

# Orange County Model A Ford Club

Celebrating Our 52<sup>nd</sup> Year

# The Distributor

Volume 53, Issue 6

June, 2013

Editor Tissy Smith-Hatcher

## Special points of interest:

- This Month's Distributor is devoted to the Pancake Breakfast and those that made it such a success
- Sadly, we lost a special lady last week

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**Walt Otto  
President**

**What interested  
me most was a  
blue Model T 4-  
door parked on  
the farmer's  
front yard—sign  
said \$95**



**Friendships are  
formed by  
spending time  
together**

## President's Message ~ Ottomatic Tales

Last month I left off with the ruin of our 1948 MG-TC. It was a disaster for the most part with a lot of fun mixed in. This month, I will report on the Model A's I have known. First, I have to talk about my 1927 Model T 4-door.

I visited the LA County Fair to look at the model train exhibit designed by a guy named Otto—no relation. I had always loved the fair as our family was into animals of all kinds—pigs, chickens, horses, cows, goats, dogs and cats. I grew up in a mini farm of four acres in Van Nuys, California. Everyone had animals! So, you had to go to the LA County Fair to see all our relatives.

While there, I kept glancing across the street at a small farm. What interested me most was a blue Model T 4-door parked on the farmer's front yard—sign said \$95 and seemed like a good deal to me; the compulsive person I am. I ran over to his farm after

visiting the pigs. Had to kiss one before I left. Smelled bad—bad breath! Anyway, I spoke to the farmer. He wanted to sell, but stuck by the \$95 so I gave in. I found the car to be really amazing. Good tires, good brakes, engine started on mag-neto after a few cranks and pulling out the choke on the radiator. It was missing a gas peddle (as I found out it had a hand control due to the three peddles on the floor,) and no hand gear shift to be found.

Anyway, after a one-hour introduction to the car, I gave the farmer his money and drove off.

Now, this was the weekend that our family was moving to Las Vegas for my 10th-11th grade high school years. My father had just purchased a percentage of the Last Frontier Saloon and we had to be there to help out with mom, two boys, and my sister. So my job was to get my 1931 Model A coupe and 1927 Model T to Las Vegas in

one piece. As it turned out, not an easy task in the summer with 100° heat, plus the cooling systems were not in the best of shape. The T had a great body—no dents—paint job was 8 coats of blue house paint. The interior was perfect with roll down curtains in the back, flower pots on the door posts—automatic (as the farmer called it) transmission and a solid engine. The Model A made the first trip—took the bus to the fairgrounds and picked up the T. I brought along a 5 gallon can of gas, 2 gallons of water and 3 quarts for oil, just in case I needed them. Just outside of Barstow, on a long grade, my low gear started slipping and finally gave out. I remembered what the farmer told me and turned around, pushed down on the reverse peddle and backed to the top of the hill. I found a mom and pop gas/grocery station on the right side of the road and stopped. By this (cont'd on Page 7)

## Meet Our Newest Members/Changes to Current Members

### New Members:

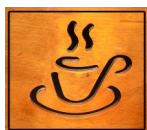
Jim & Kathy Glendinning, 31526 West St, Laguna Beach, CA 92651, Ph: 949-499-3002, email: jmgInd2@gmail.com; 1929 Special Coupe

### Address Changes:

Robert & Jo Smith, 3 Pursuit, #335, Alison Viejo, CA 92656, Ph: 949-916-1008, email: rsmith13@cox.net

Terence & Margaret Carey, correction to email: careytapt@gmail.com

## Upcoming Tours and Activities Calendar



**Jun 1 (Sat)** First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W. Katella Ave., Orange



**Jun 13 (Thurs)** General Meeting at 7:30PM ~ Please see back page for details. Guests are always welcome.

Board meeting will be conducted at 6PM



**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 calling Alan Bennett at 818-222-4432 or going to [www.modelatouring.com](http://www.modelatouring.com)

**Jun 23 (Sun)** Henry Ford Picnic at Heritage Park, Santa Fe Springs. Hosted by the Diamond Tread Club

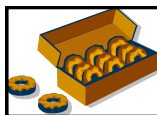


**Jun 27 (Thurs)** Fourth Thursday Breakfast Brunch ~ 8:30AM at Flappy Jack's Pancake House, 2848 N Santiago Blvd, Orange 92867, 714-921

-3293. Join us for good food and company. For info contact Terry Collings, 714-970-7194



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



**Jul 20 (Sat)** Technical Seminar—10:00AM at the home of Tom Endy. Carburetor jet sizing seminar and workshop. Bring your jets.



