

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August, 1961 - Santa Ana, California

December, 1996
Volume 36, Issue 12

Editor: Tom Endy
Publishers: Bob & Karyn Sitter



"Miss Vickie" and the Endy Kids!

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Larry Conkol	714-535-1411
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Raffle:	
Lou Spielberger	714-751-5102
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Jim Nichols	714-380-1067
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Jon Heiland	714-836-4244



Secretary's Report!

by Lee Jackson

November Board Meeting Minutes.

The meeting was called to order by President Bev Marsh at the home of Lou & Pearl Spielberger at 7:35 P.M. Thursday, November 21st.

Treasurer:

Mike Kuester reported the status of the club's finances. To date 85 members have paid their 1997 membership dues. This represents 57% of the membership. We need the remainder of the membership to pay their dues by January in order to have sufficient funds to finance the Pancake Breakfast.

Technical:

Bob Ferazzi and Dennis Griffin reported that a seminar will be held in December to install the front axle on Warren Hogans Model A Ford Hoganmobile.

Editor:

John & Alice Graves, the new 1997 Editors appointed by the Board were present at the meeting. Tom Endy briefed them on the task requirement for producing the *Distributor* and the 1997 Roster.

Activities:

Lou Spielberger advised that the last tour of the year will be the Christmas Lights Tour. Mike & Robyn Kuester have agreed to lead the tour.


New Business:

Jim Nichols presented six designs for a new club name badge. The Board voted on a selection and voted to order 250 of the new badges. The badges feature the Ford A logo in multiple colors (just a little orange) and has a window for inserting a name. The new badges will sell for \$2.50 each.

It was suggested that the club have a food drive for the needy during the Christmas Holidays. Alice Graves suggested that we hold the food drive in the Summer when there is more need because at Christmas time there is an over abundance of food drives for the needy. Alice said she would present this to the 1997 Board.

The New 1997 Board:

The December Board Meeting will be a change of command meeting with both the 1996 and 1997 Boards present.

The meeting was adjourned at 9:47 P.M. 



Schedule of Club Activities!

December!

5th, Thursday

Yorba Linda "Old Time Christmas on Main Street". 5 - 9 P.M. Bring your Model A Ford. The street will be blocked off for vintage car parking. Main & Imperial in Yorba Linda. A tour group will leave the Mall of Orange at 4:30 P.M. if you wish to join up with them.

7th, Saturday

Annual Christmas Banquet. 5:30 P.M. Orange County Mining Co. Restaurant.

12th, Thursday

General Meeting. 7:30 P.M. Santiago Elementary School

13th, Friday

Technical Seminar. 7:00 P.M. Warren Hogan's home. Front end installation and alignment in a Model A Ford Hoganmobile.

14th, Saturday

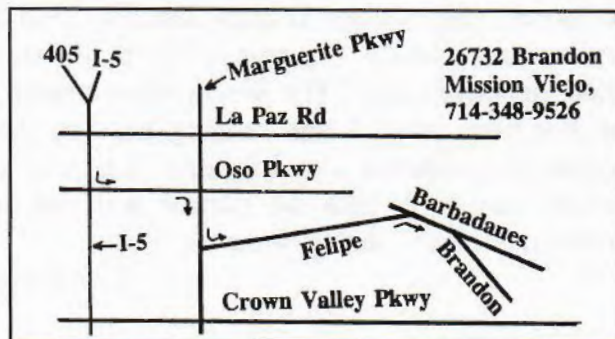
Annual Christmas Light Tour and Model A Ford decoration contest. 5:30 P.M. Start at Pieter & Judy Dwinger's home with a pot-luck dinner.

19th, Thursday

Board Meeting 7:30 P.M. Bev Mash's home. Joint meeting of 1996 & 1997 Boards.

26th, Thursday

Distributor publication deadline.



Map to Warren Hogan's home!

Thank You!

Greg Carcerano!

