

# Orange County Model A Ford Club

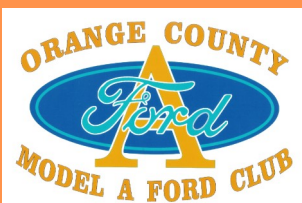
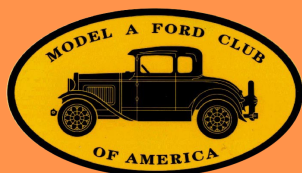
# THE DISTRIBUTOR

59 Years



Remember,  
happiness doesn't  
depend upon who  
you are or what you  
have, it depends  
solely upon what you  
think.

Dale Carnegie



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Volume 61 Issue 4

April, 2021

Editor Tissy Smith-Hatcher



## THE GREAT GET TOGETHER



WE WILL BE CELEBRATING OUR CLUB'S 60<sup>TH</sup> ANNIVERSARY ON AUGUST 14<sup>TH</sup> FROM 11AM-1PM AT A PARK IN ORANGE (ACTUAL LOCATION TO BE DETERMINED). WE ARE ASKING CLUB MEMBERS TO RESERVE YOUR SPOT BY SENDING A CHECK FOR \$10 PER PERSON TO THE CLUB; THIS CHECK WILL BE RETURNED AT THE EVENT.

INDIVIDUAL BOXED LUNCH WILL BE PROVIDED, ALONG WITH SOME FABULOUS SWAG TO COMMEMORATE THE OCCASION.

**COME AND JOIN THE FUN!**  
**You Won't Want to Miss This**

CHECKS PAYABLE TO:  
OCMAFC, P.O. Box 10595, SANTA ANA, CA 92711  
ANY QUESTIONS CONTACT KATHIE MCCALL OR SHEILA PLOTKIN

*In order to cover the costs of the anniversary event, we need club members to approve this budget expenditure during of the April 8th general Zoom meeting. We would appreciate your participation in this vote.*

**We aren't an Amazon Distribution Center,  
but your 2021 Roster is ready to be  
delivered. Now we need to determine  
the best way to get them out to our  
club members.**

**Any suggestions???**



## News From the President

By Louise Hall



April is here and things haven't changed much. We are still unable to meet together as a club. Venues for meeting are closed for any future reservations.

But we have had some fun in March. Many of us helped to celebrate Richard Parrish's birthday with a drive-by at his party with family. And Richard hosted a great seminar at his home with information about the "new" Model A engine.

There is much excitement about the "new" engine purchased by some of our members. I know that our house is buzzing with texts and calls regarding this addition to the Model A that will insure better driving.

We are looking forward to celebrating our club's 60<sup>th</sup> anniversary on August 14. Our great committee is working on making this a safe, but fun event. Watch for details in the coming months, and mark your calendar!

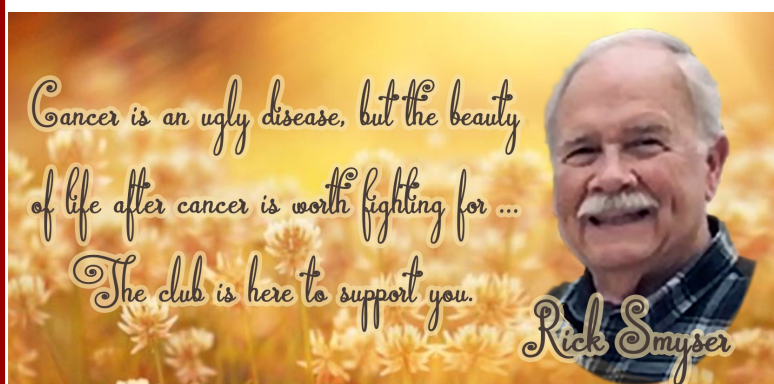
Your club board continues to meet and conduct business. We have sadly accepted the resignation of Rick Smyser as secretary. We wish Rick well as he continues to receive treatments for cancer. Rick, a position on the board will be open for you when you are feeling up to it!

We've continued to try to involve members by have meetings and BINGO via zoom, and have found that there is a small response. If there is some way we can fill this gap of not seeing each other, your suggestions are welcome, just speak to me or any of the board members.

