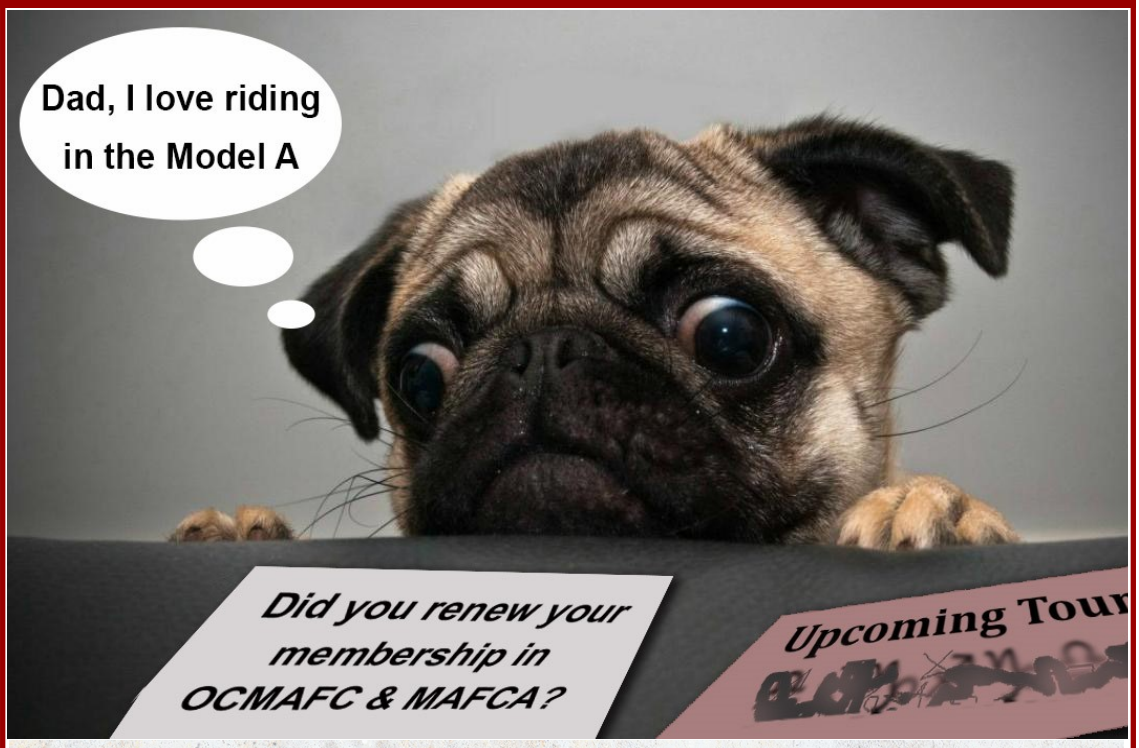
Orange County Model A Ford Club

THE DISTRIBUTOR

55 Years

Volume 56, Issue 1 | January, 2016 | Editor Tissy Smith-Hatcher

Get your membership fee in quick in order to be included in the roster—we all use it



Inside this issue:

President's Message

I guess Santa has made his rounds and the Christmas shopping is done; hope you all had a great Christmas and are looking forward to the New Year. On Christmas Day, Carolyn and I drove (modern car) up to the Crystal Lake Café for lunch. It is located in the San Bernardino Mountains north of Azusa at approx 600 ft. elev. It was a pretty drive and there was a little bit of ice and snow at the café. Maybe it would be a good Model A tour in the spring. Aside from all that; I think I'll take in the old-car show, on December 27th , at the Irwindale race track. It's sponsored by the Horseless Carriage Car Club; and starts at about 7am; maybe I'll see you there. And then of course it will soon be "New Years Eve"; I can't help you with that but, I will raise a toast for the Club's continued enjoyment and vitality!

As you know, the club Installation Banquet is Sunday, Jan 3rd, 1pm, at the Fullerton Elks Club; it should be fun. Drive your Model A, dress as you like and enjoy an afternoon with your fellow club members. Then on Thursday the 7th of January it will be the club's general meeting, 7:30pm at CHOC. As usual there will be many "exciting" items on the docket.

Let's get those Model A Fords out on the road and make 2016 the best year yet!

Enjoy,

Don

Deadline for submissions for the next **Distributor** is January 25, 2016
Submit all articles and ads to
tissysmith1@gmail.com
or mail to P.O. Box 10595
Santa Ana, CA 92711

Do You Know Me?

Wilhelm Maybach

Born 2/9/1846 Heilbronn, Germany
Died 12/29/1929 Stuttgart, Germany
Nationality: German
Son of a carpenter

Hailed as the King of Constructors

Accepted into the Automotive Hall of Fame in 1996 yet he never owned a car. He always used other modes of transportation.

Died at the age of 83 and was known to be very frugal
(Answer on Page 4)

Upcoming Tours and Activities Calendar

Jan 2 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W Katella Ave, Orange

Jan 3 (Sun) Annual Installation Banquet at Fullerton Elk's Lodge,1pm-5pm Submit checks to club's P.O. Box or contact Tom Weaver. $15 per person.

Jan 7 (Thu) General Meeting will be at 7:30PM. Guests are always welcome. Board meeting at 6PM

Jan 10 (Sun) Southern California Regional Roundup, 1pm at thee home of Marlin & Elaine Perry, 5528 N Lenore Ave., Arcadia, 626-443-0638

Jan 28 (Thu) Fourth Thursday Breakfast at Wings Café at Fullerton Airport, 4011 W. Commonwealth Ave, Fullerton 92833, 714-735-8432 at 8:30AM For info contact Terry Collings at 714-970-7194

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

Feb 11 (Thu) General Meeting will be at 7:30PM. Guests are always welcome. Board meeting at 6PM

Apr 7-9 MARC Membership meeting, Flint, Michigan

Apr 10 (Sun) Pancake Breakfast, Hart Park, Orange. See Frank Reese if you would like to volunteer

Apr 15-17 CCRG Jamboree - a full weekend of activities, tours, great food, moonlight boat rides and entertainment. The host hotel is The Homewood Suites in Clovis, CA. 559-292-4004 Ask for "Sierra Model A Ford Club" to receive the Group rate. Info: Bill Jones, 559-355-3994

Jun 16-24, MAFCA National Convention, Loveland, Colorado. Info: milehighcountry2016.org

Jun 25-Jul 1 MARC National Meet, Perrysburg, Ohio Board meeting at 6PM

Swap Meets/Car Shows

Jan 9 (Sat) WAPA Hit & Miss Swap Meet & Show, 6995 Edison Ave., Chino 91710 from 8am-2pm

Jan 10 (Sun) Long Beach Hi Performance Swap Meet & Car Show, Veterans Stadium, 5000 Lew Davis St., Long Beach, 6am-1pm

Jan 16 (Sat) Jeff's Fun Run http://www.socalcarculture.com/images/011616JeffsFunRun.pdf

Jan 17 (Sun) Pickers Paradise Auto, Bike & Motorcycle Swap Meet, Elks Lodge #2046, 7212 Melrose St, Buena Park

Jan 17 (Sun) Pomona Car Show & Swap Meet at the Fairplex

Jan 29-31 Grand National Roadster Show: info http://www.rodshows.com/gnrs/index.html

Jan 29-31 Turlock Swap Meet, hosted by the Modesto Model A's Club at Stanislaus County Fairgrounds, 7am-5pm, $10

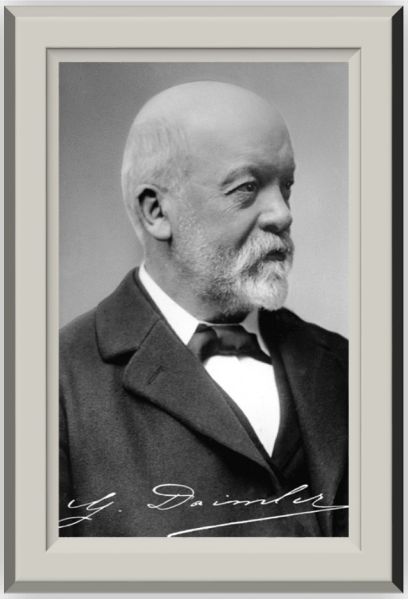
Jan 31 (Sun) Long Beach Hi Performance Swap Meet & Car Show, Veterans Stadium, 5000 Lew Davis St., Long Beach, 6am-1pm

