Orange County Model A Ford Club

THE DISTRIBUTOR

55 Years

Volume 57, Issue 8 August, 2017 Editor Tissy Smith-Hatcher

Always forgive your enemies - nothing annoys them so much.

Oscar Wilde

Inside this issue:

Join us for a great tour led by Norm Kredit

Details to follow

International MODEL A FORD DAY September 16th

Check out who was our Model A Lady Driver

Rosters have been delivered

If you didn't get yours, contact Tissy Smith-Hatcher

President's Message

I would like to start with a big Thank You to Ed and Patty Cote, for hosting the Ice Cream Social. As always, it was well attended. Plenty of ice cream, with toppings, and of course Ed's famous auction. A good time was had by all. Speaking of a good time, I think everyone had fun and plenty to eat at the potluck, at Hart Park. I think we had sixty five members and 15 Model-A's. Nice turn out!

I know the weather has been a little hot and I'm not going to complain. Maybe next month when I get my electric bill! The warm (should I say Hot) weather hasn't kept Dianne and me from driving our Model-A's. We made a few trips to Shoreline Village in Long Beach, Redondo Beach, and Huntington Beach. See the pattern here? We always seem to end up at the beach. It's a great way to spend a summer evening and you meet a lot of nice people every time you stop.

How about a dessert potluck at the August meeting? Bring your favorite dessert (serving for six) to share at break time. I will get with Carolyn Ratzlaff, more to follow. The Fourth Thursday Breakfast is July 27th and the 1st Saturday Breakfast is just around the corner. It can't be August already! Hope to see you soon.

Be safe,

Jim

CORRECTION: Archbold, Tom & Connie, **31491** West Street, Laguna Beach, CA 92651-6904

Tom, Linda A. & William (Bill) [dad], 323 S. Indiana Street, Anaheim, CA 92805-3619, email: linda.a.tom@gmail.com, joined: 2017; 1931 Deluxe Coupe Model A

CORRECTION: Gaughen, Gerald & Diane, Gerald's work: 818-354-2353; Gerald & Diane's home: 562-430-4610; Diane's cell: 562-715-1529

SUNSHINE & SORROW By Pam Heiland

I haven't heard of anyone who is "under the weather" so far this month. If you know of anyone who needs a friendly card, etc. please let me know.

It was good to see Frank Reese at the July meeting at Hart Park so he's conquered pneumonia and is back among us. I saw Dale McCall at the St. Joseph Outpatient Pavilion when I went there for a test the other day so I know he's up and around also. Everyone, stay well and enjoy the rest of your summer.

"A good thing to remember, and a better thing to do is to work with the construction gang, and not the wrecking crew" Old Irish proverb.

Upcoming Tours and Activities Calendar

Aug 5 (Sat) First Saturday Breakfast BS Session ~ 8AM at The Katella Grill, 1325 W Katella Ave, Orange

Aug 10 (Thu) General Meeting will be at 7:30PM. CHOC Hospital Complex, 455 South Main Street, Orange. Guests are always welcome. Board meeting at 6PM

Aug 19 (Sat) Technical Seminar, at 9:30AM at 116 Via Ithaca, Newport Beach. Parking may be a problem; consider car pooling.. If you plan on attending, please RSVP to Ken Blankshain at ken.blankshain@gmail.com

Aug 24 (Thu) Fourth Thursday Breakfast 8:30AM at Schooner or Later, 241 N Marina Dr, Long Beach 90803; 562-430-3495. For info contact Terry Collings at 714-970-7194

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

Sep 14 (Thu) General Meeting will be at 7:30PM. Guests are always welcome. Board meeting at 6PM

Sep 16 (Sat) International Model A Day, Norm Kredit to lead tour of Anaheim

Sep 16 (Sat) 7th Annual Model A Day at the Gilmore Car Museum

Sep 28 (Thu) Fourth Thursday Breakfast 8:30AM TBD For info contact Terry Collings at 714-970-7194

Oct 1-6 MAFCA National Tour in Paso Robles (Paso Robles to San Francisco)

