

Quail Call



April



Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4 Happy Easter	5			8	9 BUSINESS MEETING 7PM	10
11				15 LEAVE FOR LAUGHLIN MEET	16 LAUGHLIN MEET	17 LAUGHLIN MEET
18 RETURN FROM LAUGHLIN MEET	19			22	23	24 LAKESIDE PARADE AND/OR ORANGE BREAKFAST
25 ORANGE COUNTY PANCAKE BREAKFAST	26				30	
						2010



QUAIL CALL

EDITOR

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or revisions. Permission granted to reprint articles.

2009 BOARD OF DIRECTORS AND COMMITTEE CHAIRMEN

BOARD OF DIRECTORS

DIRECTOR	Bud Swartwood	(619) 579-6726
ASST. DIR.	Paul Winchester	(619) 669-0737
SECRETARY	Bob Weckman	(858) 279-0596
TREASURER	Roxy Faust	(619) 297-1424
TECHNICAL	Arlyn Bieber	(858) 530-2336
TOURS	Roger Ball	(619) 465-4110
PAST DIR.	Dave Sohr	(619) 440-0374

Board Meetings are held quarterly: see *Quail Call* for
dates and location. All member are welcome to attend,
just let the host or hostess know you are coming.

COMMITTEE CHAIRMEN

Membership	Roger Phillips	(858) 454-5070
Fashions	Billie Bonnoront	(619) 669-6391
Historian	Penny Smiley	(619) 440-0374
Refreshments	Dalene Jensen	(619) 670-6152
Cor. Secretary	Diane Seeman	(619) 749-5608
Property	Reen Kotas	(858) 278-8178
Ways & Means	Rich Phillips	(619) 670-7843
Rec. Rep.	JudyJo Beardslee	(619) 465-9513
Defender,	Ray Beardslee	(619) 465-9513
Mail-box	Ray Beardslee	(619) 465-9513

CLUB MAILING ADDRESS: P.O. BOX 19805 SAN DIEGO, CA. 92159

BUSINESS MEETING HELD THE 2ND FRIDAY OF EACH MONTH AT 7:00 PM

**San Carlos Recreation Center
6445 Lake Badin Ave.
San Diego, Ca. (619) 527-3443**

The San Diego Model A Club was first founded in 1957 by a few dedicated Model A owners. Our purpose is to help preserve the Model A, which was in production by the Ford Motor Company from 1928-1931. Ownership of a Model A is not a requirement for membership in the club. Membership dues are \$30.00 per calendar year. Membership in one of the National Clubs is mandatory (either MARC or MAFCA) and the responsibility of each member. Contact information to join a National Club is listed below:



Model A Restorers Club

6721 Merriman Road,
Garden Grove Michigan 48135
(734) 427-9050

E-mail: modelarestorers@sbcglobal.net

Website: www.modelaford.org

Dues are \$38.00 per calendar year.

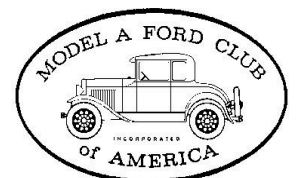
Model A Ford Club of America

250 S. Cypress Street
La Habra, Ca. 90631-5515
(562) 697-2712

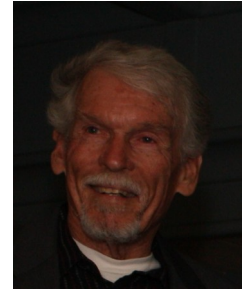
E-mail: info@mafca.com

Website: www.mafca.com

Dues are \$40.00 per calendar year.



DIRECTOR'S REPORT: Bud Swartwood



Thanks to all of you who turned out for the Tour, Saturday the 20th. Everyone seemed to have a great time. Model A's & antique airplanes do seem to go together. We enjoyed the hospitality of the San Diego Antique Airplane Association and lunch at the Wrangler BBQ in El Cajon. John & Nancy Watt made their debut Tour. We have several new members, be sure to get to know them all. Greg & Cathy Rising, Ray & Barbara Miller, Michael & Joan Dainer and John & Kim Giery.

The 22nd Annual Laughlin Tour is April 15 - 18 at the Riverside Hotel & Casino. Contact **Paul Abbot** if you have yet to sign up or have questions about the Laughlin Event. Individual Hotel reservations can be made at 800-227-3849. Room rates are \$32.00 for Thursday and \$55.00 for Friday & Saturday. Make your checks payable to Pomona Valley Model A Club (PVMAC) and mail to PO Box 1457, Upland, CA 91785 by March 26, 2010. e-mail for that local contact is Barbara.Branam@gmail.com. Registration Fee Per Family is \$35.00, single \$20.00. Poker Run is \$7.00 per person. Tom's BBQ at Davis Camp Park is \$15.00. Evening awards Banquet is \$35.00 per person. Registration forms will be available at the meeting. Contact Paul for any questions you may have.

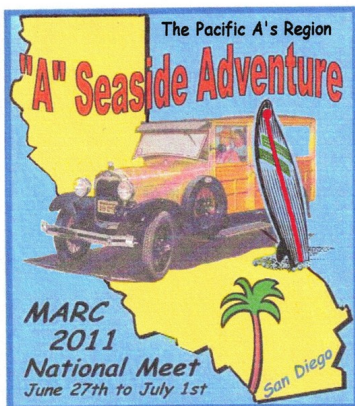
The Orange County Breakfast is April 25th. Be sure to let **Roger Ball** if you are going up on Saturday or making it a one day trip on Sunday or just have questions. Contact the Best Western at 1302 W. Chapman, Orange, CA. phone 714-633-7720 for reservations if you are planning to go on Saturday.

The 4th Annual Hubley Derby day is June 27 in Murrieta, CA. Registration forms are available and have to be returned to Lori Perez by June 12.

The MAFCA International Convention is August 1 - 6, 2010 in Vancouver, B.C., Canada.

Our Club Board meeting is March 30 at Paul & Patty Winchesters home. These meetings are open to all the members. The next scheduled meeting will be Monday, June 28th.

We have several new members. The turnout for the events have been great. It is fun to see the enthusiasm and interest of everyone. Please feel free to contact me, your concerns and suggestions are always welcome.



2011 MARC NATIONAL MEET

Hi All,

Well our plans for the upcoming 2011 San Diego MARC Nat'l meet are progressing nicely. We are working hard to make this one GREAT week long Model A convention; and what better place than San Diego.

So we are inviting all Model A'ers to come aboard and be part of this super effort and join in on the excitement.

Be sure that your MARC membership is in good standing, not only for this meet, but also for the wonderful MARC national publication, the 'MODEL A NEWS' and other related offers.

Look for more UPDATES and INFO as we progress.

Meet website: www.2011marcmeet.com

Sincerely, Bob Burdick Meet Chairman

San Diego Model A Restorers' Club

March 12, 2010 General Business Meeting



Director Bud Swartwood called the meeting to order at 7:02 pm,
Dave Sohr led the club with the Pledge of Allegiance.

The minutes of the February General Meeting were approved.

Treasurer's Report-Roxy gave the club balances and the bills to be paid were approved.

Director Swartwood gave out several awards which were not distributed at the January Annual meeting.

MAFFI-Arlyn gave an update concerning the museum and the raffle for the donated Model A.

Joan Minnick announced the inventory of clothing available for sale. She requested \$120.00 to purchase new hats. A motion was made, seconded and approved.

Roger Ball gave more information about the MAFCA Million Mile Challenge.

Dalene Jensen again requested Fodor Model A's for her daughter's wedding.

Pacific A's-Carol Weckman gave an update of activities for the MARC 2011 National Meet.

Paul Abbott announced the date and meeting place for the Laughlin Tour.

Paul Winchester spoke about the First Avenue Bridge dedication and the Ocean Beach Parade. He also reminded the club about the Lakeside Parade on April 24 and the Allied Gardens Parade on May 8.

Roger Ball gave information about the Antiques Air Show on March 20 and the Orange County Pancake Breakfast on April 25.

Technical-Arlyn reminded the club about the seminar at Bill Hansen's on March 13. He also made a presentation about the history of the bendix for our starters.

Big 3 Swap meet-Ric Bonnoront gave a review of the swap meet. It was the busiest Friday ever.

Refreshments-Dalene thanked all for the food and noted that donations don't always have to be sweets.

Fashions-Billie gave a great presentation about Model A era dresses.

Quail Call-Valarie asked for a \$50 donation to Saints Jude's in memory of Sue Kotas. A Motion was made, seconded and passed.

Paul Abbott asked for a \$50 donation to the Pomona Valley Model A Club who are putting on the Laughlin Meet. A motion was made, seconded and passed.

Defender-Ray reviewed what the Defender is and how the ACCC protects car clubs from being legislated off the roads.

Membership-Roger announced the names of our visitors; Gerry Bobby and John Watt.

Membership drawing-Chuck Faust's name was drawn and he was not present.

Ways and Means-Rich and his beautiful assistant, Olivia, drew tickets for the prizes.

Ric Bonnorant came up with a great joke.

Director Bud adjourned the meeting at 8:39 pm.

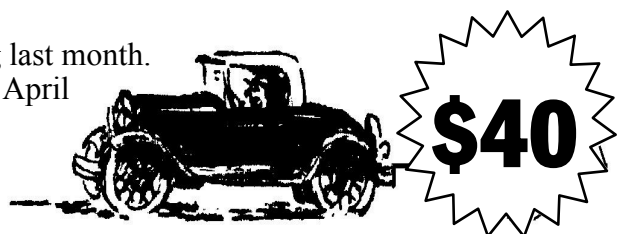
Bob Weckman, Recording Secretary



Membership in Attendance:

Chuck Faust missed out on the membership drawing last month. That rolls the pot over to \$40.00 this month. See you at the April 9th meeting. 7 pm at the San Carlos Rec. Center.

2010 Membership Rosters are still available, get an extra one for your Model A.....



TOURS: Roger Ball

Taking advantage of a break in the seemingly non-stop rainy weather on weekends, our club participated with the San Diego Antique Airplane Association for a car and airplane display at Gillespie Field, El Cajon, on March 20. This was a great event enjoyed by all who participated. We had 22 Model A's meet at the El Cajon Target parking lot, then traveled to Gillespie Field where we joined the (approximately) 20 vintage airplanes on outdoor display, plus the outstanding collection of planes and aviation memorabilia inside the Allen Airways Flying Museum, courtesy of Bill Allen. Breakfast treats and refreshments were provided by neighbors in an adjoining hanger and all participants enjoyed a great display of cars and planes. Most members departed around 12:30 and then met for a great BBQ lunch at Wranglers in El Cajon. Mileage to Ralph Schuler, Valarie Basham, Dave Sohr, Ron Polk, Gene Amy, Walter Faust, Don and Joan Minnick, Arlyn Bieber, Bud and Judy Swartwood, Bob Weckman, David Fanning, Karen Wittkop, Steve and Ladd Graham, Ray Beardslee, Jimm Kiklis, Ed Woodruff, Bill Corson, Ron Engen, Neal Melden, Reen Kotas, John Watt, and Roger Ball. Participation miles go to Tom Hurley, Peggy Dalby and Paul Hastie.



UPCOMING TOURS:

Next up on the tour calendar is the **22nd Annual Laughlin Meet** on April 15 through April 18. Once again Paul Abbot will lead the tour, departing on Thursday, March 15 at 7:00 am from the Denny's located on Clairemont Mesa Blvd. at Hwy 163. A leisurely drive at 45 mph (+/-) with ample stops will have the group arrive in Laughlin by mid-afternoon. Lots of activities are in-store once there for the approximately 100 cars expected. Our group will be led by Paul for the return trip on Sunday morning. So far eight of our members have signed-up. Please contact Paul Abbott at 619-424-3768 if you are interested in participating, or have any questions. By the way, members driving moderns are most welcome!

The weekend following Laughlin is the **Orange County Model A Ford Club's Annual Pancake Breakfast** at Hart Park in Orange. So far, we have 24 cars traveling (tentatively 15 driving Model A's) and 16 members are traveling Saturday and staying overnight. We will circulate the sign-up lists for both of these events again at the club meeting on Friday, April 9th.

More airplanes! Bill Allen has invited us again to participate with his **Stearman Fly-in at Gillespie Field** on Saturday, May 8th and Sunday, May 9th. And even more airplanes! The Commemorative Air Force is having its annual **"Wings Over Gillespie"** this year on June 4th, 5th and 6th. We have been invited to participate with this outstanding WW II Military and vintage air show. Participation will be probably limited to about six of our cars per day, and those who participate will receive free admission to the air show.

Details regarding these last two events will be announced at our club meeting on April 9th and I will then follow-up with an email message to everyone.



PARADES: Paul Winchester

Monday, February 22, 2010

The request for cars at the 1st and Maple Street Bridge reopening, was for 1931 year cars. At the last minute I decided I wanted to go anyway, even though I have a 1928 car. I figured a 1928 car could have been there in 1931 and I doubted that anyone outside of the club would know the difference between a '28 and a '31 anyway.

While standing around in the mist waiting for the show to begin, I learned that Walter and Roxy Faust lived in the area when they first got married, and Roxy said her Dad worked on the bridge when it was built in 1931. Walter spent some time looking over the side of the bridge for a stray practice bomb that fell off of a WWII airplane and was stuck in a tree in the canyon for years, we could not find it.

The show began as several City Councilmen and dignitaries patted themselves on the back and took all the credit for the bridge, including the letup in the rain while they were talking.

The cameramen were putting their cameras away when we drove over the bridge in the old cars, so there is little or no recognition of us having ever been there other than a couple of oil spots on the new pavement. Like a dog, we mark our territory, the bridge..... belongs to us.

Walter suggested we continue the Bridge Reopening Celebration a little farther down the street at the Hob Nob Hill restaurant, where we had a great breakfast, before heading off in our separate directions.

Cars and Drivers present were: Gene Amy with Bud Swartwood as navigator, Walter and Roxy Faust, Jay Zamzow, Paul Winchester.



My first Parade as your new Parade Director. **Ocean Beach Kite Festival** and Parade Saturday March 6th 2010

For a week prior to the parade the weather report was predicting heavy rain for Saturday March 6th. I called everyone on the list and no one wanted to take a chance and get their car wet.

We also had the unfortunate loss of Sue Kotas that week and her memorial services were to be Saturday at 11 am, with a gathering for lunch after the services. I decided to drive my Model A to Sue's Memorial Services and if the weather was good I would go on to the Parade afterward and maybe, just maybe, others would go along with me and I could lead the parade after all.

The gathering for lunch was to be at the Butcher Shop Restaurant. On to the Butcher shop Patty and I went. I figured we could eat quickly and then still make it to the parade. I hurriedly ate only one helping of a delicious buffet, when I usually go back for seconds, and thirds, filling my pockets with rolls to eat later.

At about a quarter after one, and after trying unsuccessfully to talk Rich and Jo Beth Steltzer into driving their Model A to the Parade with me, Patty and I hurriedly drove the freeways to Ocean Beach. To be sure we got there in time we put the intersection of Ebers St. and Newport Ave. into the GPS. We arrived at the intersection soon and told the traffic attendant we were there to be in the Parade, she moved the safety cones and said "go down this street" we proceed onto a deserted Newport Ave. looking for the parade staging area. We saw a couple of men with Kiwanis shirts, and pulled to the curb nearby one of them. I looked at my watch; it was twenty minutes to two. No problem I thought, the Parade starts at two, but where is everyone.

At about that time, a 1914 Model T pulled up beside me, a new Volkswagen bug pulled in front of the Model T, in front of the Volkswagen a couple of guys jumped out of a pickup truck holding large flags, the guy in the Kiwanis shirt came over and said "follow the Model T", a large group of kids holding all kinds of kites came out of a school yard gate behind me, the music started, and the Parade began. It was now one forty five.

I pulled in behind the Model T, eighteen minutes later we were at Abbott St. and the kids all ran for the beach with their kites, the Parade was over. All I could think of was, I should have stayed at the Butcher Shop and gone back for seconds. Parade mileage goes to: 1. Paul & Patty Winchester

April 24th Lakeside Parade:

Only one parade for April and it's in Lakeside on Saturday the 24th the day some of us will be going up to the Orange County Breakfast. I will need to have someone else lead this one for me, in case I don't want to do a parade and drive to Orange County the same day. Any volunteers? See me at the meeting or email me. The parade starts at 9:45am, meet at Target in El Cajon at 8:00am Your, one car Parade,

Parade Director, Paul Winchester





MODEL A IGNITION TIMING---MAKING IT RIGHT

Timing the Model A engine is a very simple process. You don't need a timing light, a pointer or marks on the crankshaft pulley. Ford designed a very simple engine and he simplified the timing procedure so that the average owner could time his own engine without expensive tools. The following timing procedure is what I have used for the last 40 years and it is foolproof if each step is followed exactly.

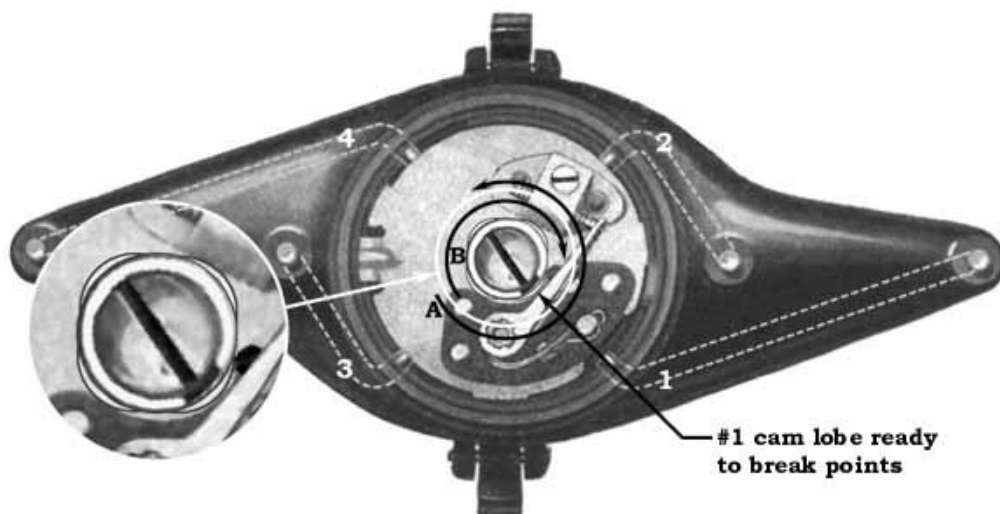
1. Setting the Timing

1. Use the timing pin to locate Top Dead Center of number one piston. This is done by removing the timing pin and reversing the pin so that the pointed end presses against the timing gear. Turn the engine over until the pointed end falls into the depression in the face of the timing gear. This is the only accurate method short of a long drawn out process with a dial indicator. Other methods will only get you within 5-10 degrees without some extra luck.

2. With the distributor body installed, raise or retard the spark lever on the steering column to the top of its travel. This is done in case the distributor body limits the rotation of the breaker plate.

3. Loosen the cam screw and rotate the cam into position ready to open the points for #1 as shown in the following illustration. If the cam seems excessively sticky on the shaft then use the rotor to turn it.

Distributor Contacts and Rotation



A - Direction of rotation. Distributor cam in position to break the points for #1.

B - Direction to tighten cam locking screw. Tightens against distributor backlash.

© 1999 Marco Tahtaras

This image shows the distributor cam in position ready for the points to break on #1. Tightening the screw to lock the cam removes the backlash in the gears and shafts, and prepares the cam to open or break the points at the slightest rotational move of the crankshaft.

4. Begin tightening the screw. This removes the backlash in the system and the cam should remain as close to touching the rubbing block on the points as possible without opening the points. This may require multiple efforts to get it ideally positioned.

Continued on next page...

MODEL A IGNITION TIMING---MAKING IT RIGHT continued

5. The final check is to simply turn on the ignition switch. Using the screwdriver at the cam screw, turn it clockwise as if tightening the screw. The SLIGHTEST movement of the screwdriver and cam in the opposite (counter clockwise) direction should clearly spark the points. If the points won't spark the setting is too tight and too advanced and the points aren't closing. If there is any noticeable movement of the cam before the spark then the setting is too far retarded. ***Don't forget to turn off the ignition. Leaving it on with the points closed may result in a dead battery or burned out coil!***

The actual timing sequence is short and simple. With a little practice the points can be changed and set, and the timing set accurately in two to five minutes.

Additional tips

1. If the car has been running, locate TDC with the timing pin before loosening the cam or removing the rotor. This will allow the use of the rotor to let you know you are approaching #1.
2. Eliminate the problem of cylinder compression turning the engine past the timing mark. As you feel the compression build while approaching #1, pause and let the pressure bleed out of the cylinder.
3. The installed total length of the spark control rod (linkage) is 17-7/16". With a two tooth Gemmer steering box you may need to adjust the linkage by loosening the lower column tube clamp and upper support clamp and twisting the column tube in the appropriate direction.
4. Get a large "stubby" screwdriver that fits snug in the cam screw. This will improve sensitivity for checking the motion and spark.
5. FORGET ABOUT DWELL. If your cam is bad enough that it won't provide adequate dwell, it will likely show problems in other areas such as different size lobes. You may have your distributor fine tuned in every other way and want to experiment. Try timing the car with the points set at .018". This will increase the dwell and coil saturation time. See if there is any noticeable difference at high speeds. It won't make any difference at low and moderate speeds. But remember ***you will need to check for wear on the point block more frequently!***
6. Once the timing is accurately set, it doesn't need to be done again until the distributor is serviced and the cam removed such as required when changing original points.
7. Always oil the distributor when checking the points or performing any other service.

This information comes from Marco Tahtaras's website www.abarnyard.com Thank you Marco for letting us reprint this valuable information in our Quail Call.



Good Byes My Friend

Sue Kotas, a friend to all and a Model A member for over 25 years, peacefully passed away surrounded by family, on Feb. 28. Sue always blessed us with her wonderful recipes, the club's cook book is full of her many favorites. No one was a stranger to Sue, she made everyone feel welcome and treated them like family. Sue's health was a roller coaster ride for the last couple of years but she was always up beat and ready to go. Whether it was a tour in

the Model A, a trip in the Motor home or cruising the high seas. Nothing seemed to get her down, but her short battle with cancer was more than her body could handle. As her son Kevin said at her service, "the family had lost their Pillar", and our club has lost a valuable member. Sue was always willing to help out, and she was truly a friend to everyone. Our condolences to Reen and the entire Kotas family.

Good bye my Friend!

1928 ERA FASHIONS 1931

Billie Bonnoront

THE PAJAMA GAME



The word pajama stems from the Hindi word “paejama” which means leg clothing. A fascination with exotic apparel from the East, led to the popularization for sleeping, lounging or sitting on the beach. By 1929 Pajamas were all the rage. They were being worn at all hours of the day and for evening and in all degrees of formality.

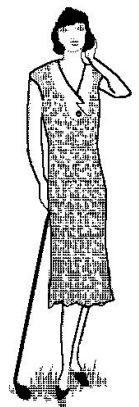
Early fashions had a rather straight or slightly flared leg with an over blouse or matching jacket or scarf. Later versions showed fuller legs with some so wide that the pants looked like a long skirt. Colors came in rose, orchid, tan, blue green and peach. Footwear included printed cotton or wooden sandals and tennis shoes. Oh, don’t forget the “floppy hats.”

Perhaps some of our Model A Members would like to “re-create some of these fashions like Judy Jo. Her pajama outfit will be on display at our next meeting and we will talk-

ing about other ideas for the up-coming 2011 National Meet.

ERA FASHIONS SEMINAR April 17, 2010

Patti Jones, a MAFCA fashion committee member will be presenting a special fashion seminar for our Club on Saturday April 17 at 9:30am at Carol Weckman's home. Patti has been involved with Model A fashions for many years and enjoys sharing her knowledge with others. She will discuss assembling an outfit, accessories and shoes. She will also answer questions about apparel and accessories you might bring to let you know if it is Model A era. Let's support her trip to San Diego to meet with our club! Please let me know if you are coming Carol Weckman 858-279-0596





31 Deluxe Roadster, new engine, radiator, differential, brakes and high compression "Winfield" head. Great condition, mechanically sound, tour ready. \$18,000 Walter Faust 619-297-1424

1931 Ford Model A Tudor two tone green with black fenders nice car ready for the next parade \$10,000.
Call Russ at (619) 787-9395

30/31 Running board splash panels "new" \$100.
Jimm Kiklis 619-70-1556

2- 12 volt horns for sale. Also looking for a 6 volt 1930 Model A horn. Scott Piccus 619-442-6390

1931 Early radiator shell—polished and painted \$250.00
Webb Smith 619-479-9567



KING FOR:

1928 speedometer (good working order)
Jimm Kiklis 619-670-1556 or 619-2 44-0667

Model A Pick up truck
Jean Anderson 858-277-6920

Dear Model A club friends,

I would like to express my gratitude to everyone that sent cards, came to visit, made inquiring phone calls and the many prayers for Sue and our family during this difficult time. Thank you so much. It really meant a lot to us.

