

Orange County  
Model A Ford Club

THE DISTRIBUTOR

60 Years



Volume 62 Issue 7

July, 2022

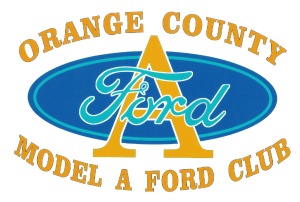
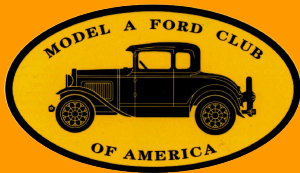
Editor -Eric Engle

HappyMothersDayQuote.com



4th of July  
is a great day for our country  
and I salute the people  
whose sacrifices  
have made this possible.

Happy  
*Independence Day*



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Come one, come  
all....

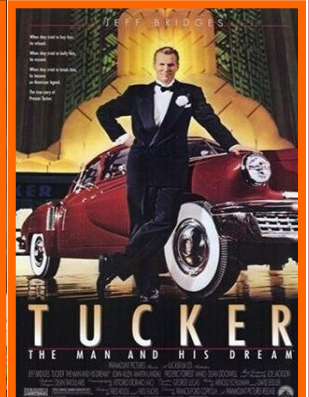
Where?? 2435 Bonnie Brae, S.A  
When?? Saturday, July 2<sup>nd</sup>  
Time?? 1p.m. to ??



Presented by the  
City of La Palma  
at Central Park  
7821 Walker St  
La Palma, CA  
July 16<sup>th</sup>

Diamond Tread Club has extended an invitation to the Orange County Club to join them for this concert.

Concert is from 6pm-8pm and we plan to arrive at 4pm. Parking will be around the baseball field for all to enjoy our vehicles, meet friends, listen to music and have a great time.  
Concert is FREE. Food will be available for a cost.



**Pot Luck and a Movie Nite**

Back by popular demand, the Dormeyers have once again offered their studio for a Pot Luck and Movie night. Be sure to mark your calendars \*

July 23 (Sat), 5pm-???  
2983 E. Miraloma Ave, Anaheim  
Subject to availability of studio, so keep checking back for any updates.  
Cont. Don D. or Leonard Driver for further information-

**More information on Page 4**

## News From the President

By Louise Hall

News from the president

July 2022

It seems like I've missed a bunch of tours, breakfasts, and meetings. I've missed you all. I know Eric did a great job of leading the May board and general meetings. We were able to be at the June meetings, and left the next day for our 10-day trip. We had a wonderful family cruise to Alaska. And then a few days on Whidbey Island. It was on the island that I discovered that I had COVID. We had a great place to rest and recover and were able to fly home 5 days after first symptoms.



Welcome home to Dennis Kliesen, Leonard Nettles and other club members who traveled to Kerrville Texas for the MAFCA convention. Dennis drove his 1929 tudor with the Burtz block engine. He road tested the new Burtz 6.5 head that will go into production following Dennis' successful demonstration. Dennis, reported that he had a great time at the convention, but due to the heat many things were cancelled, and he returned home early.

I want to give a special shout-out to Eric Engle for giving countless hours to make this current newsletter possible. He and Tissy spent many hours of training. Eric, thank you for stepping in. This is a temporary assignment for Eric, he is still the Vice President and Activities Director. And it appears that at his direction, there has been plenty of fun stuff going on.

**This is important. We are in need of 2 board members.** Our secretary, Don Dormeyer has had to resign, his term is up at the end of this year. We need a replacement for the rest of this year, and then of course someone to run for the next 2-year term starting 2023. The job description is in your roster, if you have any questions let me know. This job requires attendance at both the board and general meetings to take notes and is a voting member of the board.

**The other position needed is the Editor or our newsletter.** We all know that Tissy has done an outstanding job and has published a very professional newsletter. She will be a hard act to follow and we all can't have her experience and talent. However, this too is a voting member of the board and a very important component of our club. The board has been working on some ideas to get information out to the membership with alternative techniques. The web page thanks to Bruce MacIntosh is in the process of being changed so that upcoming events can be easily found. The email blasts and phone chain messages will also help to keep everyone informed. This means that a new newsletter may look much different and may become shorter. Other clubs are managing with much less than we have. Are you intrigued with looking at the editor position, putting on your own stamp? PLEASE CALL ME OR ANY CURRENT BOARD MEMBERS IF YOU HAVE ANY SUGGESTIONS OR IDEAS.

