasn't there to collect. Turns out he had been present but had left early, before the drawing was conducted. The only criteria for winning the prize is that "the recipient must be present to collect" so, the prize went unclaimed and builds to \$60 for the April meeting. See you in April and good luck!

(cont'd from page 6) following year John enlisted in the Army Air Corps.

After the war, John and Gwen began raising their family. They had two daughters, Janice and Sherry. They were married more than 67 years, with a bond we all admired.

John and Gwen shared many adventures, having traveled the world. For a number of years, they sailed aboard a yacht belonging to the Harvey Aluminum Company where John was the boat's captain and Gwen the cook (and First Mate).

We lost Gwen in 2009 and John passed away just 10 months later. We still feel the absence their passing has left in the club's heart. John and Gwen contributed so much to the club over the years, both in time and spirit.

- Editor

**Kaleb Wolff,
one of our
newest and
youngest
members
almost col-
lected on the
March Roster
Drawing. Un-
fortunately he
left just min-
utes before the
name was
pulled.
Remember,
you must be
present to win!**



**Dick Smith
Club Historian
and Librarian**

**Scotch
cellophane tape
was invented in
1930 by 3M
engineer Richard
Drew. The '3M'
stands for the
original company
name - Minnesota
Mining and
Manufacturing
Company**

Historian's Corner

Ford's Rustless Metal

No; Henry Ford didn't invent it, we are hastily assured by Current Science (Columbus, Ohio); but he "saw it first" for the automobile industry. This article proceeds to give us these details:

The new product is 'Allegheny metal,' and it is an alloy of the finest steel with about 18% chromium, 8% nickel, and smaller amounts of manganese, silicone, phosphorus, and sulfur. Being steel, it, of course, has carbon in the mixture, too.

An alloy, you remember, is an intimate combination of metals, to form new properties. There may be a chemical union, or a mere physical mixture, or combination of both, in a complex alloy such as Allegheny metal. Not only the constituents, but the manner of

their melting, mixing, and cooling, affect the properties of the final product. It is like making tasty soup—there must be the proper ingredients, and a good cook as well.

Allegheny metal was invented in Germany during the Great War as a type of armor. The British discovered it about the same time. Only a few years ago were the methods of making it in large quantities worked out, then Henry Ford made a contract for most of the American production. He used about 1,000 tons of it a month.

You will see this metal on the bright parts of the newest Ford cars. It won't rust, won't tarnish, and won't weather. Being one of the hardest forms of steel ever invented, it won't scratch. Nickel, once the premier of bright metal platings, is

hardly used at all today in the automotive industry.

This is the second time Henry Ford saw something first in the business he is in.

Many years ago he picked up the broken axel of a reeked French racing car, and found a part of it to be unusually hard. He had the metal analyzed and discovered vanadium in the alloy. Up to that time it was a secret with the French, but soon all the 'Lizzies' had castings at the end of their axels of finger thinness—but they never broke!

They were of vanadium steel—the first light, tough alloy to be used in automobile manufacture.

Article from Literary Digest, July 12th, 1930.

Found on www.ahooga.com

See you down the road.

In this and the coming months, the **Historian's Corner** will feature articles from the past. Starting this month, we will honor our OCMAFC's Military Veterans (see page 6), these articles have been mostly written by the Veterans themselves, and will appear exactly as previously published, some in honor also of their passing. This month we salute **John Riggs**, who joined OCMAFC in 1994, and was our President in 1997, 1998, 2001. He and his beloved wife Gwen were probably the most Model A traveled members of all time, until his passing in 2010, R.I.P. This reprinted article can be found in its original (July 2005) format in [this](#) Distributor.

Technical Tips—Valve Adjustment

From the Restorer, Vol. 36, Issue 2, July 1991 With Added Comments By Rick

By John Hargrave

More Model A valves are burned due to inadequate clearance than from any other cause. As valves and valve seats wear, the clearance will be reduced. It is therefore wise to check clearance every 5,000 miles.

The objective is to have sufficient valve-to-lifter clearance when the engine is cold so that some clearance remains after the engine and valves have reached their warmest operating temperature. The exhaust valve runs much hotter than the intake valve. Ford's initial recommendation for the Model A was .013"-.015" for all valves. In March 1928 this was reduced to .011"-.014". Customer complaints of valve noise undoubtedly contributed to these reductions.

A KR Wilson step feeler gauge that came out following the end of Model A production provides up to .017" clearance for the Model A stainless valves.

A clearance of .012"-.013" is okay for Model A steel valves. For stainless

exhaust valves, you may want to go to .014" as the coefficient of expansion for the stainless steel is greater than steel.

With .014" exhaust valve clearance, the valve noise will be somewhat more when the engine is cold, but will quiet down as the engine warms up.