Reen Kotas

It's a Taxing Situation !

Help is on the way: In the interest of our Nations economic recovery efforts the Internal Revenue Service has revised the income tax form for the year 2010. It will be much simpler, with only two components.

1--- How much did you earn ?

2---Send it in .

Who said the Govt. was not looking out for you?

REFRESHMENTS: Dalene Jensen

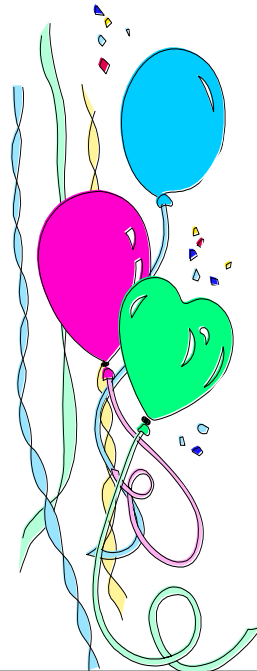
These members are signed up for goodies in April:



Patti Winchester
Joan Minnick
Valarie Basham

Judy Jo Beardslee
Carol Weckman
Gene Amy

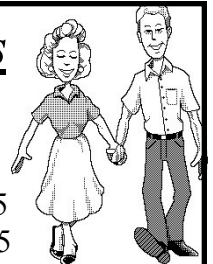
April Birthdays



2 Sue Abbott
Bill Corson
5 Duane Ludtke
10 Maureen Kelly
Ron Engen
17 Thalia Barr
19 Don Minnick
20 Nayola Bieber
26 Meripa Corson
Bill Hansen
27 Steve Cordtz
Steve Graham
28 Laura Abbott
Valarie Basham
Janet Westrup
Paul Winchester

April Anniversaries

Paul & Laura Abbott April 10, 1948
Mike & Joan Miley April 12, 1969
Steve & Kathy Graham April 14, 1975
Jay & Theresa Zamzow April 27, 1985
Ray & JudyJo Beardslee April 25, 1998



DIDJA KNOW ?

Henry Ford made 3 different Model A's: 1902 the first Model A was one cylinder. In 1925, the second Model A was the Ford Tri-motor airplane. In 1928, the Model A we all know and love.

Bill Hansen's

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Technical Learning Workshop - March 13, 2010. Despite overcast skies, 45 San Diego and Palomar Model A enthusiasts drove down oak-covered Mussey Grade Road to the Hansen Garage near Ramona. The usual cast of animals, including peacocks, guineas, dogs, cats and Pepito the donkey, were waiting to greet everyone. Pepito actually belongs to the neighbor. Bill and Sue borrow Pepito to keep the grass and weeds trimmed and to fertilize the grass and weeds at the same time!!! What a unique idea.

Most Model A owners have heard about "pouring Babbitt" but few have actually watched the process. The purpose of this gathering was to learn about pouring Babbitt bearings in the Model A engine. The engine block bearing saddles were cleaned and prepared for the pouring. The K. R. Wilson Combination Machine apparatus was bolted to the engine block and the 900-degree Babbitt was poured. The apparatus was removed and the Babbitt trimmed. Then the bearings were line bored. Many questions were asked about the process and discussion followed. Thanks to Bill Sue Hansen for hosting this

event.



Mileage to: Ray Beardslee, Arlyn Bieber, John Frazee, Ladd & Steve Graham, Bill Hansen, Larry Kaiser, and Don Minnick.

Participation to: Gene Amy, Roger Ball, Bill Corson, Fred Eicholtz, Dave Fanning, Walter Faust, Paul Hastie, Ross Henderson, Tim Hill, Dave Huhn, Roy Jensen, Wayne Lollis, Ray Miller, Chuck Niemeyer, Scott Piccus, Greg Rising, Ralph Schuler, Webb Smith, Dave Sohr, Bud Swartwood, Bob Weckman, Karl Wehrle, and Ed Woodruff.

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