Nov 29-Dec 3 MAFCA's National Awards Banquet, Oklahoma City, OK hosted by Sooner's A's

Apr 8-10, 2018 CCRG in Cambria hosted by Cuesta Cankers, San Luis Obispo

Sep 24-28, 2018 MAFCA's National Tour, Pacific Coast Hwy, register online at www.mafca.com hosted by the Bakersfield Model A Ford Club

Swap Meets/Car Shows

Aug 6 (Sun) Long Beach Hi Performance Swap Meet & Car Show, Veterans Stadium, 5000 Lew Davis St., Long Beach, 6am-1pm
Aug 6 (Sun) Walteria Business Men's Charity Car Show, 10am-2pm. More info to come.
Aug 12 (Sat) Rock 'n Roll Car Show, Rock-Ola Jukebox Factory, 2335 208th St, Torrance, 10am-2pm
Aug 13 (Sun) Pomona Swap Meet & Classic Car Show, 5AM-2PM, Pomona Fairplex, Fairplex Drive and McKinley Ave, Pomona 91768 Enter at Gate 17.
Aug 19 (Sat) El Segundo Main Street Car Show, 10am-3pm
Aug 20 (Sun) Swap Meet & Car Show, SF Valley MAC Rancho San Antonio Boys Home
Aug 20 (Sun) Wounded Warrior Car Show, Red Beach Performing Arts Center, 9am-3pm
Sep 9 (Sat) Santa Maria All Ford Car Show and Swap Meet, Old Town, Orcutt, CA
Sep 10 (Sun) Long Beach Hi Performance Swap Meet & Car Show, Veterans Stadium, 5000 Lew Davis St., Long Beach, 6am-1pm
Sep 24 (Sun) Swap Meet, Paradise Valley MAC, Western Little League Headquarters, San Bernardino

The 13 Most Dangerous Car Interiors in History

www.popularmechanics.com/cars/g504/13-most-dangerous-car-interiors-in-history

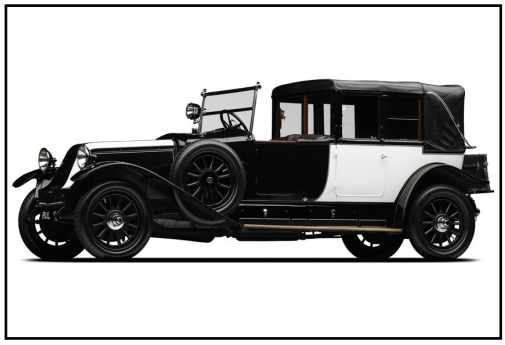
A lot of what we take for granted in the modern automobile has come along only after a great deal of trial and error—and, perhaps, neglect. Take, for instance, the humble headrest. While a headrest design was patented in 1923, the National Highway Transportation Association only passed a law that all passenger cars should have headrests in 1969—after hundreds of thousands of spine injuries as the result of whiplash. The safety belt was first put to use in horse-drawn carriages in the 1850s, but wouldn't be standard-issue in cars until the early 1960s. Sadly, many of the most basic innovations that are part of every automobile interior today came about this way. Grim, but true. These are the most dangerous car interiors—and a few that were unique for ushering in safety before it was fashionable.

1905 Darracq 200HP

Talk about rudimentary safety: The 1905 Darracq 200HP set speed records in Europe but had zero bodywork, just open chairs on a naked chassis. But, in a bit of clever ingenuity, Darracq cleverly offset the buckets so that the passenger sat slightly behind the driver. The advantage? In a curve, when the driver had the wheel to hold on to, the passenger could grab the driver's shoulders to keep from being flung from the vehicle.

1908 Ford Model T

"Safety glass" was actually invented by accident: In 1903, a Parisian scientist who had melted a liquid plastic into a glass beaker discovered that laminated glass would break but rarely fly apart. Unfortunately, automakers of the day didn't care about his invention, and so the Model T—and every other car of its day—featured a dead flat and seriously deadly windscreen that would cut apart passengers in the unfortunate event of a serious accident. The first widespread use of laminated glass came in the form of gas-mask goggles during World War I. By the late 1930s, Ford had adopted laminated glass in all of its models, calling it "Indestructo Glass". It was made by the aptly named British Indestructo Glass Co.