Most of our Model A engines have been rebuilt with adjustable lifters, so they are not hard to do. Follow the procedure in Les Andrew's Model A Ford Mechanics Handbook, Vol. 1. See page 2-21. Les suggests that valves be set when the pistons are all at the half-way point in the cylinders (2 3/8" from the top). Since you can't see to measure that without removing the head, the best way to achieve that position is to: Remove the distributor cap (leave the body on).

Crank the engine by hand until the leading edge of the rotor is half way between two contact points.

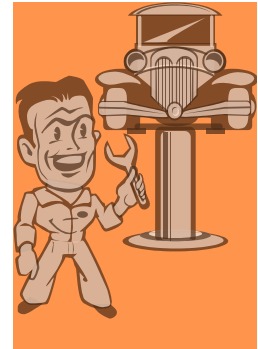
Locate the two valves that are open by determining which lifters are

the highest in their bosses.

Check the book for which valves to adjust when those two valves are open. You will adjust only the two that are completely closed.

When you have completed adjusting the first two valves, crank the engine by hand again until the rotor is half-way between two other contacts. It takes two complete revolutions for all valves to fully open and close, so be patient and be careful to adjust valves that are fully closed.

If your engine does not have adjustable valves, they should still be checked to insure that they don't burn due to inadequate clearance. If any valves need adjustment, the head will have to be removed and the valve stem(s) ground to achieve proper clearance. This can be done on a belt sander or disk sander. If clearance is too great, the valve seat can be ground or lapped to achieve proper clearance.



Don't see what you're looking for? Send an email Rick Hall, Technical Director and we will try to assist.



**What's better
than checking
out a video on
the weekend
from the
OCMAFC Video
Library?**



Cartoon hottie Betty Boop first appeared in 1930, although she was more like a poodle. She became more human-like in 1932.



President's Message (Cont'd from Page 2)

plug so I could drive it home. All through high school and graduate school, I worked in cafes to make a living. Las Vegas, Los Angeles, and various other areas gave me lots of food and spending money while attending college. One exciting adventure with my Berk was after my brother, Jim and I got off work at 1:00am. JWe shared being chefs and

bartenders and rode to work in the Berk because of the 70mpg gas mileage. Heading home on the Pasadena Freeway, as we approached the Figueroa Tunnels, a big Buick passed us on the right and quickly cut in front of us to exit at the Figueroa Street off ramp. I hit the brakes, swerved to avoid the Buick, spun out, did two loop-to-loops, jammed it into 2nd gear,

hit the gas, and came out of the spin heading down the Pasadena at 60 mph . Both of us could have used a little T.P. about that time. Loud noises came from the bonnet compartment, so I pulled off, Jim and I jumped out and discovered we'd blown a piston. We hitched a ride home to South Pasadena, picked up a spare piston from my (cont'd page 11)

General Meeting Minutes (Cont'd from Page 4)

Tissy H., Frank R. and Jerry O.- T-shirts (will have at next meeting and will also be sold at breakfast); Raffle prizes – Mark Schwing (we need donations of good, clean Model A parts, items for ladies, and Mark is picking up tires from Snyders. Frank R. has procured a bicycle). We need ALL donations and prizes at the next meeting so they can be marked and ticket containers for each made. Other suggestions for raffle prizes – baseball tickets, amusement park tickets, etc.); Clean up–EVERYONE is asked to stay and help with cleanup. With many helpers the task will be light and fast. We will be out of the park by noon.

There was a discussion about the color for the breakfast T-shirts. Everyone felt the artwork would look better on white, but quite a few people have requested they be grey. Some people have requested that the shirts have pockets also.

This would add approximately \$1 to the cost of each shirts.

Don R. has ordered 1200 buttons.

Terry Collings announced the Four Thursday Breakfast will be at the Original Pancake House in Anaheim at 8:30 on March 28. Everyone is welcome for a great morning of fun with friends!

The Saturday BS breakfasts at Katella Grill in Orange are going well with 27-28 people attending.

Walt told everyone about PPI on LaJolla Ave. in Placentia where he was able to have 6 wheels bead blasted and powder coated for just \$124.00.

Dick Smith, Historian, shared some great books of original Distributors, posters, etc. . He has copies of The Distributor back to 1961. He also showed some of the patches and buttons from years past. He asked that new members who are veterans to please contact him. Our book of veterans

only goes up to 2007 so we need to update it.

Old Business: Colleen Schmidt gave more information about the Youth Expo at O.C. Fairgrounds April 12, 13. We need a few more volunteers to man the booth. We would love to have members come and enjoy the expo. Free parking cards were made available to the members. Admission is also free .

Ed Cote conducted the name badge drawing and the Model A driver's drawing. Ellie Pease won the name tag drawing and Dale McCall won the Model A driver drawing. Congratulations!