We have lost one of our club's great model A'ers. Glenn Johnson passed away on March 13, 2021, and as they say, he has left the garage. He left a loving and wonderful family, including his wife Sharon. Glenn and Sharon were very active members of the Orange County club prior to their move to northern California. Glenn served as president of the club for 3 terms, 1976, 1987, and 1994. Glen was a great leader, mentor and friend. Many would agree that he was a restorer par excellence. He often served as a judge at MAFCA national meets. He and Sharon toured all over the US and worldwide.

We will miss Glenn's great sense of humor, and infectious laugh. He was always fun to be around. I can speak for many in the Orange County club as we remember Glenn fondly and feel privileged to have known him.

Louise



### MAFCA is looking for You.

Are you interested in the future of MAFCA? Yes you say! Then now is the time to consider being a candidate for the Board of Directors. As a member of the MAFCA board you will be able to put your organizational and operations skills to good use. MAFCA has four positions that will need to be filled and if you like to take on an assignment and get the job done,

and enjoy working on a team of similarly minded people, please fill out the application found on page 20 of the March April issue of The Restorer and become a candidate.

Doug Linden Membership Director

# KATELLA GRILL

WE'RE BACK!

The BS Breakfast is returning on April 3<sup>rd</sup>

Contact Don Ratzlaff to be included in the reservation

1325 W Katella Ave, Orange, CA 92867



**2021 BOARD MEMBERS**

**President** – Louise Hall  
714-282-0499/rickandlouise@socal.rr.com  
**VP/Activities** – Joe Goff/949-636-3879/  
josecool35@cox.net assisted by Kaci Terens  
**Secretary** – Kathie McCall  
714-633-0946/kathleenmccall1941@gmail.com  
**Treasurer** – Darwin Kibby  
310-938-6872/dkibby714@att.net  
**Technical** – Richard Parrish  
714-393-8582/parrish1937@gmail.com  
**Editor/Zoom Coordinator** – Tissy Smith-  
Hatcher / 714-546-8554/  
tissysmith1@gmail.com  
**Immediate Past President** – Jim Runyon  
714-527-1829/jamesfrunyon@aol.com

**COMMITTEES**

**ACCC Representative** – David Knapp  
**Breakfast Committee** – Terry Collings  
**Club Greeter** – Doris Marshall  
**Election Chairperson** – Joe Goff  
**Historian & Librarian** – Steve Pavich  
**Merchandise Director** – Diane Gaughen  
**Pancake Breakfast Setup & Coordination** –  
Frank Reese, Don Ratzlaff and Richard Bolls  
**Raffle** – Ed Cote  
**Refreshments** – Carolyn Ratzlaff and  
Dianne Runyon  
**Regional Representative, SCRG** –  
Carolyn Ratzlaff  
**Sunshine & Sorrow** – Marilyn Hawkins  
**Webmaster** – Bruce MacIntosh

We have removed all  
Committee members'  
emails and phone  
numbers in order to  
ensure their privacy.  
Members can find this info  
in your roster.

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

# Board Meeting Minutes

## Orange County Model A Ford Club General Zoom Meeting

**March 11, 2021****7:30 PM**

After a few minutes of socializing President Louise Hall began the meeting. The edited minutes of February 11, 2021 were approved as they were printed in the newsletter, The Distributor.

Treasurer Darwin Kibby reported that we have 119 paid members with more committed to pay and will be sending checks soon. Our accounts were in good order and his accounting to the Board was approved.

Club Liaison to CHOC, Kathie McCall, reported that the meeting room would possibly be open to us in April. CHOC has us down for the room into 2022. All discussion on dates for meeting are based on conditions of COVID at the time. Several city or county parks were mentioned as possible alternatives. An allocation of \$3,000.00 was given to the 60th Anniversary Committee to be used for a celebration in a park. There will be goodie bags and refreshments, etc. to make it a fun day.

Technical Richard Parrish has arranged a seminar on car safety and fire extinguishers. Bring chairs and any extinguishers that you have and compare types and contents. This will be at his home on the 20<sup>th</sup> of March. Parking is restricted, so Richard will have some passes. Let him know if you are attending. Phone number is 714-393-8582. Address: 909 So. Hacienda Place, Anaheim, CA, email: parrish1937@gmail.com

**PLEASE NOTE:** As of this writing Richard will be having a showing of the new Model A and Model B engine blocks for the members to examine. (March 16 update)

Leonard Nettles, who has kept the club informed as to the production of these blocks, said that the major shipment of them is still in the containers stalled on ships waiting to unload at the port. He expects more to be in the warehouse by the 19<sup>th</sup>.

Since this was a ZOOM meeting, Louise Hall drew for the Membership Drawing. The winning number drawn was #121 (Ed & Christine Shaefer). They were not present, so the prize amount now will go from \$80 to \$90.

V/P Activities Joe Goff updated us on the "Thank You Tour" planning with the V8 Club in the Long Beach area. They have set the date for the 13<sup>th</sup> of May. The time will be negotiated with the hospitals and be clarified later.

Good night to all,

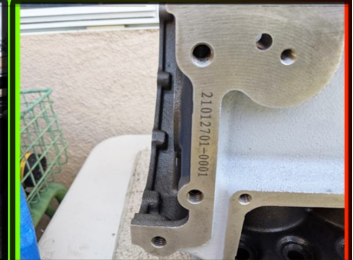
Norm Kredit, acting Secretary



**MODEL A**  
**Roster Raffle**  
**CURRENT JACKPOT 90 DOLLARS**

If the roster jackpot grows to \$100, and the name pulled is not at the meeting, a second name will be pulled; should it get to \$200, up to 4 names may be called each month until a winner is in attendance.





What happens when Old Car Guys get sent to a nursing home ...



Deadline for  
submissions for the  
next Distributor is

*April 20, 2021*

Submit all Articles and  
ads to  
[tissysmith1@gmail.com](mailto:tissysmith1@gmail.com)  
or mail to  
P.O. Box 10595, Santa  
Ana, CA 92711



## History of Phil Joujon-Roche's Model A

Phil Joujon-Roche's A400 (Body #3922)

I found this car in Bakersfield, CA in 1961, a basket case. I hauled it home to Costa Mesa, CA and worked on it for five years, and then not much work on it for 40 years. (Aerospace work, two sons, building a custom house, and sports filled by days.)

I got serious about completing this restoration in 207. The car is not a driver, and has about 300 miles on a rebuilt Model B engine. Improvements include hydraulic brakes 6:1 high compression head, 6 volt alternator, upholstery and top from LaBaron Bonney, and all chrome re-plated.

I am working on restoring a metal truck and chrome trunk rack as the finishing on my A400. I have greatly benefited from my membership in the Orange County Model A Club and knowledgeable experts to answer questions and great fellowship.



Phillip Joujon-Roche/Page 25 of Vol 1 issue 3

## Jim's Technical Tip Installing the Starter "Bendix Drive"

By Jim Cannon

The small Bendix Drive gear that's bolted to the starter motor puts up with a lot of use (and abuse when you forget to retard the spark before starting). Eventually you will be working on yours and I have a tip for you about installing it back on the starter shaft.



The Bendix is bolted to the shaft with 2 special bolts and lock washers, as shown in the photo below. One bolt has a specially-shaped end that goes down into a hole in the starter shaft. This is critical, to lock the Bendix to the shaft; do not substitute a plain bolt for this.



The other bolt is "special" only because it is only 1 1/16" long. This allows the bolt to lock the spring in place, without having the bolt actually touch the starter shaft. Don't be tempted to use a 3/4" long bolt instead of the correct shorter one. See the comparison photo of a 3/4" bolt and the correct bolt.



When this longer bolt is used, it presses against the starter shaft when tight and it messes up the Bendix operation. Don't forget to install the half-moon shaped Woodruff key in the shaft before slipping the drive on the shaft. You may also use 2 spring clips (optional). Be sure to lock the bolts down tight by bending the ear of the special lock washer up against the bolt head. If you don't, these bolts will work loose and fly out of the starter drive.

I carry a spare Bendix spring (they are known to break) and a set of these special bolts and lock washers with me in my parts kit on tours. If I don't need them, someone traveling with us might.

This will help quickly get them back on the road to Have a Model A Day! Jim





## 2021 National Tour Update

### **"REGISTRATION FORM AND APPREL INFORMATION"**

**MAFCA 2021 National Tour "A White Mountain Adventure"**  
**June 20-25, 2021 Hub and Spoke Tour - Home base - North Conway, New Hampshire**

Registration form and Apparel Information can be found on our website: [www.2021mafcanationaltour.com](http://www.2021mafcanationaltour.com) and in the Jan/Feb the Restorer's online digital copy as well as in the hard copy print.

Please be reminded that you must be an active member of MAFCA to register and to participate in the tour. Information for becoming a MAFCA member can be found on the tour website.

**Important:** If you register and pay online with PayPal **please** check back and sign in on your PayPal account after 48 hours to approve the payment transaction for the tour.

The Host Hotel has a limited number of rooms left. We have made arrangements with another sister hotel if the host hotel sells out and will post it on our website: [www.2021mafcanationaltour.com](http://www.2021mafcanationaltour.com)

Please check out tour website, Facebook, MAFCA's website and "The Restorer" for additional information and updates as they become available.

Sincerely,

Mark Smith

Tour Chairman

Keith Costello

Vice Chairman

Host: New Hampshire Lakes Regional Model A Club

[www.2021mafcanationaltour.com](http://www.2021mafcanationaltour.com)

[www.facebook.com/groups/942306299533378](https://www.facebook.com/groups/942306299533378)

Email: [whitemountainadventure2021@gmail.com](mailto:whitemountainadventure2021@gmail.com)



**MODEL A  
CROSSING**

**EDITOR'S  
NOTE**

**TO  
ALL THE  
MEMBERS  
WHO  
CONTRIBUTE  
TO THIS  
NEWSLETTER  
THANK  
YOU**





### **On March 13, 2021 the Model A Ford Hobby has gotten a little bit smaller.**

Glenn Johnson was one of the greatest Model A'ers of all time, a mentor to many, and a wonderful family man to look up to. Those who knew him can attest to this, and those who did not have the pleasure of knowing him, should know about him.

When Glenn Johnson joined the Orange County Model A Ford Club, it was all about the cars. He, along with many other young men, founded the Orange County California Chapter of what continues to be one of the greatest American adventures - the Model A Ford. This was back in the 1970's, when it was very much about getting the Model A's on the road. And then it was on to winning awards at car shows. These young men helped to set the standards, and the judging that went into the cars, and the attention to detail.

These hobbyists could paint cars, and Glenn was head of the class (his pin stripping abilities accentuated many cars). These guys worked on cars passionately, and we are talking about full body off, down to the frame, engine overhauls, and then back together again restorations. Restorations that would make Henry Ford proud. He was one of the best in creating award winning show cars, with style and perfection few could match. Glenn's gold ribbon cars were not only the best in show, but he and Sharon drove these cars to shows and conventions all over. Glenn and Sharon have literally traveled the world in their Model A's, including groups traveling throughout Europe. Most of Glenn's cars are still on the road today, and winning awards.

As the club progressed, it started to encompass the women and the families. The women became very involved in the era clothing, and this included dressing up the men and children in vintage clothing. Glenn and Sharon, and their wonderful daughters, were one of many families that pioneered the spirit of the OCMAFCA which continues to this day. The family fun that we all experience today owes many thanks to Glenn. Even in recent times, he was still very involved as an activities director, tour guide, and pancake breakfast official; he was the President of the OCMAFC in 1976, 1987, and again in 1994. The trophies that Glenn created for the pancake breakfast are treasures that many of you have to this day. Glenn was a true family man.

Glenn's talent's were not only related to the Model A, but Glenn R. Johnson Architectural Models Inc. earned the reputation of creating the very best architectural scale models in the industry. Glenn worked with some of the best architects, creating scale models of all proportions, of some of the best architecture around. He would go to his shop early every day, sometimes seven days a week, and put his creativity into action. He would help architects' dreams and sketches come to life. His perception of their intent, and his ability to create something tangible from a few vague sketches was really exceptional. His uncanny eye for color was extraordinary. His superior ability to paint was found both in his architectural models, and in his Model A's. They were the perfect compliment to each other. Glenn's imaginative abilities with architecture won him honorary membership to the American Institute of Architects, an honor bestowed upon a select few.

Along with all of this, Glenn had a great sense of humor, loved his dogs, and put his lovely wife of 57 years above all things. He leaves a great legacy to his wonderful family and multitude of friends. Glenn touched the lives of so many people, in such caring and wonderful ways, like few men ever will. We love you Glenn and we miss you. Until we meet again, Rest in Peace.

*Written by Doug Marsh*



*Glenn Ralph Johnson  
April 1, 1942 - March 13, 2021*

### **Tiny Tips**

If the water pump shaft travels forward too much in service, resulting in the fan touching the radiator or excessive wear on the fan belt and pulleys, here's a quick fix without removing the radiator, pump, etc.

Get a 2" piece of alloy or plastic pipe with an inside diameter slightly smaller than the pump shaft outside diameter. Saw the pipe lengthwise and fit the halves around the shaft. Secure with two hose clamps of shortest possible length, with the fan position pushed toward the block. Line with inner tube rubber if too loose. The halves keep the shaft from traveling.

If the water pump works too well, throwing water out of the overflow, a quick fix can be made by slipping a piece of rubber tubing over the tube, just clearing the cap. Insert a wood screw loosely in the tube to allow some water or steam to escape.

*Submitted by Robert Scoon, Arcadia, CA*



# **\$90 Raffle** **April 8<sup>th</sup>** **7:30pm** **Zoom!** **General Meeting** **Details in the email**

## **Terry Burtz' Model A Engine**

**By Michael Edmonson**

On March 20th we had a wonderful opportunity to finally meet the Ford Model A's youngest cousin: The Terry Burtz Model A Engine, courtesy of Richard Parrish. We had a pretty solid turnout of over 30 folks from our club, as well as a few from the Santa Anita A's (and more doughnuts than anyone could handle). The day started out with having a short reacquaintance with our much beloved original Model A and B engines by Richard, recognizing differences and improvements from the Model A engine to the Model B engine. We were so fortunate to have Jim Brierly present to talk about his experiences with the original A and B engines, his modifications and improvements on Henry's original design throughout the years, and then his thoughts on the new engine designed by Terry.

And with that, the new engine was revealed. 14 years in the making of which we owe Terry many thanks. To get an idea of what Terry went through in bringing this project to fruition, take a look at his website at <http://www.modelaengine.com/>. Here you can find all of the particulars and the history of what went into this project. In short, the foundation of the engine now has a block with a total of five main bearings, with bearings located between each cylinder instead of the original three, and with modern inserted bearings in place of the original babbited bearings. On this firmer foundation will lay a stiffer balanced crankshaft with equal pairs of counterweights, pre-drilled for a fully pressurized oil system. The set of four connecting rods provided use inserted bearings as well; it should be noted that these are the only parts provided, so additional parts will need to be acquired to complete the short block build. An optional 30lb flywheel is available as well.



Further discussion continued, with Richard, Jim, and Art Moore adding many more informative comments on improvements and comparisons (and a few war stories as well). Of note, this new engine has been designed to have the identical appearance of a stock 1929 Model A engine with dimensions and both internal and external interfaces the same – if you can get it from CW Moss, Bratton's, Snyder's, or any other

parts house, it will fit. Additionally, there are improved intake ports and the water inlet baffle used in the Model B engine was included.

A Q&A also continued and Leonard Nettles was present to answer quite a few questions and was able to fill in many of the blanks. An initial limited shipment of engines arrived in Long Beach this past week, and a second larger shipment is due to arrive by the end of June. All of the engines bound for the U.S. will be shipped (cont'd on Page 10)





## Would You Like to Serve?

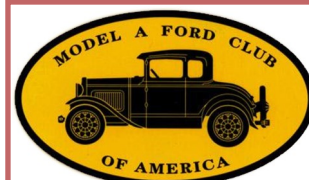
The Model A Ford Foundation is always looking for individuals who love the Model A hobby and are interested in the history of the Era to serve on the MAFFI Board of Trustees. Briefly, the MAFFI board has the responsibility of overseeing the Model A Ford Museum at the Gilmore and encouraging Model A'ers around the country to support the museum through membership in MAFFI and through additional donations to museum operations or the museum Endowment Fund.

The Board meets once a year on the Thursday before Model A Day at the Gilmore which falls on the third Saturday of September. Attendance at the meeting and Model A Day is strongly encouraged. Meetings and business are also conducted through email and conference phone calls so a trustee must have access to a computer for email. We like to have representation on the board from all areas of the country. We would like to also encourage women to serve on the board.

A trustee serves for three years and is eligible to serve a second consecutive term if he or she desires. Trustees must be a member in good standing of MAFFI and we strongly encourage each trustee to support both national clubs, MAFCA and MARC through membership as well. We ask that while serving on the MAFFI Board, you do not run for or accept positions on another national club's board. If you think you may be interested in serving on the MAFFI Board, please contact our Executive Director, John Marshall ([ExecutiveDirector@maffi.org](mailto:ExecutiveDirector@maffi.org)), or John Begg

([President@maffi.org](mailto:President@maffi.org))

## Model A Ford Foundation



Don't Forget  
Renew your 2020  
membership today  
Call 866-379-3619 or  
visit [www.mafca.com](http://www.mafca.com)



**OCMAFC supports  
Orange County  
Ronald  
McDonald  
House**

**Annual Model A Day**

**Swap Meet  
Fashion, Seminars,  
Food and Fun!**

**September 17th & 18th 2021 9-5pm**



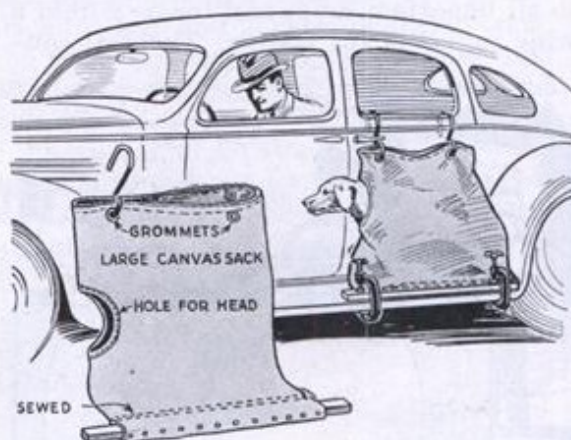
**The Gilmore Car Museum  
6865 W. Hickory Road  
Hickory Corners, MI 49060**



**SAVE THE DATE**

For more Info 269-615-3719 Jerry Morrissey  
For Seminar Information Ken Ehrenhofer 630-697-3906  
For Swap Reservations Mark Maron 847-302-7900

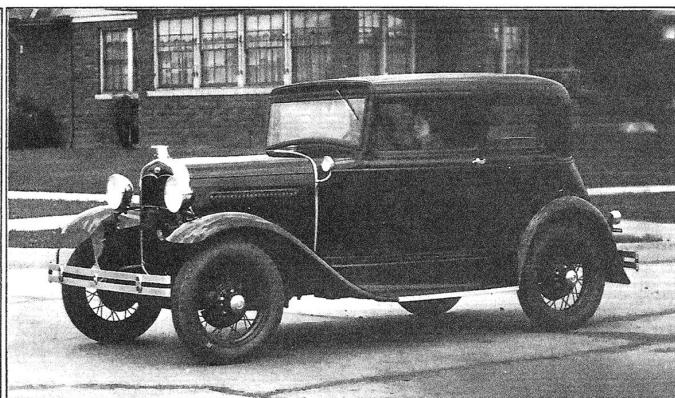
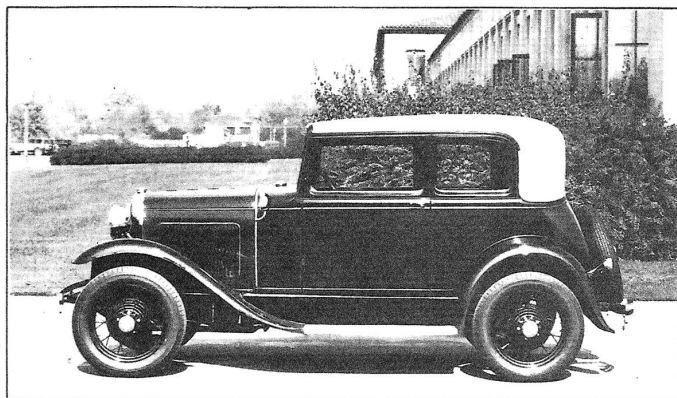
### Dog Rides Comfortably in Sack on Running Board