To all our Model A Ford Club friends, Greg and I both thank you very much for all the wonderful get well cards, wishes, prayers, flowers and the beautiful plant. Not only are you fun to be with, but so thoughtful and caring. Greg's surgery was a little rough in the beginning but he is recuperating well. We are both looking forward to seeing everyone again real soon.

Sincerely Greg & Leslie Carcerano

Thank You!

Gloria Jackson!

Thank you Model A Club members. What a delightful surprise. Thank you so much for the wonderful big plant. It is sitting right here in front of me as a reminder of all of your good thoughts for me. Today I really feel I am on the way to getting well. Thank you all.

Mr. Pancake!

Welcome Chairpersons!

The Orange County Model A Ford Club is pleased to announce that Lee Jackson and Bill Robinson have agreed to become the 1997 Pancake Breakfast Co-Chairpersons. ☺

On The Cover!

The Endy Kids!

Tom Endy's 1931 Model A Ford Victoria 190A is seen surrounded by his three daughters. From left to right are Jackie, Ginger and Leslie. Oldest daughter Jackie is a professional vocalist who has been singing for a number of years at clubs and dinner houses throughout Southern California. Middle daughter Ginger recently graduated from Cal-State Long Beach where she earned a BS in Finance and a BA in Political Science and is employed as a financial analyst. Youngest daughter Leslie is a Junior at Cal-State Long Beach where she is an English major and one day hopes to become an author of children's horror stories. ☺

Editor!



Bev's Blurbs!

by Bev Marsh

The President!

Thank you!

As the year comes to an end there are so many members I would like to thank for all of their help, but space does not allow it. It has been a very rewarding and enjoyable job being President for 1996. The board was great to work with and for the most part things ran smoothly.

The November General Meeting!

Rolede Bradbury won the name badge drawing at the General Meeting. Larry McKinney did a repeat of last month by winning the Model A driver's drawing.

Elections and Christmas!

A big thank you to Vince Mariola for serving as the Election Chairperson, to Pieter Dwinger for arranging the Christmas Banquet, and to Ed & Patty Cote' for handling the Little Kid's Christmas Party.

The November Board Meeting!

Lou & Pearl Spielberger hosted the November Board Meeting. The new Editors, John & Alice Graves were welcome guests.

The 1997 Board!

Please support your new board. It is important to give an encouraging word and to offer a helping hand. Remember, it is an "all volunteer Army". Show your support and appreciation by attending the activities (tours) and the Technical Seminars. A lot of hard work goes into these jobs and their efforts are for you. I hope to see everyone at the December General Meeting which will feature the Little Kid's Christmas Party. ☺

**Did you remember
to pay
your 1997 membership
dues?**

The Little Kids!

Christmas Party!

The December General Meeting on Thursday, December 12th will feature the club's Annual Children's Christmas Party, for the little kids. The business session will last only a few minutes and then it's on to the festivities. There will be a professional clown, games and presents. And of course Santa Clause will be there. Bring your kids, your grand kids, and for the older folks, your great grand kids. You can even bring the neighbor kids. Bring a low-buck (\$5.) present for each little kid you bring, **mark his or her name on the present.** For the Ba! Humbug! crowd who don't want to hang around after the business meeting, there will be a tire-kicking and grousing meeting at Me & Ed's Pizza House just down the road apiece on Garden Grove Blvd. ☺

Editor - Farewell!

The December publication of the *Distributor* will be the last issue I will produce. I am retiring as the club's editor at the end of 1996. I would like to thank the membership and the Board for the privilege of serving in this capacity for the past three years. During that time it was my objective to impart some humor into the paper by depicting the trials and tribulations that go along with owning and operating a Model A Ford. I would like to thank those club members who were selected for notoriety and who accepted it in the spirit it was intended. I would especially like to thank Roger ("Lug Nut") Aday, John ("Open Hood") Riggs, Mel ("Spark Advance") Collings, Larry ("McSpeed") McKinney and last but not least, Vince ("The Godfather") Mariola who were specific targets of much of the lame humor and who endured it like true sports. My thanks to club members Bob & Karyn Sitter, who's business, S & S Printers, publish the newsletter. The Sitters never missed a dead line even when I was running late and they consistently produced a publication that was of excellent quality in both the printed text and the reproduction of the photographs. ☺

Tom Endy



Hard Luck! . . . and a sad story!

by Carlotta Stress

A broken overdrive!