**July 26-28 (Last Weekend)** Wings 'n Wheels in Solvang. Save the date for this fun weekend. Registration can be found on the OCMAFC website.



**Dec 8 (Sat)** Annual Installation Banquet at Angelo's and Vinci's Ristorante, Fullerton. Mark your calendars as this promises to be a fun event.

### FIRST SATURDAY BREAKFAST BS SESSION

Bring your Model A problems, solutions and innovations and let's have a good discussion over breakfast. Think your Model A couldn't make the trip? Only one way to find out! See you there.

**The Katella Grill, 1325 W  
Katella Ave, Orange at 8am**

**Tom Endy puts  
on great  
technical  
seminars.  
Don't miss the  
7/20 seminar.**

**Register for  
Wings & Wheels  
on the  
OCMAFC's  
website**

## Swap Meets

**Jun 9-**Long Beach Hi Performance Swap Meet at Long Beach Veterans Memorial Stadium

**Jun 22&23-**Riverside/Corona Model "T" Club Swap Meet at Western Little League Headquarters, 6706 N Little League Headquarters Dr, San Bernardino

**Jun 29-**OC Model "T" Club Swap Meet-Eldorado High School, 1651 Valencia Ave, Placentia

**Jul 14-**Long Beach Hi Performance Swap Meet at Long Beach Veterans Memorial Stadium

**July 12&13-**Long Beach Model "T" Swap Meet at Los Alamitos Race Course

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



## General Meeting Minutes

### Orange County Model A Ford Club Meeting

**Date:** Thursday, May 9, 2013

**Time:** 7:30pm

**Location:** Children's Hospital of Orange County Wade Education Center  
46 in attendance

The meeting was called to order by Vice-President Frank Mowrer with the flag salute led by Joe Goff.

**Visitors:** Doris Marshall introduced visitor Louise Beckley from the Diamond Tread Model A Club.

**Minutes:** Pam Heiland is ill so there was no motion for the Minutes of the General Meeting for April, but was tabled until June.

**Treasurer's Report:** Joe Goff advised the Pancake Breakfast had the greatest revenue since 1990. Frank Reese and Mark Schwing did a good job. We have Pancake Breakfast t-shirts available to members for \$10/each. We received a Thank You card from Marilyn Schreiber. She mentioned Bill was disappointed that he was not able to donate. We don't have final numbers on the Pancake Breakfast yet.

**Technical:** Rick Hall stated there will be a technical seminar on 5/18 at his house. Dan Adelman will be going over starter motors. Rick also reminded everyone he has name tags and/or clips if you need them. Rick educated everyone on ring gears and how not to tear up your ring gear. He recommends you

start your car, especially a 12-volt and step on the starter and let it spin it. Another suggestion was to spot weld 2-4 areas on your ring gear to keep it from coming off. Rick is selling his 1930 coupe. If you're interested, please see him.

**Tours and Activities:** The next tour will be to Chino Airport. On 5/27, the Spirit of Freedom will be held at Fairhaven Memorial. Wings & Wheels is coming up in Solvang. You can register on the OCMAFC's website.

**Hard Luck Trophy:** Although Walt Otto wasn't able to attend tonight, we are awarding him the trophy for his cracked engine.

**Newsletter:** No report.

**Pancake Breakfast:** Frank Reese and Mark Schwing want to thank everyone who participated. They are going to check into purchasing 1-2 used griddles for next year. The delay in getting people served was as a result of cooking eggs over the burners. They found they could cook them three times faster on the griddles. They felt we lost our momentum selling breakfasts when we ran out of eggs. For next year, we will be changing the way the lines for raffle tickets and breakfasts are done. We will also ask the city to extend the time we have the park to 1:30pm. They charged \$63 for the extra half hour this year. Mark sends a heartfelt thanks to everyone, advising the top premium ticket was the TV set. The top selling