Feb 26-28, 2016 - Big 3 Swap Meet, Qualcomm Stadium, San Diego

(Answer to Do You Know Me? on Pg. 2)

In 1896, an automotive development that did not receive headlines was announced. Dr. Wilhelm Maybach and Gottlieb Daimler of Germany had teamed up to build a motor car possessing a new device called a float-type spray carburetor -- a "gadget" that's still with us.

According to an 1898 issue of Automobil-Zeitung, a German automotive publication, the Maybach carburetor was "a major improvement over the brush-type atomizer and the wick carburetor."



The atomizer was the carburetion device used on the first motor car equipped with a gasoline engine, built by Siegfried Marcus in 1875. Between Marcus and Maybach, Dr. F. W. Lanchester, a British automotive pioneer, built motor cars that used wick carburetors.

The rotary-brush atomizer used by Marcus was an integrated fuel reservoir and feed unit. As the pulley-driven brush revolved, it picked gas out of the reservoir and threw it into the air. The suction effect created by the pistons drew the mixture into the engine.

Lanchester's wick carburetor improved on the atomizer. It consisted of several compartments. The bottom compartment held fuel. Wicks extending from a compartment above became saturated with fuel.

Getting vapors given off by the wicks to mix with air was achieved by drawing air into the compartment above the fuel storage area. The fuel/air vapors then flowed to the engine, passing first through wire mesh that served to filter out impurities. This was the world's first carburetor fuel filter.

There's a fact about filtration you may find interesting. Until refining methods were improved (about 1910), cars came equipped with swatches of chamois. These were used by car owners to filter impurities from gas before pouring it into the fuel tank. Before drive-in stations, gas was sold by hardware and drug stores.

Maybach's float-type carburetor was, in retrospect, and invention of revolutionary proportions. Its survival for this many years tends to prove this. You probably know how it works: Gas from a fuel supply tank flows by gravity into the carburetor's float chamber or bowl. As gas fills the bowl, it causes a float (Maybach used a float made of sheet metal) to rise. When the float reaches a certain height, it forces a needle valve to close, which halts the flow or fuel to the engine.

The float allowed Maybach to attain a consistent flow of fuel to the engine. Unlike the atomizer and wick carburetors, the float carburetor lessened the tendency of engines to flood.

Maybach's carburetor possessed a second chamber called the mixing chamber. It was there that gas from the float chamber mixed with air. The mixture was drawn up into the engine as pistons dropping in the cylinders created a vacuum.

Note that the fuel mixture was drawn *up* into the engine. The Maybach carburetor was an updraft unit, an approach to carburetion that lasted until the late 1920s, when the first cam-operated mechanical fuel pump was invented. This invention permitted automakers to move fuel tanks to the rear of their cars and place carburetors high on the engine.

Between the gravity-feed system and the advent of cam-operated fuel pumps, fuel was pushed from a rear-mounted tank to the carburetor by air pressure. This required large vacuum reservoirs between fuel tanks and carburetors. It's interesting to note what the 1928 edition of *The Modern Gasoline Automobile* had to say about a disadvantage of this system:

"The air pressure pump system often gives trouble, requiring a hand air pump near the driver in order to return to the garage."

Automakers had to put hand pumps in cars. When the automatic air pump system failed -- which it often did -- a driver would use the hand pump to feed fuel to the engine.

