

Quail Call

September

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---------|--|--------------------------------------|--|-----|----------------------------------|---------------------------------------|
| | | | 1 | 2 | 3 | 4 |
| 5 | <div><p>THANK YOU, DREW FORD INTERNATIONAL MODEL A DAY JULY 26, 2008</p></div> | | | 9 | 10 BUSINESS MEETING 7PM | 11 |
| 12 | 2 0 0 8 | | | 16 | 17 | 18 INTERNATIONAL MODEL A DAY |
| 19 | | | <div><p>INTERNATIONAL MODEL A DAY</p><p>2009</p></div> | | | |
| 26 | | BOARD MEETING 7PM Weckman's | | | | |
| JOIN US | | SATURDAY SEPTEMBER 18TH 2010 | | | | |

QUAIL CALL

EDITOR

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WEBSITE

www.sdmodelaclub.com

2009 BOARD OF DIRECTORS AND COMMITTEE CHAIRMEN

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| 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 |
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| 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.

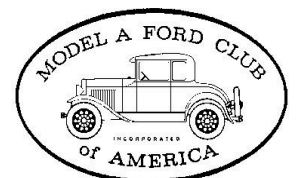
Model A Ford Club of America

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

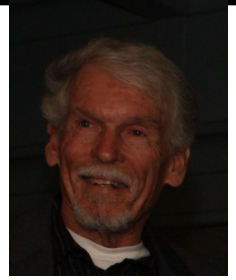
E-mail: info@mafca.com

Website: www.mafca.com

Dues are \$40.00 per calendar year.



DIRECTOR'S REPORT: Bud Swartwood



We had a great time on the Tour/Car Display in Vista. Thanks to all of you who participated and special thanks to Paul Winchester for making the arrangements at the Vista Assisted Living facility and to Roger Ball for leading the Tour and making us all aware of a local historical gem, the Rancho Guajome Adobe County Park just outside of Vista. We do live in a unique area.

Mark your calendar: The Model A International Day is September 18th. Roger Ball has a great day planned that will include the Cabrillo National Monument and a picnic with the Palomar Model A Club. The next San Diego Club board Meeting is September 27. If you have any input or suggestions, please let me know. Your ideas are important as we make decisions for the upcoming months and next year on spending Club monies, personnel for Club leadership and Club activities. The Old Town Art Festival is October 9th & 10th. Display your car, visit with friends and get a free VIP lunch. Come either Saturday, Sunday or participate on both days. Your support has been generous and certainly appreciated.



A Brief on the Pony Express by Gene Amy

Thousands of immigrants and those souls seeking their fortunes in the west, be it the gold fields, fertile farms or adventure, having left their established homes in the east, desperately wanted communications with families, business associates or friends but the letters took months to travel round trip – usually by ship. By then the news was very old.

In 1854, B.F. Ficklin, the superintendent of freighting at Russell, Mayors and Waddell, and U.S. Senator W. M. Gwin, were traveling by horseback from San Francisco to Washington D.C. Hearing the cries of citizens who wanted faster mail service, Ficklin described an idea he had on mail being carried by relay riders from St. Joseph, Missouri to Sacramento in 10 days. Impressed, Senator Gwin in 1855 introduced a bill to finance Ficklin's idea. The bill, however, failed.

John Butterfield in 1857 won a contract to deliver mail to California and points in between within 25 days - this by Abbotts Stagecoaches from Fort Smith, Arkansas to San Francisco. The route traveled thru San Diego County from Fort Yuma up thru Vallecitos, Oak Grove, Temecula on to Los Angeles and hence to San Francisco. We can still trace that route thru our back country. Twenty-five days was still too long.

In 1858, Ficklin again discussed his idea of a pony express relay as he had with Senator Gwin, with William H. Russell. Russell saw this as a new business venture. The preliminary details were worked out in late 1859. Russell satisfied the concept would be profitable, consulted with somewhat skeptical Majors and Waddell and convince them, preparations were begun in earnest. Service was to begin in April 1860, a very short time to do a great deal of work prior to the initial start of service. The logistics in organizing a seemingly impossible, workable structure were enormous in that time period. While preparations were made,, the famous firm petitioned the U.S. Government for a mail contract to span a route then known as the "Central Overland Route" from St. Joseph, Missouri to San Francisco. Awarded the contract, the "Central Overland California and Pikes Peak express Company" (D.C.D. and P.P.CO appeared on mail carried by the Pony Express became an official reality.

The company had 67 days to hire riders, station keepers, hostlers, blacksmiths, etc., and purchase 400-500 tough horses (cost of about \$87,000.00 a fortune in those days), mainly mustangs, purebreds and Spanish blooded. They needed horses with superior endurance. Most were broke to saddle and there were others that were broke to saddle and rider, only hours before a passing rider "forked" that quivering and nervous cayuse and sped off, hence finishing the process of taming while galloping at full speed to the next station.

MARC/MAFCA of SAN DIEGO GENERAL MEETING MINUTES

August 13, 2010



Director Bud Swartwood called the meeting to order at 7:03 pm

The minutes of the July General Meeting were approved.

Kari Jensen Stansberry thanked the club for providing cars for her wedding and gave the Club a donation.

Parades – Paul Winchester mentioned the car display in Vista on August 28, the Old Town Art Fest on October 9 & 10, the 8 cars which went to Pine Valley and the National City parade and car display.

Tours – Roger gave info on the Rancho Guajome adobe house tour, The International Model A festivities which include a catered picnic and Ray Beardslee is to get patches for the event.

Refreshments – Dalene reminded us that ice cream was to be served tonight.

Bob Weckman told about the BEST of Show award that Karl Wehrle won at the MAFCA Convention in Vancouver, B.C.

Merchandise – Joan told us about the merchandise on hand.

MARC 2011 National Meet – Carol Weckman gave us an update about the progress of The Meet organizers.

Treasurer – Roxy gave the balances and noted the bills to be paid. A motion was made and the bills paid.

Technical – Ray Beardslee gave a talk on how to start a Model A.

Fashions – Billie gave a great presentation on men's hats.

Quail Call – Valarie might need a volunteer to do the October newsletter.

Membership – Roger Phillips introduced Donna Hanselman.

Membership drawing – Walter Faust drew his own name for \$10.00.

Larry Kaiser spoke about a pu for sale in Oregon and the Spruce Goose Museum.

Ways and Means Drawing – Rich was assisted by a Jensen granddaughters.

Hardluck trophy – went to Ron Peterson.

Ric Bonnoront came up with a great joke

Ray mentioned the MARC awards to Webb Smith and Tom Hurley for years of Membership.

Director Bud adjourned the meeting at 8:40 pm.

Respectfully submitted by Bob Weckman, Secretary

PONY EXPRESS continued

Another logistical problem was establishing stations. Here were 165 relay stations and 25 "home" stations. Home stations would be every 75-100 miles apart and house "in house" riders. A rider stationed there rode from that home station to the next "home station". He would stop at relay stations, every 10-15 miles to change horses (in less than three minutes) get water and gallop on until he reached his next "home" station where he would wait for a rider coming thru going in the opposite direction.

Consider a moment a scene at a remote station as a plume of wind driven alkali dust races toward the station across a barren, sun-baked flat. Quickly, the pounding of hoof beats grows more powerful beneath the hostler's feet. The wind carries the blare of a horn, the fresh half-breed mustang mount that the hostler holds begins to prance expectantly, eager to go. A dust cover rider, crouched low over his lathered mount suddenly sprints from around all alkali encrusted dune and again trumpets his arrival and finally reins in beside the station corral. Before the hostler can grab the spend pony's bridle, the ghostly rider has already dismounted, snatched off his mochila from the worn out pony and slung it over his fresh mount's saddle. He yells a greeting, grabs food if there is any and gulp off odoriferous water from the station man, mounts and dashes off into the growing darkness and to the unknown.

Men familiar with management of horses, black-smithing, hostlers and riders were continuously sought as conditions at remote stations were very poor. Riders sometimes quit when chased by Indians, so new, more daring men were needed. Station personnel were often killed by Indians also. The riders ranged from 13 years to 40's. The company desired those riders to weigh no more than 120 pounds. They carried 20 pounds

TOURS: Roger Ball

Saturday, August 28 a tour was combined with our car display at the Vista Village Senior Living facility in the city of Vista. Eleven Model A's participated in this event. We met at the Toys-R-Us on Morena Blvd. then drove north through La Jolla and followed the Coast Highway 101 through the coastal cities to Carlsbad Village, then headed east to Vista. We were greeted by a live band and welcomed by very appreciative residents. After lunch we continued on to a stop at the historic Ranch Guajome Adobe Ranch House. A self-guided tour of the adobe ranch house and chapel provided a glimpse into early life on the ranches in San Diego County and the history of Rancho Guajome in particular. The weather was terrific and we all enjoyed great company and fine cars. Mileage goes to Ed Woodruff & Peggy Dalby, Bud & Judy Swartwood, Paul & Patty Winchester, Reen Kotas, Valarie Basham & Mom, Sue Winnett, Richard Potts, Karl & Jane Wehrle, Arlyn & Nayola Bieber, Steve & Ladd Graham, and Roger Ball.



Upcoming Events:

Coming up soon on Saturday, September 18 is our tour planned for International Model A Day. We will meet again at the Morena Blvd. Toys-R-Us parking lot, this time joined together with the Palomar A's Club. We will depart at 9:30 am for a drive through Point Loma on the way to the Cabrillo National Monument. We have some great photo opportunities planned upon our arrival there, and will spend about two hours to tour the Old Light House and other attractions. We will depart the Cabrillo Monument for a drive through downtown San Diego, then through Balboa Park and stop there at Morley Field for a catered picnic lunch. Grilled carne asada and chicken tacos, quesadillas, chips, rice and beans, etc. with all the fixings will be served fresh at 1:00. Lunch will be \$11 each; bring your lawn chairs and drinks. We are anticipating a large turnout, so please either sign-up at the Club business meeting or RSVP by email: rlball@cox.net or call Roger Ball at 619-465-4110, so that we can make sure the proper amount of food is ordered. We hope you will join in for the fun on this special Model A day!

Tour to Idyllwild, October 15-16, 2010

Idyllwild here we come! If you haven't done so already, make your reservations. The Silver Pines Lodge is now filled but there is room at nearby Idyllwild Inn (951-659-2552), Heritage House (951-659-5150) **AND Fireside Inn** (951-659-2966) 54540 North Circle Dr, right around the corner from Silver Pines. We'll leave Friday, October 15, from two locations (choose the one nearest you) with **departure at 9:30am.**

Keith's Restaurant, (West off I-15 to Miramar Rd, right to 9449 Kearny Mesa Blvd or Target, 250 Broadway, El Cajon

We'll all meet at Dudley's Bakery to have lunch and purchase bread.

We are investigating the art of manifold cooking. This may be something to try on our trip to Idyllwild. If anyone has recipes or experience with manifold cooking, please contact Nayola. More information on this new adventure will be forthcoming.



PARADES: Paul Winchester



Since the last Quail Call, we had a parade in Pine Valley on Saturday July 31st. We meet at the Target in El Cajon on Broadway, leaving at about 7:00am for the engine testing drive up the hill to Pine Valley. Don & Joan Minnick and Ron Peterson were waiting for us beside the freeway at Dunbar Lane. Richard Potts was waiting for the procession at East Willows Road, by this time there were eight cars going to Pine Valley. Once we got there, I discovered that once again we were not on the list. My emailed application was not received, and I did not follow up on it. I was told that we could follow the horses at the end of the parade, I replied that I sent in my application early so as to be at the front of the parade because our old engines overheat and we could breakdown in the middle of the street, I was then given the opportunity to go first.. and I mean first, we went ahead of the grand marshal, I had to stop so as not to run over the guy singing the national anthem. The Parade starts at 10:00 by 10:10 we were done. While taking our flags and decorations off of the cars, it was agreed to head on down the road to Alpine for breakfast-lunch at Janet's Café. Good food and good company made for a good day. No car problems either. Mileage goes to: Bud & Judy Swartwood, David Fanning, Karen Wittkop, Richard Potts, Don & Joan Minnick, Jean Anderson, Ron Peterson, Paul Winchester.



The next day August 1st we had The National City Parade. I had never been to the National City event, but had heard several conflicting stories and they are all true. The parade consisted of about thirty cars, we were broken into two groups and led through National City at about 25mph with police escort, like a funeral procession. A few people looked out their front doors to see

what was making that awful Ahoogaa sound. A homeless man pushing his shopping cart gave a great big toothless smile and a whole hearted wave as we drove by. Other than that we went unnoticed to Kimball Park. Once at Kimball Park there were probably over one hundred cars, of all types and styles. Reen helped change a condenser in Greg's car. By noon several of us were done looking at the cars and visiting, and were ready to leave. Paul, Valarie and Reen found a Home Town Buffet near by, and helped Reen spend some of his Casino winnings. Thanks Reen. Mileage goes to the following die-hard paraders: Ron & Joyce Engen, Ralph Schuler, Valarie Basham, Reen Kotas, Greg Hmielvskie, Paul Winchester, Ron Peterson, was at the show with Joyce's car. Nick Fintzelberg was at the show with his car, Don and Joan Minnick drove to the meeting place at Starbucks, on the corner of Market and Euclid, but Ralph Schuler and I had already left for the parade. I may not have given out good instructions or changed them so I'll give Minnick's my mileage. (this time only) Web Smith, was judging cars, Ric Bonnoront was looking at cars, Richard Potts, Joe Ambrose and Jack Rabell was there showing non Model A's.



UPCOMING PARADES:

Saturday September 18th is International Model A Day, an all day event is planned. The Poway Parade is also on September 18th. I have not scheduled us for this Parade as I expect everyone to go to the Model A Days Event.

Paul Winchester, Your befuddled but persistent Parade leader.



The MAFCE Vancouver Convention

The 2010 MAFCA Convention in Vancouver was a great experience. Imagine over 450 registrations with nearly 300 Model As in attendance. Walking through the parking lot one could see A400s, Deluxe Phaetons, Coupes, Tudors, Sedan Deliveries and the list goes on. The most unusual A was a '28 Tudor Sedan with skis in place of the front wheel and two extra wheels in front of each rear wheel. Around the rear tires was a caterpillar type tread making this one of the first "snowmobiles". It was used by rural mail carriers to deliver the mail to the farmers during the winter months -- quite an unusual vehicle.

Members from our San Diego Club were well represented and the best news of all was our own member **Karl Wehrle's AA Truck won the "BEST OF SHOW" Trophy. His blue ribbon Truck scored 477 points out of a possible 500 points. WOW, that is quite an accomplishment!!** I believe this is the first time a AA Truck has been "Best of Show" at a MAFCA National Convention.

The technical seminars were many and very informative. I tried to attend them all but it was impossible. Everything from servicing your speedometer, horn maintenance & tune up, wiring and ignition, powder coating your wheels and the list goes on. Especially enjoyed the seminar on finding, identifying and restoring original Champion sparkplugs. This was one of the best and informative seminars I have ever attended.

Nayola enjoyed the show by Ivan Sayers, fashion historian. The entire show was Model A era fashion for both male and female with live models presenting fantastic and complete outfits. Included were the best of Paris originals, shoes, hats, furs, jewelry; items Nayola has viewed in the original era Vogue magazines but hadn't seen anything this magnificent before. Wow, what a treat! There were 32 entrants in fashion competition at the Convention. The Best of Show in Reproduction outfit was a costume of a Dutch Girl made from a pattern found in a 1929 issue of a Hallmark magazine. She made the dress and apron and wore a wooden yoke with buckets hanging from each side and wore wooden shoes. The fashion seminars included attire for men, shoes for everyone, jewelry and even sewing patterns from the Model A Era.

Judging of the vehicles was at the Richmond Curling Center, a large facility used for Curling events at the Winter Olympics. After judging all vehicles could be easily viewed by those attending the Convention. There were several original unrestored cars. Including a cloth back Victoria and '29 Coupe with original upholstery and top. A site seldom seen was the original wood graining on the Victoria.

Then there were two "barn fresh" cars on display, a '30 Roadster Pickup and a '30 Standard Roadster just waiting to be restored. Nayola saw rust; I saw great opportunities for restorations. Another interesting Model A was a '28 AA Dump Truck that still had the original Rock Moss green paint on the cab. The wooden bed was dumped by hand with a series of gears and a hand crank used to tilt or lift the front end of the bed. The entire truck was in amazing condition for being 82 years old.

The wonderful city of Vancouver and surrounding area provided many opportunities for tours; so many, it was impossible to attend them all. Two of our favorites (1) the fish cannery tour where we got a good look at the early years of the fish canning industry and learned the working conditions made this a very hard place to work. And (2) the Grand Tour to Burnaby Village, a variety of buildings displaying various businesses meant to recreate life in the early 1900's. We enjoyed them all especially the Farm House, Garage, the General Store and the steam engine display. Of course we stopped in the Ice Cream Shoppe. Nayola rode the Carousel with finely painted horses and at the speed it was turning, made it feel like she was really flying by. And of course, what would a village in Canada be without a couple of real live Mounties for protection.

Congratulations to the Lions Gate Chapter for a fantastic job of organizing and hosting the convention – what a superb job – Thank You.

We are very lucky to have the MARC National Meet right here in San Diego next June. Each of you will have the opportunity to attend this event right in your backyard and experience a chance of a lifetime. It is quite a site to look out over the parking lot and see hundreds of Model As. Be sure and join MARC so you can help and attend this world-class event next year.

PONY EXPRESS continued

of equipment. Among the equipment was the “mochila” (fits over the saddle and had four pockets for letters), and inscribed Bible, a Navy Colt pistol, Spencer rifle and Bowie knife. The Arms came in handy on many occasions. Advertisements for riders stated: “Young, skinny wiry fellows wanted. Anxious for adventure, must be expert riders, willing to risk death daily. Orphans preferred. Sixty dollars a month and keep”. Pay was later raised to as much as \$150, depending on the danger and hardship factor. Station keepers and all others received \$50 a month. Several hundred station workers were employed. Isolation made the job of station personnel dangerous: floods, blizzards, droughts and Indian attacks to name a few. A visitor commented as he reached a civilized town after riding a stagecoach across terrain in Nevada Territory, “setting aside the chance of death, work at the stations is severe, the diet sometimes reduced to wolf mutton or boiled wheat or rye. The water is brackish or sulfurous. A pound of tea comes occasionally, but the droughty souls are always out of whiskey and tobacco”. Richard E. Burton of London, England 1860.

Swing stations suffered poor food, decent water and scanty feed for horses. Many station personnel died from unsanitary conditions or injury. If injured or ill a man likely died before any medical help would come. The pay was not near enough for personnel at remote stations to endure such hardships. Many joked the company’s initials C.O.C. and P.P. stood for “clear out of cash and poor pay”. Concerning Indian attacks, riders horses could run best at 10 mph, but if pursued by Indians the rider could possibly get 20-25 mph. Indians tired killing many riders but the riders generally fared better than attacks on relay and home stations where the entire station was often massacred. The Paiute tribe of the west caused a great deal of trouble. Express riders had to change horses eight to 10 times in between “home” stations and if he arrived at a station after a hard ride and found all killed the horses run off and no feed for his current mount, he had to go on to the next station, perhaps killing his mount on the grueling, extended run.

The total miles from St. Joseph to Sacramento was 1858 miles and about ten or more days delivery of mail. Initially \$5.00 an ½ oz. was charged but as time went on the charge was reduced.

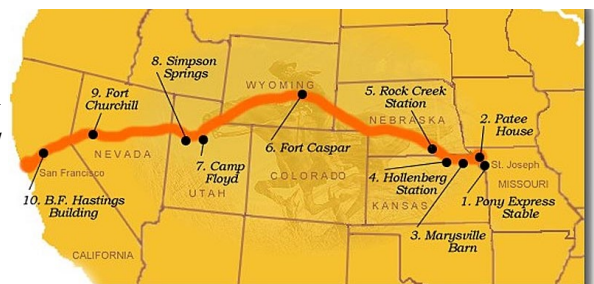
The whole venture lasted 19 months. Its demise was the continental telegraph and civil war. The only failure of the Pony Express was its inability to make a profit. The Federal Government refused to support and subsidize it. The Express made the last run on November 20, 1861, having completed some 300 runs each way and 616,000 miles of tough terrain – a distance to circle the globe 30 times and carry more than 34,753 piece of mail. The quickest time the Pony Express delivered mail was seven days and nineteen hours. That occasion was to announce to the west, Abe Lincoln’s election in 1861.

With the Pony Express’s demise, any records of its operations were lost. Over the many years since that time, many organizations such as The National Park Service, the National Pony Express Association, historians and authors, to name a few, have diligently gleaned information from many sources that existed at the time and much has been written concerning the endeavor. The firm of Russell, Majors and Waddell never made a dime from the Express’s operation and in fact, its operation hemorrhaged money, bleeding the company dry. A colossal and celebrated failure in American business history.

Altho short lived, the Pony Express captured the fancy of those living during the time of its existence and continues to fascinate us today.

Much of these facts have been taken from sources available thru the National Park Service, Library of Congress, “The Pony Express” by Wm. Visscher (1908) and “The Saga of the Pony Express” by Joseph DiCerto, 2007. The National Pony Express Association and the National Trails Interpretation Center at Casper Wyoming.

*Gene Amy, traveled the Model A Ford Pony Express tour organized by MAFCA this past June. One group of vehicles left from **Sacramento CA** and another from **St. Joseph MO** and met in the middle of the route, **Casper Wyoming**, on June 23. Gene was in the group that traveled from Sacramento to Wyoming.*



Men's Daytime Wear

Men's fashions changed very little during this era. However, there were a few styling changes during this time. Suit coats fitted snugly. There was a distinct indentation at the waist, but not tight. Trouser legs were straight. The fabrics were usually a combination that included wool. Additional color was added with rayon or silk threads that were often wide enough to create a stripe or checked pattern. The pants could be bought with or without cuffs and were seen both ways all four years. Zippers were not yet used in men's pants; the fastenings were buttons. Ties were short and when tied ended above the waist. Vests were typical for most suits but were not always worn. Colors, though not flamboyant, ran the gamut. Shirts coordinated with the suits. Classic suit colors were listed as blue, brown, green, gray, black, and white or off-white for summer wear. Additionally, there were colors listed in the catalogs such as burgundy brown and hunter green. Pants were held in place with suspenders or belts. Garters were used to keep socks in place. Hats were worn outdoors and removed when entering a building. Shirts had attached or detached collars and buttons or cuff links for the cuffs.



This dressy two-piece summer suit is made of Palm Beach cloth. The colors available for this suit were gray, tan, or blue, with no pattern or with stripes.

"There will be no Fashion presentation at the September meeting due to the guest speaker"

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GUEST SPEAKER AT THE SEPTEMBER MEETING

September meeting guest speaker, Joe Vidalli, a Private consultant to auto insurances on high end total losses, high reward injury claims and fatality claims. Joe will give us his point of view on intentional gaps in our antique car coverage. This is a fun, informative and thought provoking presentation that will have you going home and calling your insurance carrier and talking about it at future meetings. There is a total of \$100 up for grabs if you can answer the questions correctly.

**See you at the
September 10th
meeting!**

HARDLUCK TROPHY:

This month the trophy went once again to Ron Peterson, he had a problem with his modern ignition system at the Descanso Parade, thank goodness they have a ranch in the area he did not continues on to Julian with the group. The truck is up and running again.



Membership in Attendance:

Walter Faust drew his own name, is that legal? One has to wonder! The pot will be worth \$10.00 again this month.

\$10





1931 Model A Roadster, \$17,500.
Walter Faust (619) 297-1424

Four 19" tires: FREE
Roy Jensen 619-670-6152

1929 4 Dr Town Sedan—Murray Body—needs restoration.
Larry Kaiser 619-460-5233

2 Running boards with step plates 1930 Sport Coupe
Rich Phillips 619-463-3315

For Sale Model A coupe \$9500.00
Chuck Koon 760-782-3809

L **KING FOR:**

Need 1930 steering wheel
Ron Engen 858 479-7120

Some one gave new member Scott Piccus a 6 volt horn and he would like to know who you are. Sorry he forgot your name, if you were the good samaritan please give Scott a call at 619-442-6390

CONGRATULATIONS

Karl Wehrle was a **BIG** winner at the 2010 MAFCA Vancouver National Convention. This newly restored 1929 AA Truck won the BEST of SHOW with a score of 477 out of 500. Way to go Karl!

SUNSHINE & RAINDROPS

Jean Anderson is going in for double knee replacement surgery on Sept. 3. John is asking for some kind thought to be send his way as he will be her care giver. