

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August 1961 – Santa Ana, California

Editors: Peter & Ana Hyland
Email to: newsletter@ocmafca.org

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Pancake Car Pictures Web Link-

ModelAFordPancakeBreakfast.com

Notes From Your President Don Miller. . .

September 2005
President's Letter



Greetings:

We had a big crowd at our August potluck meeting. The food was fantastic along with a lot of good fellowship. It was great to have Pam Heiland and her daughter at the meeting. We hope they will continue to be part of the Model A family.

The SCRG in Ontario begins on September 14 and we need everyone's support. It is especially important to get your registration in as soon as possible, if you haven't sent it in already, so Glenn and Sharon know how many will be attending each event.

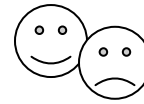
Four Model A's and two moderns went to the Old Town Music Hall. It was a great trip around Palos Verde peninsula with a stop at an old lighthouse that they opened up just for us.

The progressive Brunch is going to be a two-stop affair this year instead of our usual three. Both places are pretty close together so we can spend more time eating and visiting rather than driving.

Our monthly breakfast was a success again with about 20 members at Ruby's on the Huntington Beach pier.

Sally is doing fine after her Carpal Tunnel surgery but I am not doing very well with my arthritic hip. I am going to get a shot in my hip and I hope to be pain free by the time you read this.

**LET'S KEEP DRIVING THOSE
MODEL A's !!!**



Sunshine & Sorrow
By Jeanne Parrish

Warren Hogan continues to recuperate at home with his wife Catherine taking good care of him. It is a very slow process, but we know he is tough & we sure hope to see them both real soon.

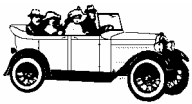
Sally Miller had some surgery on her left wrist & seems to be doing OK. It has not stopped her from her favorite pastime...eating hot fudge sundaes with a few other members of this great organization. In a few weeks she will have the other wrist done.

We offer sincere condolences to Judi Dwinger and family on the loss of her mother. She had fought a long, brave battle with cancer.

This Month's Cover:
Photo by Jim Dunn



The aircraft is a Stearman bi-plane manufactured in Wichita, Kansas by Boeing Aircraft. It is owned, restored and flown by Ken McCullough out of Cable Airport in Upland



Activity Schedule

Glenn Johnson
sgj1942@adelphia.net

(NOTE: * = UPDATED INFORMATION)

✓ **Deadline for next *Distributor* is:
September 30, 2005**

Type or write all articles and ads and e-mail to:
newsletter@ocmafca.org
Or mail to: 244 No. Goldenspur Way,
Orange, CA 92869-4422

NEXT MEETING DATE
September 8, 2005

***Sept 14, 15, 16 & 17 (WED-SAT) Date Change
Southern California Regional Meet (SCRG).** We will
be at the Ontario Airport Marriott. The hill climb starts
early Wednesday morning and is hosted by the Orange
County Model A Ford Club.

September 18-23 (SUN-FRI) Nevada Grand Tour

September 24 (SAT) Cruising for the Cure. This
is a non-freeway tour and we leave from the Sears
parking lot at South Coast Plaza at 7:00 a.m.
Questions? Call Dale McCall

October 1 (SAT) Progressive Brunch—Starting place
is at the home of Sheila Plotkin beginning at 10:30 a.m.
Please see flyer on Page 9.

October 2 (SUN) Frazier Park Pot Luck Picnic.
Leave Coco's at 8:00 a.m.

**October 13 (THURS) Shoe Box sale at Club
Meeting**

**October 22 (SAT) Pumpkin Tour and Pot Luck
Picnic**

Leave the Village of Orange Mall-Sears parking lot at
10:00 a.m.

October 30 (SUN) Halloween Costume Party at
Glenn and Sharon Johnson's 1930 haunted house. Starts
at 5:00 p.m.—potluck dinner at 6:00 p.m. Costume
prizes-masks required.

**November 3-6 (THURS-SUN) Rim of the World-Palm
Springs Follies.** Leave from The Villages of Orange mall-
Sears parking lot on Thursday at 10:00 a.m. and return on
Sunday.

**November 10 (THURS) White elephant sale at Club
Meeting**

**Nov 30-Dec 4 (WED-SUN) National MAFCA Banquet
in Sacramento and mini Gold Country Tour.** This will be
a freeway and back roads tour. More details to follow soon.

**December 11 (SUN) Orange County Installation
Banquet and Christmas Party**

**December 15 (THURS) Orange County Meeting (the
3rd Thursday)**

SWAP MEETS

**September 11 (SUN) LONG BEACH HI
PERFORMANCE SWAP MEET** at Veterans Stadium

**Sept 25 (SUN) 44th ANNUAL ANTIQUE CAR SWAP
MEET** presented by the Paradise Valley Model "A" Ford
Club of San Bernardino. Location: Western Little League
Regional Headquarters, 6706 N. Little League Dr., San
Bernardino, CA. Time: 6:00AM to 3:00PM.
Information: Call John Benson at (909) 875-4545 or Patrick
Holley at (951) 849-9830.

Oct 2 (SUN) SWAP MEET AT CABLE AIRPORT
sponsored by the Pomona Valley Model "A" Club from
6:00AM to 2:00PM. Location: 1749 W. 13th Street, Upland
CA. Information: Call George Munday at (909) 622-7196 or
Ray Bush at (909) 980-9985

**October 9 (SUN) LONG BEACH HI
PERFORMANCE SWAP MEET** at Veterans Stadium



Technical 2005

By Tom Endy

September Seminar:

The September seminar will be held at Tom Endy's house.

September 3, Saturday – 8:30AM – Afternoon.

This will be part three of a three-part Zenith carburetor seminar planned for July, August, and September. Part three will be a continuation of part two and will be a hands-on workshop to restore carburetors. The jet flow checking stand and the float valve checking stand will both be set up for use. Bead blasting, throttle re-bushing, and jet re-sizing tools will be available.

Parts and Tools:

It is suggested that the following parts and tools be obtained. (Bratton part numbers)

Gasket kit	13820	\$1.25.
Plate screws	14170	\$.60.
Choke plate	14200	\$1.50
Bushing (two required)	14460	\$.75
Throttle shaft	14420	\$10.50
Gas Screen (brass hex)	14260	\$4.30 (or)
Gas screen (cad hex)	14280	\$3.90
Carb. wrench	14080	\$10.55 T-handle
Jet tap	14090	\$8.90 5mm,75 pitch

A set of very small drill bits ranging in size #61 down past a #75 should be obtained. These can be purchased at tool supply stores or hobby stores. Bratton does not carry them. These are used to re-size the jets. Also required is a pin vise for use with the drill bits.

Float valves:

Most original float valves can be re-used. If a replacement is needed, order an original type.

Float Valve, original 14300 \$4.95

Do not order the other two listed in the catalog. Both the ball type and the rubber tip type do not perform well with So. California gas. They will stick shut and you will have fuel starvation.

Paint:

I have obtained some airplane dope that is impervious to gasoline. It will be available at the seminar if you want to paint your carburetor. It is a dull black finish, and dries very quickly.

The October seminar is in the planning stages and is going to be a wood graining demonstration.

King pin replacement seminar:

A king pin replacement seminar is being considered for November.

Photographs from the Carburetor Seminar at Tom Endy's Home on August 13, 2005

Photos submitted by Frank Mowrer



OCMAFCA General Meeting

August 11, 2005

Submitted by Doris Marshall

President Don Miller called the meeting to order at 7:15 P.M.

Cody Parrish led the flag salute.

Don announced that after the meeting, everyone should come forward and have their picture taken for **Pam and Jaemie Heiland**. Everyone was asked to wear a Hawaiian shirt in honor of Jon Heiland. Don said it would be hard not to have Jon as our "greeter"; he is pleased to announce that Kenny Dierken will take over the task.

Treasurer: Diana Stewart.

Read balance on hand and will be paying outstanding bills. Don said he wants to break even and recommends some increases in the future. It has been suggested that there be no subsidy on banquet tickets, raise dues, and may charge for progressive. A meeting will be held regarding the finances in September.

Activities: Glenn Johnson (Absent) Don Miller gave report The Regional meeting is Sept 14-17 in Ontario. Registrations are there and to please sign up. People are needed to help with various activities. Call Glenn or Bev to sign up.

Sept 14, 15, 16, 17th (Wed-Sat) So. Ca. Regional Meet Ontario

Sept 18-23 Nevada Grand Tour

Sept 24 Cruising for the Cure. Will leave from Sears parking lot at South Coast Plaza at 7:00 a.m. Call Dale McCall for info.

October 1st Progressive Brunch

October 13 Shoe box sale at Club Meeting
Sheila Plotkin, John and Dorothy Knox and possibly the Gaynors will host the October 1st Progressive Brunch. We will be advised.

Rim of the World will be in Palm Springs hosted by the Whittier Club. The location was changed from Big Bear to Palm Springs due to the altitude.

The follies will be during their tour.

Technical: Tom Endy

The 2nd of the 3 seminars will be held at Tom Endy's on the Zenith Carburetor. It will be hands on workshop to restore carburetors. 8:30 a.m.

The 3rd seminar on the Zenith Carburetor will be held on Sept. 3rd at Tom Endy's home. 8:30 a.m.

A wood-graining seminar will be in October. More information forthcoming

November: King pins at Glenn Johnson's home. Jim Nichols may assist.

Charlie Viosca's wife passed away on Tuesday, August 9th. Charlie has requested, in lieu of flowers, to please make a donation to the MAFCA

Youth Restoration Award.

Special Events (Peggy Nunes)

Progressive Meeting Will brief after meeting. The Installation Banquet and Christmas Dinner will be at the same place as last year, this time in December.

Sunshine and Sorrow Jeanne Parrish

Warren Hogan had extensive heart surgery. Doing well and would appreciate cards and calls.

Judy Dwinger's mother passed away. Flowers were sent from the club.

Read thank you card from Pam Heiland.

Merchandise: Jeremy Gaynor No report.

Editor: Pete Hyland

Please get articles in early. Will leave on vacation on Sept. 1st.

The Thursday Breakfast will be at Ruby's at Huntington Beach.

Historian: Dick Smith

Suggested Jon Heiland's greeting book be retired.

Advised he will be asking for missing Distributors.

Scholarship: Dorothy Knox No report.

So Ca Regional Report. Sharon Johnson Joanie Harris gave report

SCRG need 3 coolers. Need by 9/14 by noon.

Need 8 bottles of Mix. Diet and Regular (litre)

The ICE (In case of emergency) is not implemented here. Just in England.

So Cal Regional Report: John Knox

John and Dorothy are in charged of gymkhana. Need volunteers to help during the games. John urged everyone to help make the Regional Tour a success.

Refreshments: Chris Foster We need someone to bring refreshments in Oct., Nov., and Dec.

Mr. & Mrs. Arlyn Bieber attended our meeting to advise everyone he is the only one in Southern California running for Director for MAFCA. He is hoping to get everyone's vote. They are from the San Diego Model A Club.

Old Business: None

New Business: **Jerry McKinney** told of a lady that is sending our Soldiers Articles that are not provided to the troops. He asked if the Club could donate money to her so she can continue to do so. Don explained financially that it would be better to have members donate on their own. It was moved and seconded to have Members donate individually.

Don told about a cruise in February. It is a Jazz cruise \$350 for 4 nights and 5 days. Check with him for more info.

Meeting adjourned at 8:07 p.m.

OCMAFC Military Veterans

Ted Loeffler U.S. Army 1950-1952

In 1947 at age 16 I joined the California National Guard. I was assigned to “communications” at Headquarters Company, 224th Infantry Regiment, 40th Division located in the San Bernardino area. The incentive was the money, which mostly went to keeping my car running. My father also thought it was a good discipline experience for me. Two years later I re-enlisted. In June 1950 the Korean War broke out and the 40th was activated into the U. S. Army for two years active duty. On September 1st 1950 we were shipped to Camp Cooke (which is now Vandenberg Air Force Base) for basic training. In March 1951 the 40th was shipped out to Camp McNair, Japan (on the slopes of Mt. Fuji) for “occupation duty”. Later we were shipped to Hachanoe in northern Japan for field exercises. My duties were to set up radio and telephone communication equipment. By February 1952, many of the original National Guard enlistees, including myself, were rotated back to California as our individual enlistments were up. The 40th was then sent to Korea. By June 1952 all of the original National Guard enlistees were back home. I arrived in Alhambra, CA, where my parents then lived, on February 13th, 1952. The next day, Valentines Day, I met Helen, my wife to be. I also purchased a 1939 Buick convertible with my separation money, and I still had \$500.00 left over. Six months later I sold the Buick and almost doubled my money on it. However, I did keep Helen.