items for the regular raffle were the two bikes. The consensus was that the end of April seemed to work out better for people and the weather. Don Ratzlaff suggested a debriefing meeting at a pizza parlor for the volunteers. Perishable food that wasn't sold at the breakfast was donated to Mary's Kitchen. Dry goods were returned. We sold 1,124 breakfasts, 77 of which were to children. Mark wasn't sure why, but both premium and regular raffles were down about \$600 this year. The Model A tires were a loss. We may want to re-think those for next year. About \$700 was donated to purchase raffle prizes. Thank you all. Revenue-wise it was the best one in some time. We had 203 Model A cars in attendance. Other era cars were up in attendance. Thanks to Patrick for making the trophies. They were very nice. Photos of the event are posted on the OCMAFC's website. Check them out.

**Southern California Regional:** Carolyn Ratzlaff advised the next SCRG meeting will be on Saturday. She will report back next month.

**Henry Ford Picnic:** Louise Beckley from the Diamond Tread Club invited everyone to attend the Henry Ford Picnic on 6/23/13 at Heritage Park in Santa Fe Springs. She said it is very relaxing time for all. The event is (cont'd on Page 10)

**The Pancake  
Breakfast was  
an AWESOME  
SUCCESS**

**Many thanks to  
Frank Reese,  
Mark Schwing  
and all the  
Volunteers**



## 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/dkmccall@socal.rr.com  
**Historian & Librarian** – Dick Smith  
949-770-6847/modeladick@yahoo.com  
**Merchandise Director** – Cathy O'Brien  
714-777-0771/yglgsrden@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

## Volunteers of the Pancake Breakfast Event



**What a Team!**  
**What a Car Club**

Mark and I want to thank everybody that put in their time, personal talents, energy, work ethics, donations, etc. into making our 52nd Annual Pancake Breakfast another great event. GOOD JOB.

It takes a dedicated group of people to make this event successful time after time. You are those kind of people.

The City of Orange did not want any type of fire under the wooden structure of the Pavilion area in Hart Park, so they added additional tables and benches on the outside area for us to use. It took some creative planning to restructure our event to make it work.

Hart Park is really ideal for this event with all the benches, tables and car show parking area.

The food was great. The raffle was super. The weather couldn't have better. We had a great crowd and looked like everybody was enjoying themselves.

We ran a little short of time at the end and found our self rushing to wrap things up. We'll add one more hour to our schedule next year to help this situation.

Thank you all once again for making this a great Club event.

Sincerely,  
Frank Reese / Mark Schwing





# Many thanks to all the clubs that supported our Pancake Breakfast





(cont'd from Page 2) time, the engine was approaching boiling. I talked to the station owner and asked about linings for the low gear (the transmission was one of the first "automatics" and it did not have oil in it as it was a dry sump type). He said he had rivets and a rivet gun, but no lining. Being a flunky Boy Scout, I pulled out my knife, went to the store and asked his wife if she had any bacon with the skin on it. She sold me a slab and I took it back to the gas station to install my new linings—a little slippery but it worked as I used the rough side of the skin, riveted it to the linings, and an hour later I was back on the road. I was a little slower but I was still moving, which beats walking or hitchhiking.

I made it to Vegas a few hours after dinner but I was happy to have made it. The farmer's lessons on the abilities of the car were very true and it turned out to be a fun ride. I spent the first six months scraping off paint and was happy to find the 7-8 coats the old man had put on with his brush had paid off with a rust-free car. Upholstering and interior was gray/tan tuck and roll (stock) and all I did to make it drivable was the paint job. Great car. I think I might have

kept it until now, however, it was stolen from my driveway the day before we moved back to California....That's another Ottomatic Tale---until next month...Keep driving your "A."

P.S. I wish to thank all the organizers for the Pancake Breakfast. It was a huge success and everyone I spoke with had a great time and they are ready for next year. After the show, three of us rushed off just as we helped clean up and headed to Joe's office to count the cash. We each counted each pile of money three times...I was the only one who made a mistake but Frank fixed it for me by recounting my stack of 20's...a whole lot of fun can be had by our efforts at the Breakfast...It is a tough job for a couple of days but well worth it.

I spoke with C.W. Moss and they were really happy for the opportunity to help us out with donations as they had three times the regular business of any day during the week. We made friends with those who shopped there and I am sure the C.W. Moss crew will always be glad to help us in the future. Good will goes a long way in a small town. Great Job Model A people.