1922 Renault 40CV

The 1911 Indy 500 was won thanks in part to a practical invention: the rearview mirror. Legend holds that the race winner, Ray Harroun, saw another driver's girlfriend or wife aid him in driving city streets by holding up her compact mirror, which triggered Harroun's idea to mount a mirror on the dash of his race car. Rearview mirrors on a pivoting ball mount became ubiquitous in the mid-1920s. Even so, coach-designed luxury cars like this Renault had such massive blind spots that a rearview mirror did little to help during passing. And side-view mirrors on both the passenger and driver sides had to wait until the early 2000s.

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2017 BOARD MEMBERS

President – Jim Runyon
714-527-1829/jamesfrunyon@aol.com
VP/Activities – Frank Reese
714-970-6262/Rftrust34@yahoo.com
Secretary – Norm Kredit
714-635-3335/leorakredit@yahoo.com
Treasurer – Marilyn Singer Hawkins
714-730-4026/jmsinger@pacbell.net
Technical – Ken Blankshain
714-392-1438/ken blankshain@gmail.com
Editor – Tissy Smith-Hatcher
714-546-8554/tismith@cookseylaw.com
Immediate Past President – Don Ratzlaff
714-529-5062/wadedon@pacbell.net

COMMITTEES

ACCC Representative – David Knapp
(949) 243-5210/david-knapp@cox.net
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 – Steve Pavich
714-963-2633/spavich@socal.rr.com
Membership Chairperson– Scott Limbrock
948-981-8776/sbk@cox.net
Merchandise Director – Cathy O'Brien
714-777-0771/ylgsrden@aol.com
Pancake Breakfast Setup & Coordination – Frank Reese, 714-970-6262/Rftrust34@yahoo.com and Don Ratzlaff, 714-529-5062/wadedon@pacbell.net
Raffle – Ed Cote
714-542-6161/patricia.cote@att.net
Refreshments – Carolyn Ratzlaff
714-529-5062, dcratzy@gmail.com and Dianne Runyon 714-390-1528/ jamesfrunyon@aol.com
Regional Representative, SCRG - Carolyn Ratzlaff, 714-529-5062, dcratzy@gmail.com
Sunshine & Sorrow – Pam Heiland
714-417-3111/colapam@sbcglobal.net
Web Master – Chris Enright

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

General Meeting Minutes

OCMAFC General Meeting
Thursday, July 13, 2017
Hart Park, Orange, CA

At 6:00 P.M. the tables were filled and the potluck dishes were spread out in a row of color and selections. There were around fifty plus people with appetites and even a few from the Diamond Tread Chapter. In the riverbed parking lot, maybe 12 to 15 Model A's were parked.

Wonderful weather and shade trees made for great conversations at the tables. Frank Reese and Steve Pavich got those who could still move after eating all the good food to participate in a game with five on a team, competing against four other teams. It quickly revealed those who you needed to watch. Some were compelled to bend the rules in order to win the prize of bubble sticks.

Everyone drifted home after Ed Cote conducted the raffle ticket drawings for driving a Model A and for just being there.

Thank you everyone for bringing great food. Thank you Frank, Steve and Ed for adding some special flavor and fun. Ladies, I am sure we could not eat without you.