Several years ago the Orange County Model A Ford Club went on a tour of Vandenberg AFB. When we entered the base parking lot I had a scary flashback. Fifty years earlier that very same parking lot held the Camp Cooke Military Police security offices where two friends and I, in my car, were escorted after we were allegedly seen on a restricted game preserve beach armed with military weapons. We were searched and questioned for about three hours. Finally we were released when no evidence could be found. It seems I had lost the key to the trunk of my car and they were not able to open it. That same night there was a military funeral for several deceased ducks in an unmarked grave. I can't say too much more about it as I'm not sure of the statute of limitations and they may still be looking for the culprits.

Looking back, there is no question that my military experience gave me the incentive to prosper, and even though I did not foresee it at the time, more good fortune was to come my way than I could have expected.



Ted Loeffler 1950

OCMAFCA General Meeting

July 14, 2005

Submitted by Kathie McCall

POTLUCK and RONALD MC DONALD HOUSE TOUR

A non-meeting event was held on the regular meeting night with the traditional summer potluck held inside CHOC Wade Education Center. This proved to be a lot cooler for everyone and we were able to get closer together for visiting and our favorite activity: Eating. 40 people actually came in spite of most of the leadership being away at Wings 'N Wheels. There were plenty of delicious food items and no one left hungry.

Following the potluck we caravanned over to Ronald Mc Donald House on Batavia Street in Orange and parked the 10 A's and a few modern cars in the lot adjacent to the house.

We sat around the spacious living room area and learned about the House from Steve, the Night Manager, the connection with Mc Donald's and other interesting trivia. We then traversed on our own throughout the 3 levels of this beautiful building. 21 newly decorated rooms are available to guests each day and only one was vacant for us to visit. Each room was lovingly decorated by a sponsor group of designers and can accommodate up to 4 people at a time. The spacious restaurant size kitchen was fully equipped and spic and span following the evening meal which had just ended. Most evening meals are sponsored or donated by organizations or groups. When the meal is not sponsored the houseguests prepare their own food from the well-stocked cupboards.

Volunteers are heavily utilized for cleaning and food preparation and other tasks associated with running a hotel like atmosphere. The House services families who have children in CHOC, UCI, Fountain Valley Hospital and Western Medical Center.

Along with our cars most people also brought along some great donations of items that were on the published Wish List and we got some great ideas of how we can continue to help with material goods, financial support and volunteer opportunities.

We were on the road home by 8:00 pm.

NEW MEMBERS

Steven W. & Patricia L. Gray
1433 Westridge Way
Chino Hills, CA 91709
e-mail: plgpharmd@aol.com

Glad to have you with us!

NEW ADDRESS

Gary & Shirley Haubold
1234 W. Lauridsen Blvd
Port Washington, WA 98363-7046

Join us for good food and good company...

**Fourth Thursday Breakfast Bunch
September 22, 8:30 a.m.
Watson Drug
116 E. Chapman Avenue
Orange 92866
Info: Terry Collings 714 970-7194**

***Thank you from Judi Dwinger
I wish to thank the club and the members for their prayers, cards, plants and flowers, acknowledging the recent passing away of my mother.***

It was very comforting to myself, and my family to hear from so many of our friends.

Thank you again

Judi Dwinger and family

Why Weren't Model A's Offered in Black in 1928-29?

"A little bit of FoMoCo history might help here"

By Marshall V. Daut

Well, maybe more than a "little" history. But first, I have to agree with one of the posters to the [Ahooga Message Board](#) who said black was a special order color, not standard, at least when the Model A was introduced. When the 1928's came out, each passenger car body style was offered in a minimum of five color combos, black not being one of them. (Yes, black could be ordered, but wasn't included in the initial releases). Often this myriad of options on a low-priced car was achieved by simply reversing the upper and lower body colors. Nevertheless, there were color COMBINATIONS offered. Why wasn't black one of these options? What happened to black?