Keep those cars on the road. Enjoy a tour and a seminar or just a drive around the neighborhood! During the busy summer months remember your friends at the Model A Club and keep in touch.

Louise Hall, President

**2022 BOARD MEMBERS**

**President** – Louise Hall  
714-282-0499/rickandlouise76@gmail.com  
**VP/Activities** – Eric Engle  
714-552-2630/eengle@socal.rr.com  
**Secretary** – Don Dormeyer  
714-342-3259/don@dondormeyer.com  
**Treasurer** – Darwin Kibby  
310-938-6872/[dkibby714@att.net](mailto:dkibby714@att.net)  
**Technical** – Michael Edmonson / 714-615-5751/michael.edmonson@me.com  
**Editor** – Eric Engle  
714-552-2630/eengle@socal.rr.com  
**Immediate Past President** – Jim Runyon  
714-527-1829/jamesrunyon@aol.com

**COMMITTEES**

**ACCC Representative** – David Knapp  
**Breakfast Committee** – Terry Collings  
**Club Greeter** – Linda Tom  
**Election Chairperson** – TBD  
**Historian & Librarian** – Bruce MacIntosh  
**Merchandise Director** – Perry Wilson  
**Pancake Breakfast Setup & Coordination** – Frank Reese, Don Ratzlaff and Richard Bolls  
**Raffle** – Ed Cote  
**Refreshments** –  
**Regional Representative, SCRG** - Carolyn Ratzlaff  
**Sunshine & Sorrow** – Marilyn Hawkins  
**Webmaster** – Bruce MacIntosh



## Orange County Model A Ford Club General Meeting Minutes on April 11, 2022 Meeting held at First Christian Church in Orange, CA

**Newsletter:** Louise announced the resignation of Tissy Hatcher effective immediately due to family issues. There is no June issue and communication will temporarily be via e-mail or phone calls. Members expressed thanks for Tissy who has tirelessly and faithfully produced an outstanding newsletter for many years, as well as produced and distributed the membership roster. Marilyn Hawkins has volunteered to continue with maintenance of the roster and Eric Engle expressed willingness to consult with Tissy and assist anyone willing to serve as Editor.

**Sunshine and Sorrow:** Marilyn Hawkins thanked members for the thoughtful expressions of sympathy in the recent demise of husband Bob and reminder of the Celebration of Life service on 6/17.

**Merchandise:** Perry Wilson displayed the newest item for purchase, a picnic blanket with club logo as well as the hats, t-shirts available.

Perry also announced the Annual Flag Day Parade by City of Anaheim 6/12/22 and encouraged members to participate.

**Hard Luck Trophy:** Gerald & Diane Gaughen were immediately nominated by several members with knowledge of their Model A having to be twice towed by AAA due to engine failure. A new engine is on order and the car is dry docked for now. Unanimous agreement.

**Membership raffle drawing** conducted by always outgoing Ed Cote' went to Jim Runyon.

The \$90.00 current award for **the Roster Membership** was drawn for James and Chris Bush, who unfortunately were not present. Next month will be \$100.00. Thank you to Darwin for keeping track of this perk for attending meetings.

(cont'd page 9)

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.

### Upcoming Tours and Activities Calendar



**Saturday, July 2**  
**8:00am – BS Breakfast**  
1501 W 17th St,  
Santa Ana, 1.5  
miles W. of 55 fwy.



**July 2 (Sat)**  
**1:00pm –**  
**OCMAFC Ice Cream Social**  
At Ed & Patti Cote's.

Annual club event. Come join the fun!



**Thursday, July 14**  
**7:30pm – General Meeting**  
First Christian Church, 1130 E.

Walnut Ave, Orange. Board meeting at 6:30pm. All are welcome.



**July 9th (Sat)**  
An overview of the experience of Dennis Gleason with the

Burtz motor, after his latest run to and from Kerrville, Tx. 8:30 Donuts/coffee, 9:00 Seminar begins, Rick & Louise Hall's home, 1887 N. Carlsbad St., Orange,



**July 16 (Sat)**  
**4:00pm.**  
Diamond Tread Club Concert in the Park. Central Park, 7821 Walker St., La Palma. 4:00pm. Music 6pm-8pm. Concert is free. Food available at a cost. Cars will be on display for all to enjoy.



**July 23 (Sat)**  
**5.00p.m.**  
**Movie Night & Pot Luck.**

At Don Dormeyer's studio. 2983 E. Miraloma Ave, Anaheim. Subject to studio availability.  
Don Dormeyer 714-342-3259  
Eric Engle 714-552-2630  
Leonard Driver 714-469-2399

#### **Potluck dish categories are assigned by**

#### **Last name:**

A--G: Side Dish – (Salads, Fruit, Beans)

H--P: Main Dish – (Meats, Casseroles, Pasta)

Q--Z: (Deserts, Bread and Butter)



**Thursday, July 28**  
**8:30am - 4<sup>th</sup> Thursday Breakfast**  
Coco's Bakery Restaurant, **2750 Harbor Blvd, Costa**

#### **Mesa**

Cont.-Jerry Reid 714-496-3707

### Swap Meets/Car Shows

**Jul 10 (Sun)** Long Beach Hi-Performance Swap Meet

**Jul 16 (Sat)** 68th Annual Vintage and Classic Parts Exchange, LB Model T Club, Long Beach City College Veterans Stadium, 5000 Lew Davis St, Long Beach, \$5 admission, Free Parking

**IF YOU LEARN OF OTHER SWAP MEETS, PLEASE SEND THE INFO TO OUR EDITOR SO THEY MAY BE INCLUDED**

## Highlights of the June Tech Seminar

By Michael Edmonson  
Technical Director

On Saturday 11 June about 15-20 members joined together for our monthly technical seminar on replacing/installing “windlace” led by Ron Andrews and hosted by Ed and Patty Côté. This was a very informative seminar that delved into areas rarely covered in our tech seminars: the car interior.

Ron started off the morning stating that windlace, besides enhancing the interior look of the car, also served a purpose – keeping the breeze out of the car on those cold morning drives (maybe where the “wind” in windlace came from?). He then presented the procedures on how to remove the old windlace, which we found to be a bit more complicated than we expected during our trial run on one side a few days earlier. Ron provided a handout which I highly encourage you to get for future reference. Basically, you need to remove the door panels and interior strips that covered the long material portion of the windlace. We were working on Ron’s Tudor, so we needed to remove the back-seat side panel as well (which you will need to do if you have a back-seat body style), as well as the trim area above the door. This opens up your work area so you can carefully remove the old windlace; a putty knife comes in handy to get underneath the material of the old windlace.

Installing the new windlace was done by carefully measuring the top and side, leaving extra material that can be trimmed after installation if necessary. Eric Engle helped in the chore (along with Richard Parrish’s power stapler – give credit where credit is due) with a staple gun to secure the new windlace. We found that carefully gluing the top windlace to the inside of the top panel that sets above the door (which also needs to be removed). Once the windlace was installed, it was time to tack in the interior panels that covers the windlace fabric that was stapled in, as well as re-install the door and rear panels – mission accomplished. Sound complicated? Contact Ron Andrews for that handout!

And of course, since we were at Ed Côté’s house there is always some kind of excitement. Excitement you say? How about the arrival of his *second* Civil War canon! Seeing is believing, picture below..... but I digress....

Many thanks to Ron Andrews for a great seminar, and to Ed and Patty Côté for the use of their garage(s) and home.



Just in case the neighbors get too rowdy



**MODEL A**  
Roster Raffle

**CURRENT JACKPOT** 100 **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.

## THE RESTORER May/June 1993

# SEAT BELTS in a Model A?

by Marian Blaydes, Springville, California

**M**ANY purists might ask, "Why put something on the Model A that was not there in the beginning?" May I suggest that in the matter of seat belts, it is an excellent idea. My husband, Carson, and I are alive today, because he, at my encouraging, installed lap belts in our "A" just a week before our Great Adventure.

On May 6, 1992, we were very excited about starting what we hoped would be a 10,000 mile excursion in our 1928 Sport Coupe. Our plan was to leave our home in the foothills of California's Sierra Nevada range, travel on the "Loneliest Road in America," Highway 50, to Dodge City, Kansas, then start southward toward Pascagoula, Mississippi. It was there that Carson was to meet his Navy buddies for a reunion.

The "A" performed in an excellent manner, even carrying us safely, and in relative warmth through a snow storm on Colorado's Monarch Pass (11,312 feet in elevation). It was a new experience

*We were flipping end-over-end through the air, and rolling from left to right while traveling approximately 350 feet after the impact.*

for me to ride in a car that had the windshield obscured with snow. The windshield wiper system on the Model A is for the driver only, as most everyone knows!

Our only problem, in so far as the mechanical performance of the car, was to experience a flat tire, the right rear. Somewhere along the

way we had picked up a sliver of metal, which punctured the tube in three places. We found one is never short of help when working on a vintage car while on the road. Immediately, a rancher who was returning home from moving cows from one pasture to another, offered his help in mounting the spare tire. Part of his conversation was, "I had one just like this, only it was a Fordor." Within minutes we were on our way again.

We took 10 days to reach Pascagoula. The reunion was wonderful, full of renewing old acquaintances and seeing the christening of the new LHD-3, the third ship in the United States Navy to wear the name USS Kearsarge, the ship Carson and his buddies were on in the 50's.

After leaving Pascagoula, we started what was to be a leisurely meander through the panhandle of Florida and up the east coast of our land, with our ultimate destination being Dallas and the MAFCA National Convention - we didn't get that far!

Just after lunch on that beautiful sunny day, we were traveling at our usual 45 m.p.h. and had just commented on the speed at which we observed most of the other cars traveling. Practically as soon as that observation had been made, the most horrendous explosive sound occurred. The next few moments in time are somewhat blurred in memory, but our speed had increased approximately 15 m.p.h.! We had been struck from the rear by one of those speeding modern cars. The impact burst and

shredded both rear tires, which was the explosive noise. The offending vehicle buried the front half of its length under our Model A past the rear axle. We were no longer on a horizontal plane. Our car had been launched like a rocket, more than slightly off kilter. We were flipping end-over-end through the air, and rolling from left to right while traveling approximately 350 feet after the impact. On one bounce the right front wheel was severed from the axle at the king pin. Before it reached its final resting place, the Sport Coupe skidded backward for about 50 feet in the sandy Florida soil. The car ultimately rested on the passenger side with the door folded back to the hood. Our projected tour of 10,000 miles was cut short to only 3,019 actual miles!

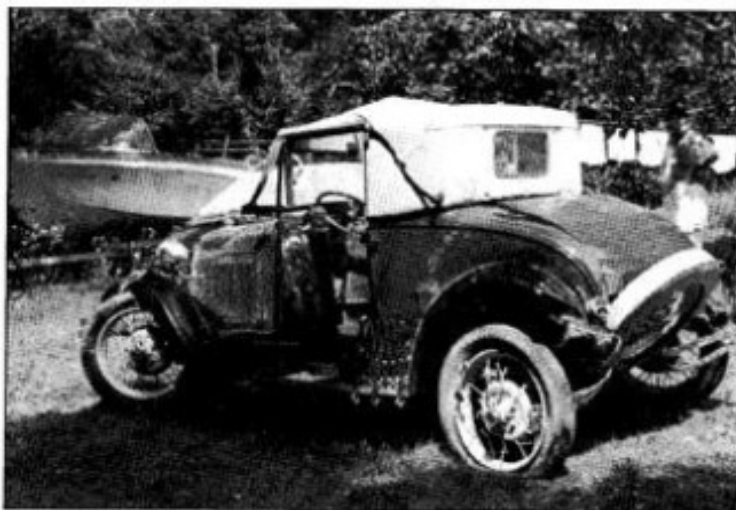
The point of this whole article is to laud the use of seat belts. If belts had not been installed before our trip, we, like the entire contents of the car, would have been thrown out. For that is exactly what happened to all the contents of the car including Thermos jug, purse, spare parts, maps, etc. There was nothing in the interior of the car but us!

We and the occupants of the other car were basically unhurt, for they too, had their seat belts secured.

After flying to our home in Springville, CA from Florida, and after resting and recuperating from our ordeal, we felt able to attend the 1992 MAFCA National Convention in Dallas, but made the journey in a modern car.

Our experience has not "turned us off" Model A's; in fact, already, much effort has been expended toward restoring a 1929 Town Sedan purchased just before the start of the fateful trip. Hopefully, with seat belts installed, we will be traveling to Tacoma in 1994 for the combined MAFCA-MARC Meet.

We thank God for His ever-vigilant care, Henry Ford for making such a wonderfully well-built car, and I especially thank my husband, Carson Blaydes for installing the seat belts. Without them, I am convinced this story would never have been written!



*The Blades' Sport Coupe after flipping end-over-end at 60 m.p.h.*



## Everything you want or need in a modern automobile

EVERYTHING you want or need in a modern automobile is brought to you at a low price in the new Ford . . . beauty of line and color—speed of 55 to 65 miles an hour—four-wheel brakes to balance this speed and to provide the safety demanded by present-day motoring conditions—flashing pick-up and ease of control that put a new joy in motoring—power for any hill because of a remarkably efficient engine which develops 40-brake-horse-power at only 2200 revolutions a minute—Houdaille hydraulic shock absorbers and wide, roomy seats for restful comfort—the economy of 20 to 30 miles on a gallon of gasoline—reliability and low cost of up-keep.

*The sturdy strength and sweeping lines of the new Ford are shown in this view from the driver's seat. The windshields of all the new Ford cars are made of Triplex shatter-proof glass—an important safety feature.*



Check over these features and you will find that not one essential thing that you require of a motor car is omitted from this list.

Yet the completeness of the new Ford goes farther even than this. It extends to every least little detail of finish and appointment and to the equipment which is standard on the car. This includes speedometer, gasoline gage on instrument panel, electric windshield wiper on closed cars, five steel-spoke wheels, four 30 x 4.50 balloon tires, dash light, mirror, combination stop and tail light, oil indicator rod, theft-proof co-incident ignition lock, high pressure grease gun lubrication, and Triplex shatter-proof glass windshield.

Five years ago—three years ago—one year ago—it would have been impossible to produce such a really fine car at such a low price. It is possible today only because of the development of new machines, new manufacturing methods and new production economies that are as remarkable as the car itself.

The Ford Motor Company did not set out to make a new car at a certain figure. It decided on the kind of car

it wanted to make and then found ways to build it at the lowest possible price.

Every purchaser shares the benefits of the established Ford policy of selling millions of cars at a small margin of profit—of owning or controlling the source of raw materials—of constantly giving greater and greater value without greatly increased cost.

As Henry Ford himself has said: "We make our own steel—we make our own glass—we mine our own coal. But we do not charge a profit on any of these items or from these operations. Our only profit is on the automobile we sell."

When you know the joy of driving the new Ford—when you see its outstanding performance and reliability under all conditions—you will know that it is not just a new automobile—not just a new model—but the advanced expression of a new idea in modern, economical transportation.

Throughout, the new Ford is an example of fine automobile engineering. Many features are exclusive Ford developments.

Some are wholly new in automobile practice. In every least little detail it has been built to endure—to serve you faithfully and well for many months and years.



FORD MOTOR COMPANY  
Detroit, Michigan

## Kellogg Home Tour By Eric Engle

Yesterday was a fun day visiting a very close by historical site. Located in Santa Ana is the Heritage Museum of Orange County, and more specifically, we visited the grounds and inside of the Kellogg House. Designed by H. Clay Kellogg in 1898, it was the home of 3 generations of the Kellogg family. While the Kellogg name is usually associated with the cereal brand, that Kellogg family was but a distant relative. This Kellogg family is associated with the very common gardening products that are readily found today in most stores carrying gardening supplies.

The Kellogg home is a fine example of Victorian homes from many years ago. Beautifully furnished with all sorts of very fine antique furniture and fixtures, it's really quite the blast from the past!! So very nice to take a stroll back through time!

Completed in 1899, there is also found on the same property, is the home of citrus and nut grower John Anton Magg and his wife Catherine and 10 of their 12 children (Egads!!! 12 kids??) . Their citrus business eventually grew to be Sunkist Citrus...a well known name brand today.

Here is a photo taken in 1981, when the Magg house was moved to its current location at the Heritage Museum grounds on Harvard St. in Santa Ana.



After our visit of the Heritage Museum, most of the members drove about 7 miles to Zubie's Dry Dock restaurant in Huntington Beach for lunch. An interesting place, to be sure, it might be better described as a "Sports Bar".... Benches and tables everywhere; a walk-up counter for ordering foods and drinks, etc. Interesting place, to say the least. Great food was had by all. I would highly recommend it, should you ever be in the vicinity.

It was yet another great day spent with friends, while enjoying some of the local sites. We'll have to do it again! The club adventures will continue, so get ready for even more fun tours and event.

### Kellogg House



### Is this the chow line???





(Meeting Minutes con'd from page 3)

**Announcements:** August meeting will be a potluck; details will be announced at the July meeting.

Bruce MacIntosh announced volunteers still needed to assume responsibility for the 4<sup>th</sup> Thursday breakfasts.

Becky MacIntosh announced several medallions will be available for sale when previous orders have been filled.

**Club Positions: Louise announced 3 open positions: Temporary Secretary position for remainder of 2022: NEWSLETTER/EDITOR. ELECTION CHAIRPERSON to solicit nominees for positions of President, Secretary and Treasurer for 2023-24 terms.**

Submitted by Kathie M2750 Harbor Blvd, Costa Mesa cCall, ac2750 Harbor Blvd, Costa Mesa ting Secretar



**4th Thurs. Breakfast.**  
**Coco's Bakery Restaurant,**  
**Costa Mesa. 2750 Harbor**  
 Blvd, Costa Mesa,  
 Come one, come all...



**NEED SOMETHING?** Jim Nichols wants to reduce his inventory of Model A car parts. So, if you need something, contact Jim and, if he has it, negotiate a deal. [ 714-546-2969 shop or 949-380-1067 hm]

## U P C O M I N G E V E N T S

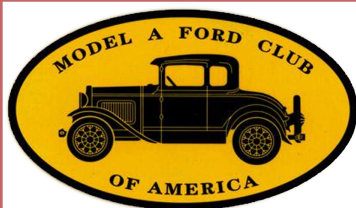
**SAVE THE DATES :**  
**"THE NEW MODEL A DAYS"** at the Gilmore Care Museum, September 16 & 17

**HISTORIC HOME TOUR** on October 8th and 9th at 10am. Our cars would be parked in driveways of the homes/businesses during tours. You don't have to stay with your car. Cont. Bruce MacIntosh

**IRVINE REGIONAL PARK'S 125TH BIRTHDAY CELEBRATION,** November 5 (Sat)

**NATIONAL AWARD BANQUET,** in December, Golden, CO

Deadline for submissions for the next Distributor is **JULY 20, 2022**  
 Submit all Articles and ads to Eric Engle  
 eengle@socal.rr.com or 16732 Redwood St., F.V., Ca. 92708



**Don't Forget**  
**Renew your 2020 membership today**  
**Call 866-379-3619 or visit www.mafca.com**

## It Stalls at a Stop

by Tom Endy



This is a common complaint often heard from Model A owners. My experience has been that it has to do with the Zenith carburetor. On most forums numerous theories are offered; many of them contradictory.

Every once in a while I encounter a Zenith that defies being fixed so that it does not stall at a stop. It can be very frustrating. However, I think I may have hit upon the problem.

I recall attending a Zenith seminar years ago at a MAFCA meet conducted by Herman Reise, who was an old fellow since passed away, that knew quite a bit about Zenith carburetor restoration. He made a statement that stuck in my mind. He said that "there hasn't been a decent throttle plate produced in 50 years". Unfortunately he did not elaborate.

Occasionally I find a throttle plate where someone has filed a groove in it right where it approaches the hole in the throat of the carburetor for the idle circuit. I have never figured out why this is done. I think that doing this would upset the flow of the proper amount of air to the idle circuit.

Snyder's Model A catalog has an interesting statement concerning the reproduction throttle plate they offer. "Made of brass as original with correct angles on the edges. USA".

Recently I was rebuilding two Zeniths that road tested perfectly until I came to a stop, then the engine stalled. Nothing I did to the Zeniths resolved the problem. The float level was set to different heights a number of times, the throttle shaft was replaced, the throttle bosses re-bushed, the float replaced. The float valve was replaced with a Viton tip. Flow tested jets installed. All the passage ways were open. It was then I began to think about the throttle plate itself.

If the throttle plate does not close on the idle circuit hole in the throat properly it could adversely affect the flow of air to the idle circuit and the transfer from run to idle would be disrupted.

Maybe old Herman was on to something. Maybe back in the J.C. Whitney days the Model A Kingdom was flooded with throttle plates with the angles not ground correctly, that has continued to the present day.

I ordered two throttle plates from Snyder and installed them in the two Zeniths that both stalled when coming to a stop. **Problem resolved!**

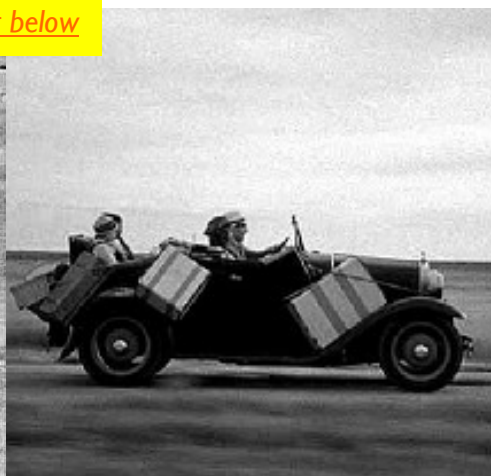
This was quite a revelation. It could be that there is a multitude of incorrectly ground throttle plates floating around, or it could be that some of the originals that have survived have become worn such that they do not close on the idle hole properly.

Whatever is the case, when rebuilding a Zenith I will be installing new throttle plates from Snyder. I suspect some of the other better suppliers, such as Bratton's, are offering the same throttle plate. However they don't say so in their catalog.



The small hole in the throat of the upper casting allows air to flow into the idle circuit when the throttle is closed. The throttle plate closes such that half of the hole just peeks above the closed throttle plate.

**Can you name the movie?** *Answer below*



**Mystery Member**

This person has been a club member for a long time. He has served in many positions on the board. He owns 4 Model A's varying in years, from 1928 to 1931. He was club President in 1968, 2011 and 2012. He has also served as Technical Director for the club. He and his wife joined the club in 1962. He has hosted many of you at his house for technical seminars. This member has also led many tours for us to enjoy in our cars. He has also helped many people with their car problems. Now, if you're stumped and can't figure out this member, we did a drive-by for his birthday in March of 2021. The name of the mystery member can be found on the bottom of the previous page.



*Just for Laughs*



Dedicated to the History and Preservation of the Model A Ford

**ORANGE COUNTY  
MODEL A FORD  
CLUB**

OCMAFC  
P.O. Box 10595  
Santa Ana, CA 92711

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

**Next General Meeting**

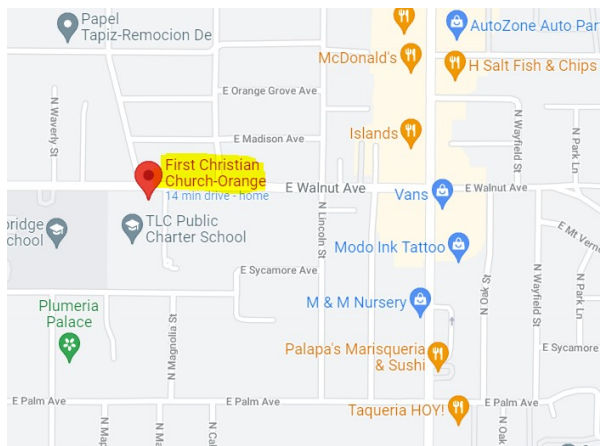
[Second Thursday of every month]

**Next Meeting June 9, 2022**

Time: 7:30pm

Location:

First Christian Church of Orange  
1130 E Walnut  
Orange, CA  
(Between Tustin & Cambridge)



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



**Return Address:**  
OCMAFC  
P.O. Box 10595  
Santa Ana, CA 92711

To:

[Empty rounded rectangular box for recipient address]

**First Class Mail**