Norm Kredit, Secretary

Hart Park Picnic
July 13, 2017

Turn, Turn, Turn: A History of the Turn Signal

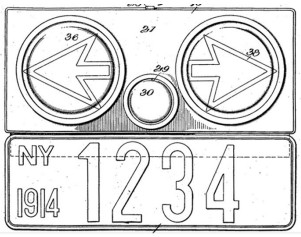
By: Llewellyn Hedgbeth

http://secondchancegarage.com/public/history-of-turn-signal.cfm

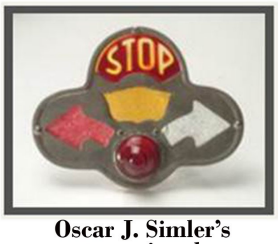
Although motorists often complain that some drivers don't know they exist or how to use them, all cars these days come equipped with blinking turn signals letting the car behind you know what you're up to. That certainly wasn't the case with the earliest cars, though. I still remember drivers using standard hand signals into the early fifties — you know, the ones you had to learn to pass your driver's test: for left you put your left arm straight out the window parallel to the ground, for right you rested your left elbow on the window, raising your forearm up with your hand open. And if you wanted to stop you signaled that intention, as well, by putting your left arm out parallel to the road and angling it downward. These hand signals were required whether it was sunny and fair or pouring buckets. Drivers of early historical cars, in fact, still have to know and use hand signals.

So, why didn't someone come up with a solution that would lead to greater safety and comfort for the motoring public? Well, several "someones" did just that — and early on. In 1907 Percy Douglas-Hamilton applied for a patent (received in 1909 as U.S. patent 912831) for a device "indicating the intended movements of vehicles". Apparently, the lights were shaped like hands so other drivers, accustomed to reading hand signals, would understand their meaning. Fast forward to 1914 when silent-film star Florence Lawrence designed (though failed to patent) a mechanical signaling arm. (Note: she also designed the first mechanical brake signal and her mother Charlotte Bridgewood patented the first automatic windshield wipers). As the driver pushed a button, a sign on the rear bumper came up telling others which way the driver would turn. According to the December 1985 issue of Popular Mechanics, the Protex Safety Signal Company introduced flashing turn signals in 1920. The first modern turn signal, though, can be attributed to Edgar A. Walz, Jr. who, in 1925, secured a patent for one and tried to market it to major car manufacturers. They just weren't interested, and the patent expired fourteen years later. Meanwhile drivers and inventors kept working on other solutions. The Smithsonian now has a handmade, one-off signal, for instance, that Oscar J. Simler made in 1929. It had a four-lobed shape with lenses for lights indicating slow, stop, left or right turn.


Florence Lawrence



Edgar A. Walz, Jr.'s Patent



Oscar J. Simler's turn signal

The European remedy for signaling turns or lane changes offered drivers semaphore indicators, mechanical arms known as "Trafficators" that swung out horizontally. These were powered by electro magnets used to raise an arm (usually mounted high on the door pillar) indicating a turn was about to be made. Once these arms were in the "on" position, power went to the lens area, lighting a small bulb. When they were "off", the trafficators folded into the door pillar. This allowed drivers to keep their hands on the wheel, a step up when it came to safety. Although Ford was not offering turn signals on U.S.-made cars, for German-built Model A's trafficators came factory-installed. Scintilla, a Swiss firm, manufactured a number of these, and they had left-side and right-side models. The driver's toggle switch used to activate the arm was mounted in the center of the dash. While Ford did not produce this component, some versions came complete with the Ford logo.

Inter-Strate Auto-Signal from 1921

Trafficators had actually been around long before the Model A, and their shape is said to resemble the signal arm used by trainmen of the Royal Bavarian Railway since 1890, though about half that size. First appearing in the early 1900s they had several fathers. Italian Alfredo Barrachini in 1908 added electric lights to a cable-activated system. In 1918 (Continued on Page 9)

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1930 Model J Duesenberg

The 1930 Model J Duesenberg was indeed gorgeous, and the underbuilt A-pillars were considered a safety advantage because peripheral vision could be much clearer. Unfortunately, when the pillars did collapse, they collapsed directly into the cockpit. Thin pillars do a very poor job of saving lives in the event of a rollover, and yet strict, NHTSA-mandated roof (and pillar) construction had to wait until the 1970s.

1953 Mercury Montery

There were a lot of pointy objects on the dashboards of pre-1980s cars. Many cars of the 1950s had steering-wheel hubs that protruded like missile ends, just waiting to impale the driver. Mercury used aircraft -style levers for the vent settings of the Merc-O-Therm Heater in this Monterey, though it at least put the steering wheel in front of these metal levers, which likely prevented some level of harm. But even as Mercedes was pioneering a collapsible steering column that would de-but later in the same decade, all cars of the era had fully rigid columns. Some of those would telescope to a steering box that sat ahead of the front axle, and a head-on collision would drive the column toward the driver.