(Continued on Page 5)

2015 BOARD MEMBERS

President – Don Ratzlaff
714-529-5062/wadedon@pacbell.net
VP/Activities – Frank Reese
714-970-6262/Rftrust34@yahoo.com
Secretary – Kathie McCall
714-633-0946/dkmccall@socal.rr.com
Treasurer – Tom Weaver
714-637-0227/tweaver@surfside.net
Technical – Ken Blankshain
714-392-1438/ken blankshain@gmail.com
Editor – Tissy Smith-Hatcher
714-546-8554/tissysmith1@gmail.com
Immediate Past President – Rick Hall
714-282-0499/rickandlouise@socal.rr.com

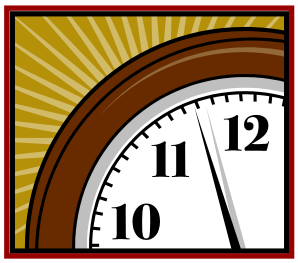
COMMITTEES

ACCC Representative – David Knapp
(949) 243-5210/dknapp@dslextreme.com
Breakfast Committee – Terry Collings
714-970-7194/mtcollings@sbcglobal.net
Club Greeter – Doris Marshall
310-378-5061/dandd51@gmail.com
Election Chairperson – Joe Goff
949-768-4627/joe@abt-tax.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/Rftrust34@yahoo.com and Mark Schwing, 714-970-1696/mschwing@earthlink.net
Raffle – Ed Cote
714-542-6161/patricia.cote@att.net
Refreshments – Esther Goff
949-768-4627 and Carolyn Ratzlaff
714-529-5062, dcratzy@gmail.com
Regional Representative, SCRG - Carolyn Ratzlaff, 714-529-5062, dcratzy@gmail.com
Sunshine & Sorrow – Marilyn Hawkins
714-730-4026/jmsinger@pacbell.net
Web Master – Chris Enright
949-481-8780/webmaster@ocmafc.com

Please Note: Some information contained in our newsletter has been reprinted from other newsletters; we thank and acknowledge them.

General Meeting Minutes

No Meeting in December.



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As we said, the Maybach float carburetor was first used in a car built by Maybach and Daimler. This was before Daimler and Karl Benz joined forces to form the company that now builds Mercedes-Benz automobiles and produces Mercedes-Benz parts.

Do you wonder why the cars are called Mercedes-Benz and not Daimler-Benz? When Daimler and Maybach were associated, Emil Jellinek (who was the Austro-Hungarian consul in Nice, France) was a passionate client of Daimler cars which he successfully raced. He promoted Daimler cars with his friends as an "un-official" dealer. When he ordered a large batch of cars, he also suggested that Daimler change the name of their cars, taking into account the French hostility towards German products, stemming from the still-well-remembered Franco-Prussian war of 1870 (which France disastrously lost). Therefore, he suggested they use a French-sounding name. Since he represented a sizeable share of Daimler sales, Daimler obliged by giving their cars the name of Jellinek's daughter: Mercedes. Since these cars won a number of races in France thus giving the newly named "Mercedes" a good reputation, Daimler decided to apply that name to their cars everywhere. The Mercedes name went with Daimler when he joined Benz.

As automaking took off, so did road building and development of more powerful engines operated at varying speeds. Fuel-on-demand became a critical factor that the original Maybach design couldn't fulfill. Refinements came hot and heavy.

One of the earliest was through the efforts of two men -- Butler of Great Britain and Venturi of Italy. They didn't know one another. In fact, they lived 100 years apart.

In the 1790s, Venturi discovered that by reducing the bore of a pipe, he was able to increase the velocity of fluid and got it to break (atomize) into smaller particles. Around 1900, Butler applied the Venturi principle to a float-type carburetor. He narrowed its throat (or venturi, as we call it now). Doing this allowed greater protection against engine flooding. Improvements to the Maybach design between 1900 and the late 1920s led to the jet-compensated carburetor, which is still with us. This unit uses jet circuits, air bleeds, vacuum-operated economizer valves and throttle-operated metering rods to attain the correct fuel/air ratios for various speeds and loads.