To answer that, we need to look back a couple years in FoMoCo history before the Model A was introduced. I know most guys on this web site are Model A fans and therefore may not be up to snuff on their Model T facts. So bear with me here in this history lesson, as I dabble (or is that "dribble"?) in the Model T world, too. Black had been the only color available on Model T's from 1915 to 1925. Green, red and blue had been available on Model T's up to that time, as well as black. Why then were Fords after 1914 painted only black for the next 11 model years? There was a simple reason for this limited color availability: cranking out Model T's as fast as they could for ready buyers, any slow down in the production line cost money. The pigmented colors of the day took longer to dry than black. Until better, faster drying proxylin colors came out in the later 20's, black was chosen by Ford as the only color. A dry car body was a car body ready to mount on a chassis and sell! That meant it had to be black. Until the middle 20's when sales alarmingly slowed down, Ford couldn't make Model T's fast enough as it was to meet the demand without being saddled with slow drying colors. But by the mid-20's, sales were being lost to other makers (such as the "C"-word), who offered more advanced designs, options and COLORS. By 1925 black was almost solely identified with being a Ford, by now considered the "poor country cousin" in the automotive world. Although you'll get an argument from sidewalk know-it-alls, all Model T's were NOT black. As stated, between 1908 and 1914 and then again during the last two years of Model T production ('26-27), colors were available on Fords.

In an effort to get back into the sales race by updating a hopelessly out of date Model T design, Ford offered the new 1926 closed cars in colors: Deep Channel Green for coupes and Tudors, Windsor Maroon on Fordors. Other colors became available later, too, but that's not critical to this discussion. Letters to dealers from the Boss even stressed their need to talk customers out of wanting black on their new closed body Model T's. Open cars (the cheap ones in the line), however, continued to be black until late in the year. Possibly during the August year model change (not January, as with Model A's), open cars now became available in colors, such as Phoenix Brown and Gunmetal Blue. The point here is, Ford was trying to change the image of his cars only coming in black. By then, this was synonymous with driving an out of date car. When the Model T era ended in May, 1927, more new Model T's were wearing colors than black.

(Continued on Page 10)

OCMAFCA

Progressive Brunch



SATURDAY

OCTOBER 1st, 10:30 AM

At the homes of:

Sheila Plotkin

-- Appetizers --

and

Dave & Becki Manning

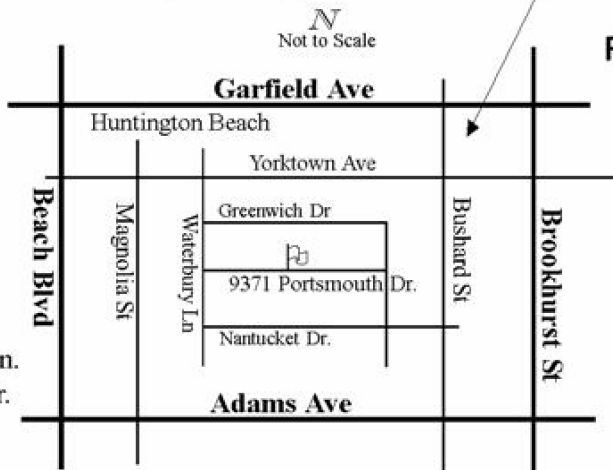
-- Main Course & Desserts --

The First House is Sheila's

Maps will be provided at each stop.

Bring Your Model A!

Directions:
From Beach Blvd.
Turn on Yorktown Ave.
RIGHT on Waterbury Ln.
LEFT on Portsmouth Dr.



R.S.V.P. by Sept. 28, 2005
to Peggy Nunes
(562) 397-8078

-- OR --
From Adams Ave.
Turn on Bushard St.
LEFT on Nantucket Dr.
1st RIGHT then
LEFT on Portsmouth Dr.

HISTORIANS CORNER

By Dick Smith

Articles from "The Distributor"

10 years ago then Editor: **Tom Endy**, Publishers: **Bob & Karyn Sitter**. 1995—The Seminar Year January starts with the clutch seminar held at the Tacoma Dome. Larry "McSpeed" McKinney ripped the clutch out drag racing his speedster. The staff parking lot became his repair area. **Larry McKinney & Dick Riha** were the Technical Directors that year and I suspect this seminar was not a preplanned event.

Other interesting covers:

The Grapes of Wrath Seminar (Mar), The Towing Seminar (April), The Prohibition Seminar (May), The Gymkhana Seminar (June), The Lost Seminar (July) and others.

Club Members can check out these and all other "Distributors" free by calling your Historian.