If you have ever experienced an event that seems like you have been there before, John Riggs knows exactly how it feels. The membership may recall that John had to tow his 1930 Town Sedan home from the Summer Tour earlier this year from way up north somewhere. The event was caused by a broken drive shaft butt weld inside of the Volvo overdrive transmission John has installed in his sedan. The overdrive was subsequently repaired and installed back in the sedan. **But, it broke again!** This time the shaft broke right at the key way inside the pinion gear. John was way out in downtown Tombstone, Arizona (The town too tough to die!), when the second misfortune occurred. In fact, he was right next to the O.K. Corral. There's not much you can do in such a situation except rent a truck and trailer and tow it home again, and at considerable expense. John was again awarded the club's coveted Hard Luck Trophy at the November General Meeting. In fact, John was awarded the Hard Luck Trophy from the host club at the event he was at in Arizona. It kind of adds a National flavor to John's long list of hard luck achievements. There is considerable thought being given to naming the club's Hard Luck Trophy in recognition of John. One suggestion for a name is "The John Riggs Humanitarian Hard Luck and Humiliation Award". In defense of the Volvo overdrive conversion, John says that he has a similar unit installed in his 1928 AR Coupe and it has not given him any trouble. This should provide an enormous amount of confidence for all you folks out there with Volvo overdrives installed. Anyone for a Ryan? 😊



"Where is the butt that's broken, John?"



Technical!

by Bob Ferazzi & Dennis Griffin

November Technical Seminar!

The November Seminar was attended by 30 to 35 club members. The group was presented a demonstration of Meguiar's Car Care Products by a representative of Meguiar's. Several club members won raffle prizes donated by the Meguiar Host.

December Technical Seminar!

Normally we don't schedule a seminar in December, but this year we are making an exception. The seminar will be held at Warren Hogan's home and the subject will be the installation of an already rebuilt front axle assembly into Warren's 1929 Model A Ford Tudor Hoganmobile. This is an excellent chance to see how it's all done. We start at 7:00 P.M. The front end will be installed and aligned and two hours after we begin it will be done.

See map on page 3. 😊

Ladies Seminar!

by Gerry McKinney and June Riha

Snow Flakes!

We did it! We made a whole bunch of snow flake Christmas decorations. We had a good turn out at the craft seminar and each person was able to make two snow flakes. Thanks to all who attended this year's Ladies Seminars. 😊



The Pep Boys!

Manny, Moe, McSpeed and Mariola!



Tombstone!

by Tom Endy

"The town too tough to die!"

The Orange County Model A Ford Club organized a tour to Tombstone, Arizona the last week end of October. The tour was a four-dayer, leaving Thursday morning the 24th and arriving home Sunday the 27th. The event was the Southern Arizona Fall Tour, hosted by the Phoenix Model A Ford Club and the Model A Ford Restorer's Club of Arizona. Four Model A Fords and one nondescript jelly bean looking modern iron made up the Orange County contingent. The group included Pieter & Judi Dwinger, Vince & Joann Mariola, Larry & Gerry McKinney, Art & Olive Moore, and John & Gwen Riggs.

Was there hard luck along the way?

Yeah boy! According to Larry McKinney there was! Just a short piece down the road the Godfather had a flat tire on his 1931 Town Sedan. Vince says that the problem is traceable to the October Technical Seminar, the part where his new tires were installed. Somehow a tube got pinched. Further on down the road there was a 17 car pile up on I-10 just west of Yuma. The tour group spent about three hours sitting in a line of traffic waiting for it to all go away. That wasn't the end of it, there was more to come. The first overnight stop was in Yuma, Arizona. Friday morning it was back on the road again.

Exactly where in Arizona?