1955 Mercedes-Benz 300 SL Gullwing

The Gullwing 300SL was a gorgeous piece of machinery, but it debuted before the age of headrests. One optional piece of equipment was a huge leather suitcase that sat behind the passenger and driver on the rear decklid. The case could be held in place with leather straps and metal buckles, but should you forget to strap down the load and then get rear-ended, that heavy tote would fly forward and smack you in the back of the bean.

1955 Ford F-100

A quick eyeball of this image tells you two things about the 1955 Ford F-100: The front bench had no head restraints, and the passengers sat with their heads pretty close to the backlight. Practically any car of the era lacked head restraints, leading to thousands of cases of whiplash, but pickup passengers were especially vulnerable because a severe im-pact from the rear could cause their heads to crash through the rear window. In 1969, head restraints became mandatory in cars, and the law was updated in subsequent decades to include trucks and SUVs.

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1956 Dodge Custom Royal

Texting and driving seems dangerous? What about flipping over a phonograph record while taking a corner in your 1956 Dodge Custom Royal? Chrysler offered retracting in-dash record players advertised as "Highway Hi-Fi" as an option available in 1955 to 1960 sedans (including Chrysler, Dodge, Imperial and Plymouth brands). But there was a catch—several, actually. The player had to be small, so a 45-rpm record would seem apt, but 45s played through a song in just a few minutes. So Chrysler worked with Columbia to create slow-playing 16-2/3-rpm records. Then there were the little problems of flipping a record while driving, the fact that the player's needle jumped unless the road was windless-lake smooth, and that persnickety issue of what would happen to your date's face in the event of a crash.

1958 Porsche 356

We owe the 356 Porsche an apology: It's merely the straw man for any number of possible cars. Porsches, like so many cars of the preceding 70 years of automotive history, came with wooden steering wheels. And the 356 was a popular track car as well. Through grim trial and error, race drivers learned that in a crash, a wooden steering wheel could splinter and penetrate a driver's hand or chest, ending his career or worse. By the time the 356 was in common track use, at least racers knew to swap the wheel for one made of metal.

1958 Saab Gran Turismo 750

For a break from all the bad car-safety tech, here's a car that deserves credit for taking a leap forward in safety. The Gran Turismo 750 that Saab exhibited at the New York Auto Show in April 1958 carried a twin-carb engine souped up for the U.S. buyer, and put out a racy 55hp (if you got the aftermarket tuning kit). But the GT750 was a breakthrough for another reason that was largely glossed over: It came with optional retracting lap belts.

The idea of the seatbelt was brewing in the U.S. market by that time, in the person of Huntington, Calif., neurosurgeon Hunter Shelden, who was treating hundreds of emergency-room patients with head injuries resulting from car crashes. He wrote a piece that was published in 1955 by the Journal of the American Medical Association, the findings of which led Congress to spur the setting of new safety standards for carmakers. But give Saab some credit for putting his idea into practice.

1961 Volvo PV 544

Not to be outdone by its cross-nation rival, Saab, Volvo came close on the heels of the GT 750 with the first standard three-point safety harness. The breakthrough wasn't only that the car's belt provided chest as well as lap protection, but also that inventor Nils Bohlin realized that past attempts at seatbelts had attached the straps to the seat itself, and seatbacks of the era would collapse forward under the weight of the driver during a crash. The driver might not have been thrown through the windshield, but he would still collide with the dashboard. Bohlin devised a system that attached directly to the frame of the car. And oddly, Bohlin's many other inventions were just the (Continued on Page 10)

(Continued from Page 6) the Naillik Motor Signal Company of Boston added electric motor drive. For slow or stop a switch in the brake pedal activated hands that swung out on both sides of the car. For left or right turns separate switches were operated from the clutch pedal. At night the small hands were illuminated. In 1923 French inventors Gustave Deneef and Maurice Boisson utilized a linear solenoid and in 1927 Germans Max Ruhl and Ernst Neuman added internal illumination to the solenoid operation. As more modern turn signals were introduced, trafficators were phased out. Many drivers thought that a good thing, especially since trafficators were fragile, often broke off, and tended to stick in the "off" position.