Reference: http://www.motorera.com/history/hist04.htm

HISTORIAN'S CORNER

By Dick Smith
Club Historian/Librarian

In this and the coming months ahead, the "Historian's Corner" will feature interesting and informative article that pertain to our Model A Fords.

A Short History of the Model A Ford

The year was 1926. Henry Ford's "Tin Lizzie" was getting old. It had been produced since October 1, 1908. There had been very few major changes to the car even though it did look quite different. With his son Edsel pushing to move past the Model T and design and build a "new ford" the order was finally given on July 20th, 1927 to start work on a new ford, the" Model A", although that name had not been picked yet!.

Henry made the last of the Model T's on May 26, 1927. It was car No 15,000,000. It is said Henry spent $100,000,000 (Yes, 100 Million Dollars!) on the new car design and for retooling of the Rouge plant to build the new Model A. Quite a sum in the 1920's! The car contained over 6800 parts whereas the Model T only contained about 5000.

Model A No. 1 rolled of the production line on October 20, 1927. Unlike the Model T, the new ford came in seven body styles and an amazing four colors!

The Engine was an L-head 4-cylinder, 'cast en bloc' type. It had a 3-7/8" X 4-1/4" bore and stroke with a displacement of 200.5 cubic inches. SAE horsepower of 24.03 with brake horsepower rated at 40 at 2200 rpm. Typical gas mileage was between 20 and 30 mpg using a Zenith one barrel carburetor. It's 103.5" wheelbase rode on 4.50 x 21" tires with a gear ratio of 3.77:1. The transmission was a 3 speed sliding gear unit with 1 speed reverse. The Model A had 4 wheel mechanical brakes and Houdaille, double action hydraulic shock absorbers with semi-elliptic front and rear transverse springs. Top speed was around 65 mph. Standard equipment on all Models included a Starter, Five steel spoke Wheels, Dash light, Windshield Wiper, Oil Gauge, Gasoline Gauge, Rear and Stop Light, Speedometer, Tools and Pressure Grease Gun Lubrication.

The "Model A" Tool Kit included with each car had the following items: Adjustable wrench, 2 open end wrenches, 2 tire irons, jack, pliers, screwdriver, tire pump, grease gun, combination spark plug wrench and instruction book which all fit into a snap pouch.

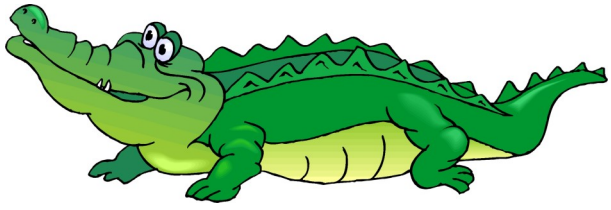
As for price? The new Model A Tudor Sedan sold for $495.00 with the Fordor bringing $570.00 F.O.B. Detroit. For $385.00 you could get a roadster and $395.00 would get you a beautiful phaeton. At $495.00, a new Ford Coupe was nice but for $550.00 the Sport Coupe with a standard Rumble Seat was a hot seller.

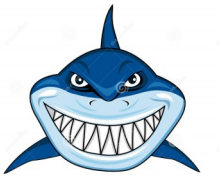
This article is a re-print from the *www.Ahooga.com* website, Aug 2007.

Do you collect the MAFCA Restorer magazines? If so, I have many copies from the mid-70's too current, that was donated by our members to be shared with our Orange County Model A members at no cost. Just contact me with your issues desired.

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

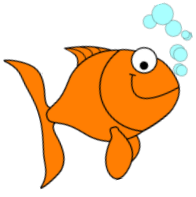
Now for some trivia:





DID YOU KNOW?

*A Crocodile cannot stick out his tongue?
*A shark is the only fish that can blink with both eyes.
*A goldfish has a memory span of three seconds.



Engine Overheating—Keeping Your A's Temperature in the Cool Zone

By: Ken Nelson

Engine overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected.

Fan Belt - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A ½ to ¾ inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

Fan - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use.

Hoses/Clamps/Petcock - A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

Water Pump - The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see what they're doing.

License Plates and Other Radiator Obstructions - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream.

Incorrect Ignition Timing - An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down. On heavy inclines listen for any spark knock and reduce the amount of advance to eliminate the knock. Watch your water indicators for any sign of excessive heat.

Incorrect Fuel Mixture - If the fuel mixture is too lean, the engine will run hot. Check your carburetor settings and reset to specifications if necessary.

Brakes/Wheel Alignment - Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in over-heating. The bad wheel alignment won't help your tire life either!

Bad Head Gasket/Cracks in Block - These can be classified as serious problems and if uncorrected, you'll have more to worry about than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magnafluxing. This process will detect any minute cracks that cannot be found by other means.

(Continued on Page 8)

(Continued from Page 7)

Radiators - The key word in any radiator discussion is *flow rate* - how much water a radiator will actually pass in a given period of time. A good Model "A" radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in overheating problems. Disconnect the upper and lower hoses and fill the radiator. A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes or leaky upper/lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator. The condition of the overflow pipe should also be determined during the radiator check. A broken or rusted pipe can cause the coolant level in the radiator to be lower than normal. A broken or missing baffle plate may allow the water pump to push the coolant directly into the overflow pipe and out of the radiator. To reduce the amount of water going out the overflow pipe, add a short piece of plastic tubing to the top of the pipe. Just make sure it is below the radiator cap. Loose tube fins can also contribute to overheating. If the fins are not making good contact with the tubes, heat will not be transferred into the radiator's airstream. Sometimes over lubricating the original type water pump rear bearing can cause excess grease to be introduced into the water system and clog the tubes.

Coolants - The Model "A" was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an anti-freeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected. Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your "A" to about 34 degrees below zero F. There are some disadvantages to using ethylene glycol in your Model "A" - the coolant may attack some types of paint and the Model "A's" water pump can whip the solution into a green, frothy foam, impairing the cooling action. To eliminate this problem there are two products on the market that will help. Prestone “LowTox” and Sierra antifreeze is formulated with propylene glycol (PG). As compared to ethylene glycol, propylene glycol is less toxic and safer for children, pets, and wildlife in the environment. One final consideration - some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model "A" overheating problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, soluble oil was suggested as a rust inhibitor. It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics. The experts all agree - don't use oil of any kind as a rust inhibitor! Also, consider using distilled water to eliminate “other” minerals being introduced into the water system. I see a lot of lower water pipes that are powder coated. They look nice, but the inside will be affected by the solution and will flake and clog up your water system. Go to a stainless steel pipe to solve the problem.

Thermostats - According to many Model "A" owners, a good thermostat offers two important benefits:

• Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds.

• The thermostat will maintain an engine temperature of at least 160 degrees F that many feel is optimum for complete fuel combustion and clean plugs. On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. To prevent this make, sure that there are two 3/16 inch holes drilled on the surface opposite the sensor so some water will still flow.

If you install a thermostat, use the kind that fits inside the upper hose and has a short pipe welded to the end instead of the type that mounts with tabs. Some owners have experienced leaks with the tab-mounted variety.

A good running engine makes EVERYONE happy.

Reprinted from Shady Tree A’s July 2009

WANT TO SELL OR BUY A CAR, PARTS OR SOMETHING ELSE? MAYBE YOU ARE LOOKING FOR SOMETHING UNUSUAL? LET US KNOW AND WE WILL GET THE WORD OUT.

Join us for good food and company

Fourth Thursday Breakfast Bunch

January 28th 8:30 am

Wings Café
(At the Fullerton Airport)
4011 W. Commonwealth Ave
Fullerton 92833
714-735-8432

Info: Terry Collings
714-970-7194

New Members: Please consider joining Model A Ford Club of America (MAFCA) at www.mafca.com/membership.html. MAFCA's members are dedicated to the restoration, preservation, and enjoyment of Ford vehicles of that era.