There being no further business, the meeting was adjourned and everyone enjoyed the delicious St. Patrick's Day refreshments provided by Colleen Schmidt, Pam Heiland and Esther Goff.

Respectfully Submitted
Pam Heiland, Secretary

**April 16, 1929
New York
Yankees
become 1st
team to
wear
uniform
numbers**

Car Barn Specials

1928 Tudor Sedan for Sale ~ 1-yr old restoration; show quality. Contact Charles Hansen or Miranda Wu at 714-665-2469; asking \$16,000 or best offer



For Sale~1965 Ford Mustang, 92k miles, 289 V8 w/4 barrel carb. w/lots of factory options, Ford AC, 1964-1/2 vintage burgundy, black roof & white interiors \$10,000 Contact Charles Ladd, 714-827-7849



Model "A" Ford parts for sale ~ '28- '29 restored crank guide with bolts \$6; Crank ratchet nut, plated \$2; '28-'29 front fender bracket \$8; "A " engine pulley \$5; steering pitman arm, painted \$8; '28-'29 speedometer original \$35; a pair of "A" chrome plated brass window swing arms \$4; a wishbone rear strut original \$5; original Sport Lite, \$50; '31 mechanical brake drums, these drums are .040 to .100 over original, \$7; restored rear bumper brackets, 4-1/2" body stand for 30 & 31 Sedan except slant window, \$80 per pair; A bumpers, original, 61", 64 & 65", \$10; window regulator, two arms for large door windows such as 31 Victoria or A-400, sandblasted and primed, \$20; cylinder ridge reamer tool, \$30, assorted Model A horn parts, speedometer gear and cap assembly, \$15; 1931 Model A tail light parts, headlight wire conduits, \$10/**Ford, 1932 to 1940 parts for sale**~rear window frames for 1936 or 1937 ragtops \$75; oil filter canister, \$10. Phil Joujon-Roche Cell: 714-747-0163

Rental Wanted ~

Club member Gerry Reid is looking to rent a flatbed trailer to take his Model A to the CCRG. Contact Gerry at greid91846@aol.com



Member ads will run for two months unless renewed. Non-member ads will run for one month unless renewed. All ads must be submitted in writing to: OCMAFC, P.O. Box 10595, Santa Ana, CA 92711 or email newsletter@ocmafc.org



(cont'd from Page 10) collection of used parts, the needed tools, and got in Jim's car and headed back to the Berk. It took us until 2:00am or later to get the Berk running, but we made it home. What an wild night it was! My other Berk was a 3-cylinder. I only had it for a year and most of that was spent trying to collect needed parts for the restoration. At this time, Berkeley Motor Works closed their manufacturing plant and I ran out of patience waiting for spares so I got it running enough to sell it. I continued to drive the 2-cylinder Berk through Grad School and sold it for what I paid for it —\$800. Best car deal I ever had. All that fun and no loss (except of course the cost of restoration, but none of us count that, do we? - especially when we talk to our wives about how economical our fun cars are. Oh ya...for next month, I have to tell you about my racing exploits with my 1948 MG TC. That's another Ottomatic Tale. Keep driving your "A"

Dedicated to the History and Preservation of the Model A Ford

**ORANGE COUNTY
MODEL A FORD
CLUB**

Post Office Box 10595
Santa Ana, CA 92711

E-mail: info@ocmafc.org

Next General Meeting

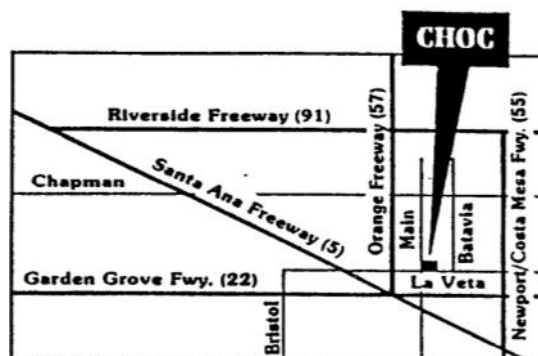
7:30 PM

[Second Thursday of every month]

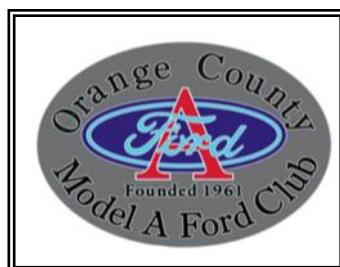
April 11, 2013

CHOC Hospital Complex

455 South Main Street, 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. Meetings are held in Building 2 in the Wade Education Center-2nd Floor. Access meeting room through the double door entry off the 2nd Floor parking structure



Return Address:

**Post Office Box 10595
Santa Ana, CA 92711**

First Class Mail

We are on the Web!
www.ocmafc.org