Back in the States, Buick was the first U.S. automaker to offer factory-installed flashing turn signals. Introduced in 1939 as a safety feature, the new-fangled feature was advertised as the "Flash-Way Directional Signal" operated from a switch on the new "Handi-shift" column-mounted shifter. The flashing signals only operated on the rear lights. In 1940 Buick enhanced the directional indicators by extending the signals to front lights and adding a self-canceling mechanism. That year directional signals became standard on Buick, Cadillac, LaSalle, and the Hudson Country Club vehicles and optional on Chevrolet, Oldsmobile, and Pontiac (for a cost of $7.95), Hudson (for $10), and Packard. In 1941, Dodge offered turn signals as an option on all its models. After WWII turn signals and turn signal levers mounted on the left side of the steering column became more commonplace. For those cars without them, however, the Illinois-based Lester Company offered a Simplex Direction Signal Kit for '42 to '49 models, advertising that the signals available for $8.95 would work "like factory-installed models on expensive cars". In 1951 the average American family income was less than $4000 a year. As little as that now sounds, it was enough for many families to invest in more luxurious cars, partaking of options available for more powerful engines, two-tone paint, and even turn signals.

Nowadays turn signals are required for vehicles driven on public roads — unless they're antique vehicles that did not come with turn signals. Some owners of such cars, though, feel a lot safer installing after-market turn signal mechanisms.

The sixties brought other innovations to turn signals. Initial plans called for Ford to install sequential rear turn signals on the 1964 Thunderbird but installation was put off a year while legislatures across the country considered whether to make them legal. In 1965, however, they were factory fitted on Thunderbirds, soon followed by Mercury Cougars (1968-1970), Shelby Mustangs (1968-1970), and 1969 Chrysler Imperials. After the turn lever was activated, lights came on in sequence from the interior bulb, to the middle bulb, to the outside bulb. Then they all clicked off and the sequence repeated itself. 1968 marked another change: Federal Motor Vehicle Safety Standard 108 required amber (rather than the earlier white) lens front turn signals; rear signals could be red or amber. Note: It was also in the sixties that 4-way hazard flashers were first required.

Reliable light-emitting diode (LED) technology for signal lights was introduced in the 1980s. Because such lights do not depend on lens color, they emit true red and amber hues. While it hasn't happened yet, it may not be long before filament bulbs have been phased out completely.

With the 2011 Fiesta Ford adopted technology from Audi and VW and installed three-blink turn signals. When you signal a turn, lights blink three times then shut off automatically. If you need them on longer you move the lever up (or down) another position. This feature should alleviate frustration other drivers feel when a turn signal is unwittingly left engaged.

Though the basic turn signal technology hasn't changed in years, future improvements may include increased strength and durability for parts that are consistently used and abused, an alert when the turn signal switches off even before we've started our turn, and customizable turn-signal tones. While there's still a need for such innovations, we're all better off relying on technological wizardry rather than hand signals.

FOR SALE: (1) Original flywheel housing, grease and all for $75; (2) original flywheel, grease and all for $75; (3) clutch pressure plate to use for exchange at $25; (4) original clutch pad for exchange-free; (5) two original two blade fans, no cracks, bead blasted- $50 each. Contact Gerry Reid at gerrysherryreid@aol.com

Deadline for submissions for the next **Distributor** is August 25, 2017 Submit all articles and ads to tismith@cookseylaw.com or mail to P.O. Box 10595 Santa Ana, CA 92711

Why not get some money for driving your Model A? There will be a raffle at every General Meeting, BS Saturday and 4th Thursday Breakfast. That's three chances to win the $$ per month.

(Continued from Page 8) opposite sorts of devices: rocket-powered ejection seats for Saab jet fighter planes.