ACCC Representative Report By David Knapp

Happy New Year to my Model A friends! With the New Year we look forward to campaigns and the November elections. Well, maybe we don't really look forward to all of the campaign rhetoric, but we do need to pay some attention to what is going on nonetheless. A few legislative issues to report on this January include:

SB 8 – DEFEATED! SB 8 was a bill reported on in my last column which was designated to institute new taxes on services and labor. Worry no more about this one.

SBX1-1 – DEFEATED! SBX1-1 was an act to increase fuel taxes and new road access fees. More good news for keeping our tanks full and the roads ahead more enjoyable.

SB350 – Portions of this bill defeated! This bill is targeted at reducing petroleum usage by 50% by 2030 and would have provided CARB (California Air Resources Board) 100% authority in decision making for new rules and regulations. No additional information was provided in the ACCC newsletter on what passed and what didn't with this bill, but I will keep my ears to the ground.

Well, that's all for now! I look forward to seeing you driving your A in 2016!

Dave

Hawkins, Bob & Marilyn: 5200 Irvine Blvd, **#417**, Irvine, CA 92620-2002

Barker, Clifford & Joanne: email for Joanne is joanne-barker@sbcglobal.net

Neat, Patti: added her grandson, Andrew Neat-Mummert. Patti's cell: 310-948-3816, email: neat_patticv76@yahoo.com

Shook, Calvin & Jannice: 951-434-8487 (Jannice's cell), 951-434-8498 (Calvin's cell)

Stoney, Gary & Beverly: ph 949-632-7793; email gstoney938@gmail.com

Fullerton Airport 12/12/15 Photos Contributed by Ron Nichols

By Marilyn Hawkins

Jerry Neat lost his battle with cancer on December 10th. His memorial was held at Calvary Chapel Westgrove. As a tribute to Jerry, members of our club drove their Model A's to the memorial service. He and Patti enjoyed the club, the members and his Model A. Our deepest sympathy to his family.

Mailed a "Thinking of You" card to Esther Goff. She is currently taking another set of chemo treatments. Give her a call or send a card…support is always appreciated.

May you always have love to share, health
to spare, and friends that care

OFFICIAL CONVERSION CHART

HOW TO INTERPRET * * ANTIQUE CAR ADS

IF IT SAYS:	IT REALLY MEANS:
Rare model	Nobody liked them when new either
Older restoration	Can't tell it's been restored
Needs engine work	It's been frozen for 30 years
Uses no oil	Just throws it out
No rust	Body and fenders missing
Rough	It's too bad to lie about
One owner	Never been able to sell
No time to complete	Can't find parts anywhere
Needs interior	Seats are gone
Rebuilt engine	Has new spark plugs
May run	But it never has
Low mileage	Third time around
Many new parts	Keeps breaking down
29 coats hand-rubbed paint	Needed that much to cover rust
Clean	It sat out in the rain yesterday
Best offer	About what I expect to get
Always driven slowly	Won't go any faster
Prize winner	Hard luck trophy 3 times in a row
Stored 25 years	Under a tree
Real show stopper	Orange with purple fenders
Easy restoration	Parts will come off in your hand
Ready to show	Just washed it
Top good	Only leaks when it rains
Good investment	Can't depreciate any more

Contributed by Scott Limbrock

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

We are on the Web!
www.ocmafc.org

Next General Meeting

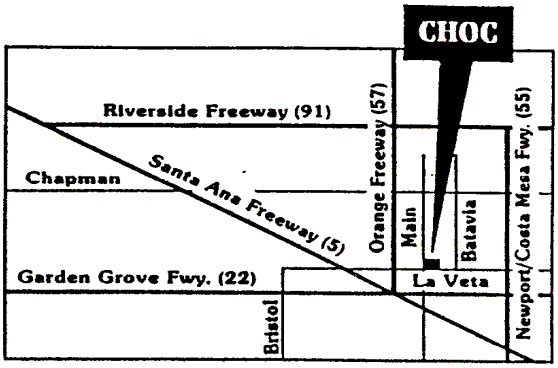
7:30 PM

[Second Thursday of every month]

Next Meeting February 11, 2016

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