***Only Walt  
could turn  
a slab of  
bacon into  
new linings  
for a car***

***If you visit  
the Model  
A Museum,  
look for the  
OCMAFC's  
brick***

### **Model A Museum, Hickory Corners, Michigan By Richard Parrish**

Here is the brick the club purchased for the museum. Take note of the black 1929 Town Sedan. It is the one restored by the Southern California Regional Group, with several of our members contributing both parts and labor to the project.





### Dick Smith Club Historian and Librarian

## Historian's Corner

In this and the coming months ahead, the "Historians Corner" will honor many long time members and some past club officers. by inviting them to share their memories of their love of their Model A Ford. These members have all been a positive influence, which has made this club what it is today.

This month I chose to reprint an article submitted in 2005 by Richard Parish about John and Alice Graves.

### *The story of a club, a lady and a car*



### The Car Named Alice

John and Alice Graves joined the Orange County Model A Ford club in 1997 and immediately fit right in, joining tours and seminars. At that time John was working on a 1930 coupe and as often happens, ran out of steam. The coupe found another home.

A nice '29 Town Sedan belonging to one of the members came on the market and they went to look at it with a friend who was supposed to

know about these things. John and Alice "fell in love" and bought "Clara". Whose name was appropriately the same as Mrs. Henry Ford.

After the usual "nuisance" problems and installation of an overdrive, they were soon touring with the big kids even to the extent of Deluxe Road in a blinding rainstorm.

Alice and John took on the challenging job of editor and publisher of *The Distributor*, the club newsletter. Alice became treasurer and there was seldom a tour they didn't attend. As fate would have it Clara broke her overdrive repeatedly. The timing couldn't have been worse. They were registered for a NW regional meet in Surry Canada. Oh, what is a person to do?

Three days before the scheduled departure, with Clara out of commission, they bought Henry, who forever more shall be called "Hank". Clara was later adopted and is leading a warm and fulfilling life with Dick and Carmen Smith.

Hank made the trip to far away Surry Canada and back without a hitch. The Graves were a committed Model A family and decided Hank needed

a sibling.

The sibling was in the form a huge load of parts, some appropriate and some in need of swapping and restoration. John referred to the "pile" as a '28,'34 roadster pickup. A spare bed was swapped, a stray body was exorcized and the frame was "blasted and primed".

Alice's talents were now in great demand and she was elected president for the year 2002. Alice wasn't feeling well at the installation banquet and started a series of doctor evaluations. The final diagnosis was devastating. Cancer.

In late June a large group of us put together a "tour" to drive by and "ahooga" outside her home to show support. A phone call to John conveyed "she is asleep" but to come up anyhow and stop.

Memory fails me as to how many of us stopped that day but there were many. Alice was awake and alert. She spoke to each of us for a moment and when my turn came, she took my hand and told me "Keep John focused on the roadster pickup". I promised.

Only 3 days later, Alice left us, with an empty spot in our club and an (cont'd on Page 10)

*Memory fails  
me as to how  
many of us  
stopped by that  
day, but there  
were many.*



## Technical Tips—Embarrassed by Your Horn! Reprint

From The Restorer, Jan/Feb 2004 By Paul Koncak, Austin, TX~Photos by Rick Hall

Does the sound your Model A horn makes embarrass you unless the engine is running? I have been around Model A's since I was a very young boy and at that time Model A's were quite acceptable transportation. One thing that always puzzled me about them was, with rare exception; the horn would only blow properly when the engine was running. And it had to be above idle so that the generator would be putting out a few charging amps. The usual maintenance of armature cleaning and oiling would make the horn work properly but only for a short while. I wondered about that for years.

I rode to high school with my neighbor in his '29 Tudor. I tried many times to get the horn on that car to work properly. But met with no success.

In 1972 I bought my first Model A, restored it completely from the ground up including the horn. Special attention was paid to the electrical system, grounding, etc. The same old problem showed up on it. The engine had to be running for the horn to sound properly. So I bought the

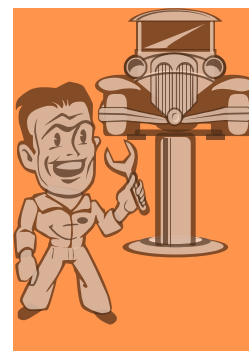
horn relay and installed it. I was disappointed when it did not cure the problem.