Current Members joining in 1995 include:

Doc & Darlene Ingwersen, Mike & Diana Wierman, Greg & Leslie Carcerano, Ed & Pam Hubbard, Curtis Nichols, Bill & Barbara Robinson and Robert & Sonia Meyerhoff

(Continued from Page 8)

So jump ahead to the introduction of the Model A, which was to outdistance the Model T in every way. Henry considered this new car so advanced (it really wasn't; it had just "caught up" with competitors' models) that he jumped back to the letter "A" in the alphabet instead of calling it a Model X, Y, Z or whatever. When the cars were announced for public viewing on December 2, 1927, black was not one of the standard colors listed. This was yet another gambit to get away from the "any color you want as long as it's black" old saw that was hung on the Model T. The introduction of the faster drying proxylin pigmented paints made it once again possible to mass produce cars in colors. Black was retained for the fenders and splash aprons, however.

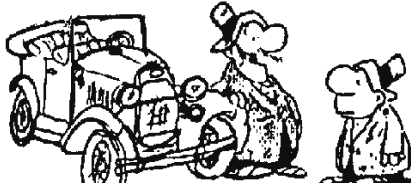
So were there black Model A's? Of course! And lots of them. It was a color that lasted a long time, had been popular for years (Model T's notwithstanding) and was easy to match in case a panel needed to be repainted. It was still cheaper, too, because pigmented paints (especially red) were more costly. One can't judge the dark color in old photographs of Model A's to always be black. Some colors such as Andalusite Blue and Deep Ford Maroon are so dark even today that they appear black when viewed in person. Imagine how they look in 70+ year old photos. Everything looks black.

Maybe the safest way to view the Model A paint world is to study the accepted paint combinations (at least what's accepted THIS year, but may be deemed different NEXT year by the experts???) and keep in mind that black was always a standby color that could be ordered. I believe in the '30-31 models black made a more official return as a standard "optional" color than found on the '28-29 models. Perhaps Ford finally remembered he could make more money spraying cars black than a pigmented color (remember: pigmented paints cost more than black)? Each black unit sold meant more profit per car x hundreds of thousands = lots a moo la for Ford. Or maybe Ford misjudged people's desire to still own black cars and therefore brought the color back after the initial '28-29 models had shown his error? 'Dunno. Supposedly the big Fordor and Town Sedans were more likely to sport black than the open cars during the '28-29 ear. With the possible exception of early '28's, I'd say black would be an acceptable choice for body color. The heading "Special Ordered" cars cuts a wide swath of deviations from the norm and makes almost anything done by modern restorers plausible, within reason. Using black is certainly more defensible than today's yellow Tudors and bright red coupes!!! Hmmm...I don't seem to note those options for these body styles in the charts, either. But, boy howdy, do you ever see 'em runnin' around today!!!

You like black on your Model A? Paint it black and don't worry about it. It's your car...

Marshall "Color Blind" Daut

Article courtesy of the ahooga.com website and author Marshall Daut



CAR BARN SPECIALS

Member ads will run two months unless renewed. Non member ads will run one month unless renewed. All ads must be submitted in writing to: prhyland@att.net or OCM AFC Editors 244 No. Goldenspur Way, Orange, CA 92869-4422

Visit MAFCA's Web Site:
www.mafca.com/classifieds.html



**1930 Model A Briggs 165-D Standard Fordor Sedan.

Complete car, partially dis-assembled. Chassis restored, body partially restored. Doors and lower body wood in good condition. New top wood and mechanical parts for hydraulic brakes included. Good useable diamond tread tires and extra wheels. Restorable fenders. Original seats and all interior trim. No body damage or rust. Colorado title. \$4,800.00 firm. Bernie Marston, (714) 777-4400, wymarston@hotmail.com

*FOR SALE:

Model A transmission, rebuilt/restored. \$350.

The transmission is in a box unassembled for buyer inspection. It includes new bearings, cluster and idler shafts (with O-ring modification), spacers, and gaskets, all still in factory packaging. The gears are all excellent selected serviceable originals. The housing has been bead blasted and painted and is in show condition. This is a super excellent transmission. Local pick-up only. Buyer is invited to observe assembly process, takes about 40 minutes including a ten-minute rest break. No exchange required. Tower not included. Money back guarantee. (This is a new one, I sold the previous one.) **Tom Endy 714-897-5861.**

FOR SALE: 4 19" Wheels with Firestone Tires-Black Wall \$400.00 obo. Also 4 used W/W 6:00x16 with good tread \$50.00 obo. **John Pickrell (760) 631-5720**