The final destination was the Windemere Hotel at Sierra Vista, Arizona where the Model A Ford Meet was headquartered. On Friday night there was a tour to the "Kick-Stompen" Iron Horse Ranch where a western style steak fry was organized. On Saturday there was a tour to the town of Tombstone (The town too tough to die!). The traditional banquet was held Saturday night back at the hotel in Sierra Vista. Art Moore won Best of Show in the open car class with his 1930 Roadster Pickup. John Riggs was awarded a Hard Luck Award to add to his extensive collection. The meet included a total of about 25 Model A Fords. The Phoenix Model A Ford Club announced that they will be the host chapter for the 9th Annual Spring Tour to Laughlin, Nevada scheduled for April 4-6, 1997.

John Riggs breaks his overdrive!

John encountered another breakdown with his 1930 Town Sedan. He was tooling down the road in Tombstone and as he was passing the O.K. Corral he thought he heard a couple of shots ring out, saw some guy coughing into a handkerchief and then he realized there was no "go" to his Model A. Pieter Dwinger hooked the Town Sedan up to his nondescript jelly bean looking modern iron and towed John back to the hotel at Sierra Vista, where John rented the ever familiar U-Haul truck and trailer for the long trek home.

It started to rain!

And then it poured! Soon after it turned to snow. It was about this time that Larry McKinney and Pieter Dwinger thought it would be a good idea, for whatever reason, to change out the manifold and carburetors on Larry's Barn Burner Hybrid Town Sedan (Varoom!). Both reported that while bent over the engine with their heads under the hood, only their backsides got cold and wet.

The Dwinger Family!

Pieter & Judy Dwinger who were driving their nondescript jelly bean looking modern iron, left the group for the chance to visit son Jason, who is enrolled at Embry-Riddle Aeronautical University at Prescott, Arizona. Jason is majoring in Aeronautical Science, which includes pilot training and eventually a commercial pilots license. It has been reported that Jason is doing very well except he is having difficulties in his safety wiring class.

Everyone got home Okay!

John & Gwen Riggs took an extra day coming home. They decided to take it easy and enjoy the ride in the ever familiar U-Haul. Art Moore says that the weather during the trip was quite enjoyable, especially in an open Model A Ford. The Godfather, Vince Mariola was constantly worried about the reliability of his newly installed Volvo overdrive. To ease the tension he kept broadcasting on the C.B. an old tired joke about some guy with a gorilla. ☺



The Very First Tour!

by Gary Wilson

A new member's perspective!

Being new members to the Orange County Model A Ford Club and new to the world of Model A's, it was with some misgivings that I contemplated going on the first out of town tour in our recently purchased 1931 Model A Ford Coupe. We bought the car from some folks who had stored it for the past three years. I had asked Jim Nichols to go through the car to get it running, and it seemed to run fine except for some overheating. After flushing the radiator and adding some water pump lube, the car seemed to run okay around town. My wife Sandy finally convinced me that we should take it on the Oak Glen Tour, especially since we had just purchased emergency road service on it. I was still nervous about the outing thinking of all the terrible things that could happen.

Out on the road!

On the day of the tour we headed out for the Mall of Orange to meet up with the tour group. We started a little late, so I was pushing the car a little faster than I wanted to in order to get there on time. We made it just fine and the car seemed to be running great. The members of the tour group greeted us and assured us that there was nothing to worry about. Richard Parrish, the tour leader, said he would keep the speed down to a reasonable pace for those of us without overdrives in our cars.

The tour headed out!

I was still nervous as we started out. As we approached the freeway, it seemed as though we were going faster than we should. My speedometer was reading 55 to 60, but I think we were actually going 50 to 55. Pretty soon I began to relax more and enjoy the day. The weather was perfect.

The first stop!

At our first rest stop, I pulled in to fill up with gas, as I didn't want to take any chances of running out. Jim Nichols came over to ask me how the car was running. I told him it blew some water out through the radiator cap on the long uphill grade. Jim checked the radiator and said that the water level was fine and that it had just sought it's own proper level. I didn't add any more water and had no more blow by the rest of the day.

An enjoyable tour!