1961 Lincoln Continental

"Suicide doors" got their name for a reason. Many early cars didn't have locking doors, door latches opened by pressing downward, and a downward-opening latch often served as an armrest. It was a recipe for catastrophe. Without a seatbelt, anyone chilling in the back of a car with rear-swinging doors could easily fall out, especially since the wind would catch the door and blow it open. The gorgeous 1961 Lincoln Continental had suicide rear doors, harking back to a much earlier era of coachbuilt luxury cars of the 1920s.

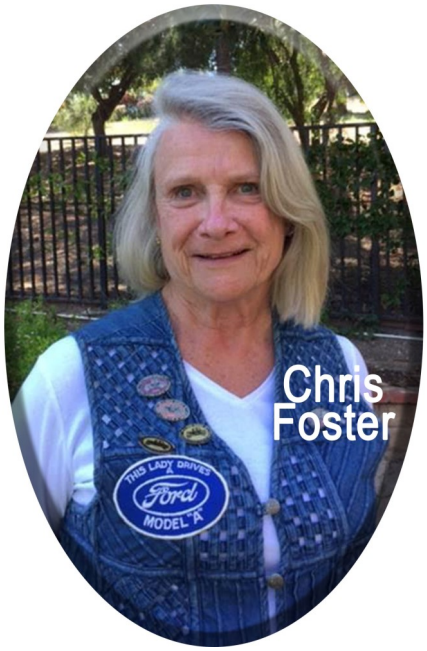
1985 Yugo

There was practically nothing right about the poor Yugo, save that it rekindled the idea that a small, entrepreneurial carmaker could succeed. What was wrong with the Yugo's interior? It would rattle to pieces, literally, while driving. Electrical failings also caused shortages, or fires, to break out in the cockpit. At least that kept the drivers warm, as the Yugo was also prone to having its heater fail.

This Lady Drives A Model A (Part 2)

This lady is a native Californian, growing up in the Pasadena area. The original family emigrated from Sweden settling in the Black Hills of South Dakota and eventually to California. Following graduation from college she worked for an oral surgeon, married and had two sons. Following an early divorce, this lady worked for an engineering firm in Pasadena for 27 years.

After retirement, she has found time to volunteer with Childhelp and is a member of the LA County Quilt Club as well as OCMAFC. Currently, 3 granddaughters round out the family, as well as a long time relationship, and of course the 1931 Deluxe Model A Coupe. Hopefully these clues have helped you identify our Model A Lady who still drives that car from her high school days.



Technical Seminar

This seminar will include changing the engine oil, topping off the tranny and rear-end plus a general inspection of mechanical items for a new member.

Saturday, August 19th at 9:30AM
116 Via Ithaca, Newport Beach

If you plan on attending, please RSVP to Ken Blankshain at: ken.blankshain@gmail.com
It is anticipated that parking will be a problem. Consider car pooling.

Join us for good food and company

Fourth Thursday Breakfast Bunch

August 24 8:30 a.m.

Schooner or Later
241 N Marina Dr
Long Beach 90803
562-430-3495

Info: Terry Collings
714-970-7194

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

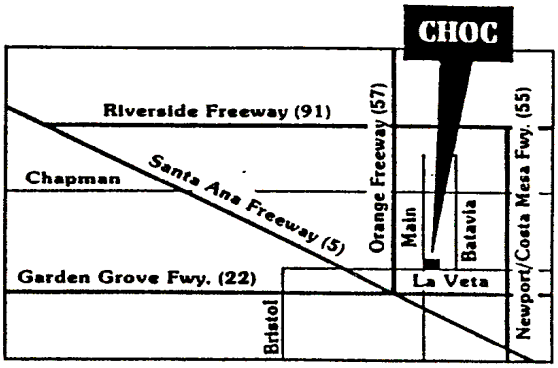
7:30 PM

[Second Thursday of every month]

Next Meeting August 10, 2017

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

We are on the Web!
www.ocmafc.org

Return Address:
Post Office Box 10595
Santa Ana, CA 92711

To:

First Class Mail