Here is the "ironic" part. A member of our Model A Club had a 29 Roadster that was "just an old Model A". It had been given a paint job and the engine ran very well but the car needed quite a bit of other work done. It was a candidate for a complete body off, ground up restoration. However, the horn worked perfectly with or without the engine running. So, I knew there must be something more to the horn other than good wiring, adjusting the screw, etc. I was not able to borrow that horn to see what was different about it. I decided that before the day was over I was going to find out what the big mystery was about these horns.

For many years I was a computer hardware engineer and became familiar with small motors so I put that experience to use. I removed the horn and separated the motor assembly from the horn bell. With the adjustment as it was on the car, I turned the armature and found that there was considerable drag on it. I re-assembled it and backed

off the adjustment until the waffle disk would not rub against the diaphragm. Disassembled it again and found that there was still considerable drag on the armature. In other words, the armature would not spin when turning it by hand. It appeared that there was too much friction applied to the armature shaft by the springs. I bent (toward the front) the flat spring that runs on the front of the armature shaft. This immediately freed up the armature so that it would spin slightly when giving it a quick twist. The spring was bent just enough to re-move any end-play of the armature shaft between the flat spring and the adjustment bar at the rear. I re-assembled it and it gave out that good old ahooga sound.

I had been trying for well over 30 years to get one to do that so you can (cont'd on Page 11)



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

**Don't forget to  
check the  
Calendar on  
Page 3 for the  
next Technical  
Seminar**



(cont'd from Page 8)  
empty spot in our hearts. The funeral was somber but the number of members and their Model A's told John we cared for Alice and we cared for him. There was little we could do but be here for him.

At the next club meeting, I revealed my promise to Alice and asked for help to fulfill that covenant. At that moment The Car Named Alice became the club's goal.

I will refrain from naming those who pitched in due to the risk of forgetting someone. Let it be known that MANY were

there to help. John deserves the credit for restoring Alice but bits and pieces arrived when ready for assembly. A transmission, front end, rear end, complete brakes, assembly help, delivery and pickup of parts, tire installation, upholstery and top installation, body adjustment, engine installation.

Through his grief, John worked to create The Car Named Alice. Day after week after month Alice came together and she took her first outing to Las Brisas for brunch. No top, no bumpers, no confidence. Time and the

club helped John through the worst of times and in 2004 he took on responsibility of the meeting raffle.

Today March 13, 2005 at the famed OCMAFCA pancake breakfast The Car Named Alice took her place among her peers and was awarded the best commercial award by popular vote.

Our lady named Alice can look upon her namesake with pride and her husband and friends who make it possible. Our club can also look with pride on The Car Named Alice and never forget our "lady" Alice Graves.

**Don Miller,  
Sally's husband,  
was President  
of the  
OCMAFC from  
2005-2006**

### **Sally Miller-A Truly Kind Woman**

**By: Joanie & Bruce Harris**



**Don & Sally Miller**

We lost Sally Miller on 5/26/13. Sally was such a special woman, who always made sure she had her hair done and all her clothes were the perfect match. Sally loved her jewelry and would not forget to wear her earrings (even though she would lose one once in awhile). She was always so much fun, and she loved the Model A club group. When we were together, we would exchange stories and learned so much about her fun filled life.

She will be remembered for being such a great friend to us. We will miss picking her up for

our club meetings and get together.

I am sure she has already picked out the perfect place in heaven to get her Hot Fudge Sundaes.

We will miss her friendship, her thoughtfulness and great sense of humor.

Services will be held at 10:30am on 6/11/13 at St. Hedwig Catholic Church, 11482 Los Alamitos Blvd., Los Alamitos (562/296-9000).

(cont'd from 4) catered, so they do need to know how many are coming for the reservation.

**Fourth Thursday Breakfast:** Terry Collings reported the breakfast for

May 23<sup>rd</sup> will be held at Kathy Mae's in Huntington Beach.

**Raffles:** Bev Marsh won the \$5 raffle. We had three Model A drivers tonight and Ed Cote was the lucky win-

ner. As for the roster drawing, unfortunately for Dennis Crilly, he was not present so the money rolls over to next month.