The rest of the trip was great. Sandy and I thoroughly enjoyed Oak Glen and the camaraderie of the Orange County Model A Ford Club. The trip home was pretty much uneventful except when most of the tour group turned off to gas up. I passed them without seeing them after being stuck at a red light. No worry though, we hooked up again shortly. Thank you to Ted Loeffler for staying behind us as we drove back to Costa Mesa, and to Richard Parrish for doing a great job as tour leader. I feel much better about driving the car now after getting the first tour under my belt. Both Sandy and I are looking forward to the next tour thanks to the encouragement we received from all of the club members. Thank you all. ☺



The Godfather contemplates overdrive!



Art Moore's best of show 1930 Pickup!

Bates Nut Farm Tour!

by Jim Nichols and John Riggs

A multi-club tour!

The Orange County Model A Ford Club had an excellent turn out for the tour down to Temecula Sunday, November 10th, where we met up with four other Southern California Model A Ford clubs. The tour was sponsored by the Cruisin A's of Hemet. The Orange County contingent arrived in three groups. The main group was led by Lou Spielberger, a second group was comprised of the Forever Freeway Flyers (Varoom!) who blasted down the freeway on their own, and a third covert group stealthily migrated down south undetected. A total of 52 Model A Fords showed up and managed to create somewhat of a traffic jam in Temecula. The Orange County Model A Ford Club contributed 13 to that number. We sincerely hope that the other clubs took note of this excellent support. Once the tour group formed up in Temecula, the entire entourage of 52 Model A Fords and any number of nondescript jelly bean looking modern irons created a long line and headed for Bates Nut Farm, which is about 30 miles south of Temecula. It was reported that everyone enjoyed the various arts & crafts at the nut farm.

Was there any hard luck?

There always is! Brian Huffman and a whole gang of Marsh kids drove down in "Harriet", the Marsh family's 1928 Phaeton, and had a bunch of trouble. It is not clear what the problem was, but every few miles they stopped and tinkered with every system on the car. Other than "Harriet's" odyssey, no one from Orange County experienced any Super-Riggs-Wrenching type hard luck. One of the members of the Diamond Head Club of Downey had a connecting rod come right through the engine block. Details of this hard luck are not fully known.

"Harriet" made it home okay!

And under it's own power. It is not known what the actual problem was, if there was one. Brian is certainly capable of dealing with the mechanics of a Model A Ford. We suspect that the Marsh kids must have been the dominant negative factor.

Thanks you Cruisin A's!

Our thanks to the Cruisin A's for organizing a fun day. It was great to go touring with folks from the other clubs and to see so many fine looking Model A Fords out on the road. ☺



52 Model A Fords head for the nut farm!



John (Open Hood) Riggs poses with a Model A Ford with brown fenders!



Doug Marsh busy performing maintenance on the family's 1928 Phaeton "Harriet"!

The Winery Tour!

by Bev Marsh

November 17th!

A glorious day, beautiful countryside, good food, and nice people. That's what made the winery tour special. The tour, led by Lou Spielberger, included Bev Marsh, Jim McGann & Roulede Bradbury, and John & Gwen Riggs all driving Model A Fords. Mr. Godfather & Joan Mariola followed along behind in their nondescript jelly bean looking modern iron. We headed for Fallbrook, where we stopped for pastries, doughnuts, fruit and coffee at Jim & Diane Manos' home. They joined us on the tour on DeLuiz Road to Temecula where we met up with other members of the Riggs' family. We picnicked at the Mt. Palomar Winery and then went on to explore the beautiful Maurice Carrie Winery. We toured home on the back roads through Murietta, Wildomar, Lake Elsinor, Live Oak and Corona. From there we jumped on the freeway and came home. The Model A's all ran great, and the tour was great. Thank you Lou. ☺

The Pep Boys!

by Tom Endy

Manny, Moe and Jack!