*Your dog will ride safely in this sack, which is quickly attached or removed*

When you take your dog along for a ride, but prefer not having it inside the car, it can ride safely and comfortably in this sack, which is carried on the running board. The bottom of the sack is clamped to the running board and the top is fastened to the lower part of an open window with hooks, covered with small rubber tubing to prevent marring the car.





VICTORIA was first of the sloping windshield models, being introduced November 10, 1930. Built by Briggs, it carried a light-colored fabric top overlay. Later, briefly, this was changed to black material. In the spring of 1931 production was switched to Murray, and the overlays were left off, in favor of a plain uncovered, body-colored steel top.

## my baby

A COLUMN BY MEMBERS  
ABOUT THEIR CARS

### By Guest Columnist Bob White

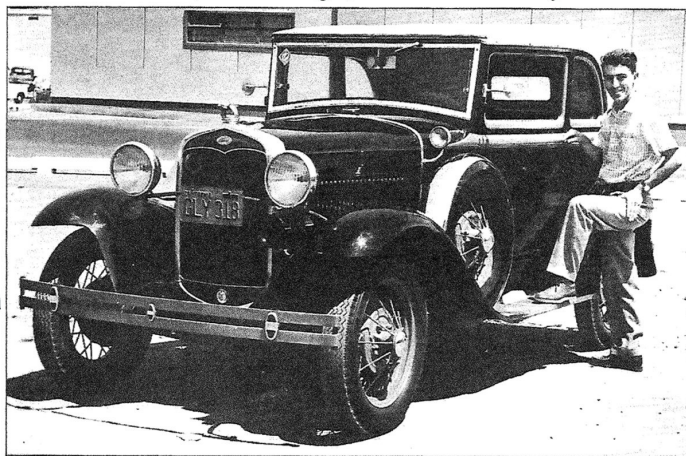
Life began with "baby" and me in November, 1949. I was attending college in San Diego and needed transportation. I came home to Carlsbad one weekend to find a "new" car in the garage. It turned out to be an unusual looking 1931 Model A Ford Sedan--a sort of convertible. Dad had paid \$125 for it, which was a good price for a clean car even then.

The first repair undertaken was to realign the front end. Other mechanical repair followed but there was no thought given during this period to making a complete restoration. Dependable transportation was all I wanted, and I got it with a Model A Ford.

I joined the MARC in 1954, after hearing of the club from the Ford Motor Company. The Ford Archives Department also assured me that my particular convertible model was somewhat rare, as Fords go, inasmuch as only 4400 were manufactured domestically during the last six months of 1931--their life span. After receiving this information I took a new liking and admiration for the car and undertook to restore the relic to its former self. Gradual rejuvenation continued until the job was finished in May, 1956.

Since the first month of ownership the car has been driven over 50,000 miles, of which 7,000 were on long trips. The first of these trips was to Grand Canyon and back. Another long trip was taken in 1954 when I made a 500 mile trip to San Francisco in 14 hours without a hitch. I also used the A on a vacation trip to the Redwoods. But the final long trip to end all long trips was the 5,400 mile jaunt to Dearborn, Michigan, in 1955 to attend the first MARC National Convention.

Altogether I have about \$800 invested in my Convertible Sedan, but I consider this a reasonable sum for a car that has given me over six years of good service.



*Contributed by Dick Smith*

(cont'd from Page 8) to the Port of Long Beach and stored in a warehouse in Hawthorne (pick it up and save additional shipping costs). Many thanks need to go out to Terry (design engineer), Leonard (who is in charge of orders), and John Lampl who has been the intermediary and quality control agent for the work being done in the foundry in China. Additional questions can be forwarded to Terry or Leonard, and their contact information can be found at <http://www.modelaengine.com/>.



## The Restorers Class—Questions and Answers

A few years ago MAFCA experimented with a new vehicle evaluation program called “The Restorers Class”. Designed for the everyday Model A, the purpose of this new class is to recognize members who use their Model A’s for touring, club activities or daily driving. Many members own Model A’s that are in wonderful condition and are proud of their restoration work. It is these individuals The Restorers Class is reaching out to. After two very successful trials, MAFCA’s Board of Directors approved for general use this new program. Now begins the training of evaluators and implementation of the program.

Many questions have come to the steering committee regarding this new program, so in an effort to help interested persons better understand the program and future, here are a few of the questions and answers.

1. Is there a fee to enter my Model A in The Restorers Class? MAFCA does not charge a fee for the evaluation process, however the host organization may include a fee to cover costs they incur.
2. If I enter my Model A in The Restorers Class, will it be locked away in building somewhere? No, the Restorers Class evaluations are done in a designated area, usually the meet parking lot. You will be able to remove your vehicle at any time once the Evaluation Windshield Placard has been removed. The process is usually done within a few hours.
3. What are the award levels? Participation-349 points or less, Bronze-350 to 399 points, Silver-400 to 429 points and Gold-430 to 450 points.
4. Can I watch the evaluation process? Yes, but we would ask you to stand back and allow the vehicles to be evaluated without obstructing the Evaluators.
5. I drove my Model A to the meet and it's a little dusty, do I need to clean it before having it evaluated? No, a little road dirt will not affect its evaluation.
6. Will I lose points for safety items such as seat belts or an additional tail lamp? No, items such as these are simply overlooked and treated as though they are not there.
7. Does my Model A have to be completely original to enter or can it have some modifications, such as an alternator or overdrive? Modifications such as these are allowed, but do not receive points. To see what is allowed prior to entering your Model A, we suggest you obtain a copy of the Evaluation Score Sheet from the MAFCA website.
8. My vehicle was evaluated at a previous meet can I enter it again? Yes. The goal of the evaluation process is to help owners with their restoration process. By entering and re-entering with changes made between evaluations, you can improve your score and your vehicle.
9. Do we have to pre-register or can we register at the meet? Pre-registration typically is available at most meets and is encouraged. Registration at the meet may be available at the host’s discretion.
10. Will I receive a copy of the Evaluation Score Sheet at the end of the meet? Yes
11. I like The Restorers Class program and philosophy, what are the qualifications to become an evaluator?

The qualifications are as follows:

a. Apprentice Evaluator. Individual with no training who have completed and passed “The Restorer Class Model A Evaluation Test (written exam). An Apprentice shall be supervised by an Evaluator at MAFCA National Conventions, or other MAFCA sanctioned Restorer Class events and shall not contribute to evaluation score determinations. The Restorers Class Committee shall advance an Apprentice Evaluator to Evaluator status once the individual has demonstrated knowledge of the Evaluation process.

b. Evaluator. Individual who has completed the Apprentice Evaluator level or is a judge or higher under the Model A Ford Judges Certification Program and has performed under the direction of an Evaluator at one sanctioned event.

For more information, visit [www.mafca.com/therestorersclass](http://www.mafca.com/therestorersclass)



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)

## Next General Meeting

7:30 PM

[Second Thursday of every month]

Next

2021

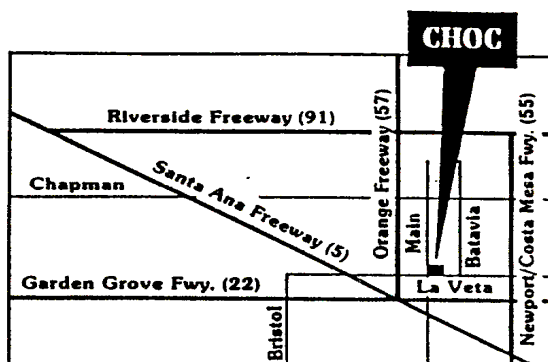
**CHOC** Hospital Complex

1201 W La Veta, Clinic Bldg | 2nd Floor, Orange, CA 92868

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

**SOME DAY WE WILL  
ACTUALLY BE  
TOGETHER**

Meeting ??,



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

To:

**First Class Mail**