Respectfully Submitted,  
Tissy Smith



## Car Barn Specials

**1928 Tudor Sedan**~1-yr old restoration, show quality, Niagara blue dark. One month old transmission overhaul and more by Jim's Automotive. 1<sup>st</sup> place winner in the 1928-1929 closed car division at the 2013 Pancake Breakfast. Contact **Charles Hansen** at 714-665-2469. Asking \$16,000.



**Items for Sale** ~ 2 ton folding engine crane \$90; 4/ea vehicle dollies \$60 for all 4; tip sandblaster 125 max pressure \$100; 3.5 gal. parts washer \$15; engine stand \$25. Contact Fred Rand 714-995-2970.

(cont'd from Page 9) imagine the excitement I enjoyed. I turned the headlights on and tried the horn. It worked perfectly.

My (uneducated) theory of why this condition exists is that the flat spring, being a larger surface area and a bit more hefty, overcomes the tension of the small compression spring under the adjusting bar. The small spring evidently loses its tension at a greater rate than the flat spring. This will result in having to turn the adjusting screw in too far to get a sound from the horn. The end result is that the armature is too tight thus requiring more voltage/current to operate



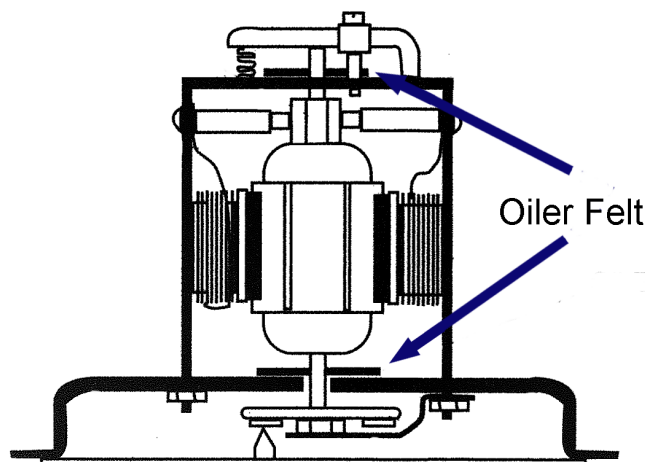
properly.

What we are striving for is (1) to have the brushes run centrally on the commutator segments, (2) no armature end-play, (3) the armature to spin freely and (4) to make the proper sound by turning the adjusting screw in only two or three clicks. While the horns I have done this work on are Spar-

ton's, I feel sure this procedure will work on other makes as well.

### Horn Lubrication

Lubricating your horn is one item that some people overlook. There are two felt pads at the armature area of your horn. (See diagram above) Put two drops of "3-1" type oil on each felt oiler pad about two times a year and this will help keep your horn working. **DO NOT OVER OIL.**



**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**

**ORANGE COUNTY  
MODEL A FORD  
CLUB**

Post Office Box 10595  
Santa Ana, CA 92711

E-mail: [info@ocmafc.org](mailto:info@ocmafc.org)

We are on the Web!  
[www.ocmafc.org](http://www.ocmafc.org)

**Dedicated to the History and Preservation of the Model A Ford**

## **Next General Meeting**

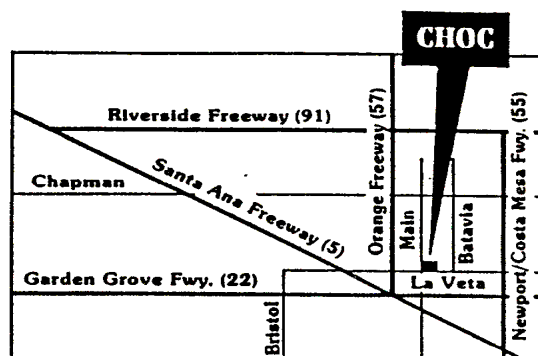
**7:30 PM**

**[Second Thursday of every month]**

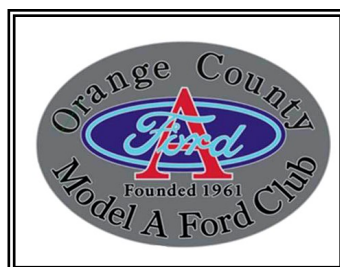
**June 13, 2013**

**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**