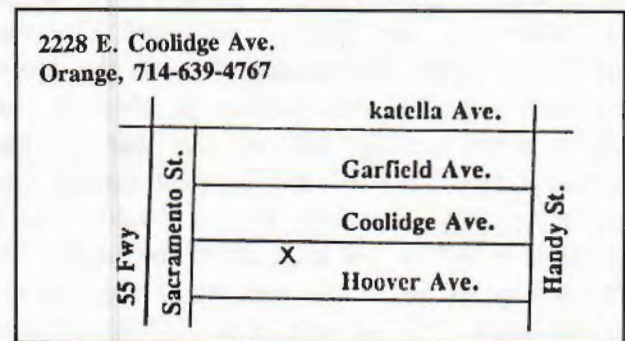
None of them were at the grand opening, but the Orange County Model A Ford Club was certainly present. A new store was opened at Alicia Viejo on Saturday, November 23rd. The festivities included the Blue Pacific Swing Band, which is a part of the Long Beach Community Band. Some great old time swing classics were featured. Some folks were even dancing in the parking lot. The club brought 12 Model A Fords for display. Oddly enough, of the 12 Model A's present, there were no 28-29 Model A's there. All 12 were 30-31. Seven were 1930's, 4 were 1931's, and one was a multi-year Barn Burner Hybrid Town Sedan (Varoom!). It was a pleasant event, we kicked some tires, browsed through the store, got some free hats, adjusted a few Model A Ford distributors, listened to the swing band, and of course ate some food. Not a bad Saturday afternoon, we even earned some bucks for the club. When it was over some of us took advantage of the free access to the new Highway 73 Toll Road. It was brand new and just opened. It's a picturesque ride through some undeveloped hills. Some of them are pretty steep, so a Model A doesn't always go zipping along at 55 MPH. ☺

Christmas is coming!

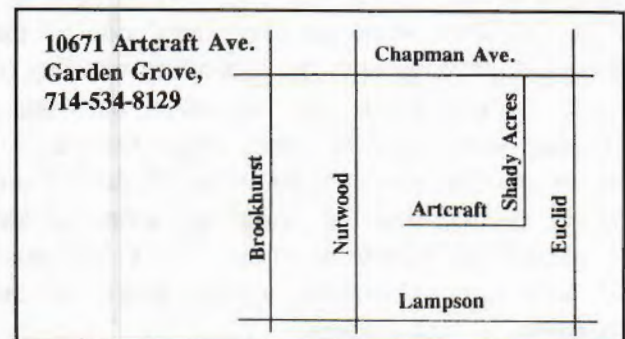
by Lou Spielberger

Don't miss the light Tour!

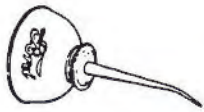
One of the highlights of the season and a traditional event for the Orange County Model A Ford Club is the Christmas Light Tour. This year it is on Saturday, December 14th, and it starts at 5:30 P.M. at Pieter & Judi Dwinger's home. It all begins with a pot-luck dinner, so bring a pot. Following dinner we will sojourn at the local school yard where we will line up all the brightly decorated Model A Fords and decide which is the better decorated. Therefor it is important that you decorate your Model A Ford in the Christmas spirit. Next on the agenda is a tour through local neighborhoods that are highly decorated for the season. The light tour will be led by Mike & Robyn Kuester. The tour will finish up at the home of Richard & Jeanne Parrish, where dessert will be served. For you newcomers to the club or oldtimers who have never been on the Christmas Light Tour, come on out! We have a great time, there is usually a big turnout and we attract a lot of good natured attention as we roll through the neighborhoods. It never rains during this event, and Santa does not allow any Model A Ford hard luck to occur. ☺



Map To Pieter & Judi Dwingers' home!



Map to Richard & Jeanne Parrish's home!



Properly Oiled!

by Ben Hadd

Ammeter "Jiggle"!