*FOR SALE: 1929-Closed Cab Pick-up –

Lebaron Bonney interior complete restoration - under 200 miles. \$15,500
For more information call Gary Discher –
1012 Marina Dr.
Placentia, Ca. 92870 (714) 996-1970

*FOR SALE:

Borg Warner Overdrive. It was gone through before Portland last July. It took me there and back plus Death Valley, Laughlin, CCRG and Palm Springs. Works great. Ask someone that followed me. \$500. Richard Parrish (714) 393-8582 (714) 999-0611

*FOR SALE:

Toolbox that mounts below the radiator. Bought from Bratton. Includes all mounting hardware and 2 keys. \$80. **Richard Parrish (714) 393-8582 (714) 999-0611**

FOR SALE:

1929 Closed Cab Pickup---Super Clean \$12,000.00
Eleanor Pauley (626) 793-0869

FOR SALE:

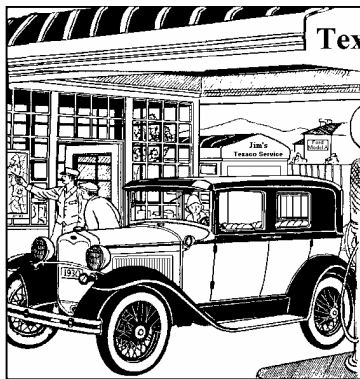
For sale 4 Model A shock absorber bodies only. most likely rebuildable. \$30 each obo
For sale 4 17" 1933 Ford spoke wheels in very good condition \$25 each obo
For sale Model A Trunk Rack, stationary. \$35 obo.
For sale Model A muffler, used and very good. Replaced with an Aries. \$35 obo.
For sale Model A stock head. Excellent condition, no cracks. \$35 obo
Wanted 2 front brake drums for use on Mullins trailer. No brakes therefore prefer ones that cannot be turned down any further. I.E. cheap drums with all good lug bolts in place.
Wanted to Borrow for gymkhana at SCRG 2 used in any condition 21 or 19" Model A tires
John Knox Brea - 562-697-2545 knoxbox59@aol.com

FOR FREE!!!

Used Muffler
Ev Pearce (714) 544-1150

WANTED: 1-19" wheel in good to excellent condition.

1- 1928-29 Rear bumper cross brace, tubular design.
Dick Smith (949) 770-6847



- **Deadline for next *Distributor***
 - **September 30, 2005**
- Type or write all articles and ads and e-mail to: newsletter@ocmafca.org
Or 244 No. Goldenspur Way,
Orange, CA 92869-4422

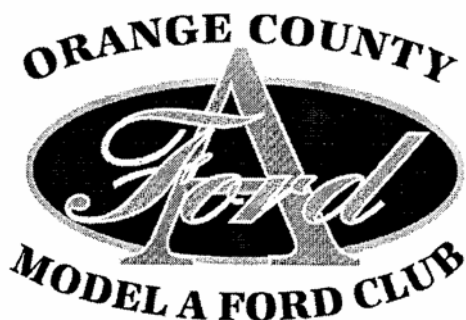
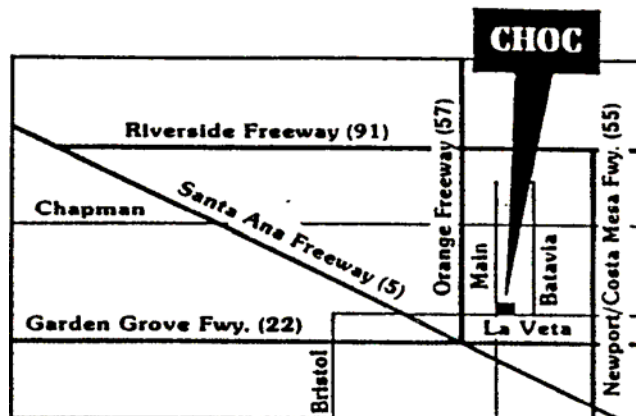
General Meeting

[Second Thursday of every month]
(Board Meeting at 6:00 PM
in adjoining meeting room)

September 8, 7:30 P.M.

**CHOC Hospital Complex
455 South Main St. Orange CA**

From Main Street, turn east onto Providence Ave. and immediately, on your right, enter the structure and park on the second level. Meeting room accessed from parking structure.



Post Office Box 10595
Santa Ana, CA 92711

First Class Mail

Web Site: <http://www.ocmafca.org>