A few weeks ago I was rolling down the road in the ol' Model A when out of the blue the engine quit. As I coasted to the side of the road I tried to contemplate what had gone wrong. The car is well maintained and therefore there was no reason for this outrage. The problem had to be a lack of spark or a lack of fuel. Nine times out of ten it's usually a lack of spark. Before I climbed out from behind the wheel, I decided to perform a diagnostic test. With the ignition still switched on, I cranked the engine over a few times, not expecting it to start, but intently watching the ammeter. The ammeter needle did a small rain dance, that is it "jiggled" from left to right a couple of notches in each direction as the engine turned over. This visual indication provided a wealth of information. I now knew that the battery was alive and well and still attached to the car and that the primary side of the ignition circuit was functional. Functional means that the pop-out cable was not shorted out or open-circuited, the points were opening and closing and were connected to the circuit, the condenser was not shorted out, the primary side of the coil had continuity and was still connected to the battery at one end and to the points at the other end, and Henry's wayward wire that connects the upper distributor plate to the lower distributor plate had not broken or shorted out. Without even getting out of the car, I had ascertained that 75% of the ignition circuit was working properly. But since the car wouldn't start, it was time to get out and look under the hood. The problem had to be in the secondary side of the ignition circuit, or it had to be a lack of fuel. When I looked under the hood I found that the big fat wire that plugs into the bottom of the coil had fallen out. I plugged it back in and the engine fired right up. The big fat wire is in the secondary side of the ignition circuit along with the secondary winding of the coil, the distributor cap, the rotor, the copper spark plug wires and the spark plugs themselves. Volumes have been written about the Model A Ford electrical system, and the "Jiggling" ammeter has been mentioned numerous times. But for those folks who aren't electrical types, much of the explanation is meaningless. What the "jiggling" ammeter is all about, is that with a properly

functioning ignition switched on and the engine turning over (but not running), the points will open and close as the engine rotates. Each time the points close electric current flows through the ammeter causing the needle to move two notches to the left. Each time the points open the needle returns toward the center, but since the needle movement is undamped, it swings past center to about two notches to the right. As engine cranking continues, the ammeter needle "jiggles" and it is telling you that all is well in the primary circuit. But wait! There is a catch! Not all Model A Fords are wired this way. The early production cars up till November 1929 were wired such that the ammeter was not connected to the ignition primary circuit. **There was no "jiggling"!** The later cars were wired with the ammeter in the circuit (Ford Service Bulletin, page 390), and this now provided the desired diagnostic "Jiggling". All is not lost though, you can easily convert your non-"jiggling" Model A Ford to a "jiggling" Model A Ford. All you have to do is move one wire. But before you do, first determine which way your car is wired. To do this pull the big fat wire out of the bottom of the coil. Switch the ignition on and crank the engine over. Watch the ammeter needle. If it doesn't "jiggle" your car is wired to the early configuration. If you want to convert it to the later wiring configuration, remove the two broken-looking wing nuts on the front cover of the little box that all the wires go into that is mounted on the fire wall. Remove the cover and locate the small black wire that runs from the coil to the little box. On the non-"jiggling" cars it will be connected to the threaded post that is toward the right side of the car (right as in the passenger's side). Remove this wire and put it on the other threaded post. This one will be on the left side of the car (as in the driver's side). Before you do any of this stuff, you might want to disconnect the battery, or better yet pull the fuse out if you have one installed (look for it on the top of the starter). This will prevent an undesired rain of sparks. It's as simple as that, you now have a "Jiggling" Model A Ford. If you want to learn more about this phenomenon, there is an excellent two part article that appeared in the Restorer in the 1987 November-December and 1988 January-February publications. Both articles were written by Paul Moller of Evergreen Park, Illinois. The two articles were also reprinted in "How To Restore Your Model A", Volume 5 (1994). ©



SwapMeets!

December, 1996

8th, Sunday

LONG BEACH. Hi Performance Collector Car Swap Meet. Long Beach Veterans Stadium, Lakewood Blvd & Wardlow St. Long Beach, CA. 24 hour info. 800-762-9785 Admission \$5. Free Parking. Seller's Sp. \$25.



Club Memorabilia!

by Jim Nichols

New T-Shirts!

The club has just recently purchased a quantity of Model A Ford T-Shirts designed by Dennis Griffin. They proclaim the 1997 Orange County Model A Ford Club Pancake Breakfast, and have Model A Fords as part of the art work. The new T-shirts are available now to club members and they will go on sale to the general Model A public at the Pancake Breakfast. Be the first kid on your block to have one. The price is \$12.00 each and all sizes are currently available.

Embroidered Logos!

The opportunity to have logos embroidered on the jacket of your choice still exists. Cost is \$30. Contact Jim Nichols @ 714-380-1067 ☺

The Pancake Breakfast!

Sunday, April 20, 1997.



Turlock!

January 25th & 26th (1997).



Classified Ad's!

FOR SALE:

1929 Model A Ford Phaeton. Maroon/black, Borg-Warner overdrive, 4 new Plasmeter cast iron brake drums, B-head, turn signals, temp gauge, good restored condition. \$15,000.\OBO Paul Steed 714-441-0641 (days) 714-289-0931 (eve's)

FOR SALE:

1931 Model A Ford AA Truck. Restored from an original 37,000 mile vehicle. Stake bed, excellent wood. Green/black, in show condition. \$13,000.\offer. Steve Goslin 909-780-0748

FOR SALE:

Era Fashions. 1930's lady's afternoon dress, peach color, size 8, handkerchief hemline, with matching straw cloche hat & gloves. All in excellent condition. \$200. Sylvia Berbiar 714-997-5647

FOR SALE: 1928 Model A Ford Sport Coupe.

300 miles on new engine. Older restoration. \$10,500.\OBO Bill Boyle 714-831-8554

FOR SALE:

1931 Model A Ford S\W Town Sedan. \$12,500 Bill Tillotson 714-544-0718

FOR SALE:

Six 19" Model A Ford tires & wheels

Four are Firestone whites in very good condition, two spares with covers, good condition. \$375.\OBO New polished aluminum Winfield head, 6:1 compression, polished Winfield intake manifold. \$560.\OBO Larry McKinney 714-963-2724

FOR SALE:

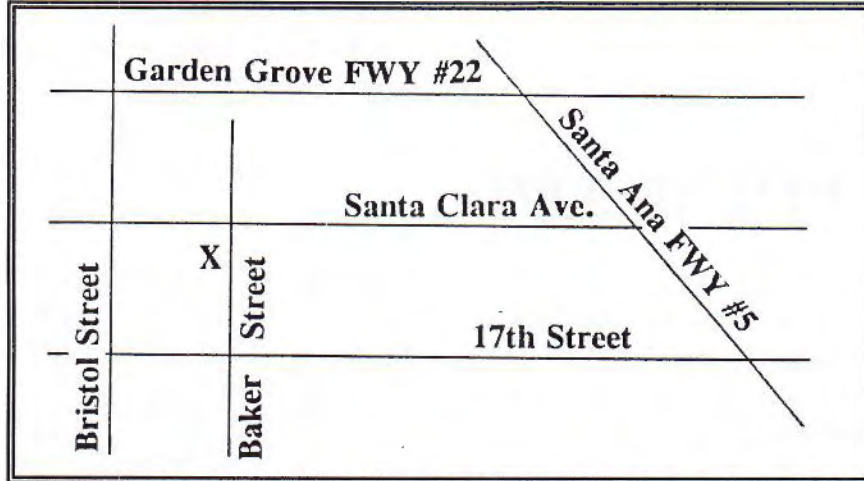
1930 Model A Ford Sport Coupe. Restored, 100% stock, ready to drive anywhere. Three tone green with black fenders, tan top and white wall tires. Dual fender mount spares, rumble seat, luggage rack. \$12,000. Photo available, located in Riverside. David Eastwood 909-687-7596. After 7 P.M. and on week-ends.

← GENERAL MEETING LOCATION

(Second Thursday of every month.)

December 12, 1996 @ 7:30 P.M.

**Santiago Elementary School
2212 N. Baker Street
Santa Ana, CA**



First Class Mail

Orange County Model A Ford Club
Post Office Box 10595
Santa Ana, CA 92711

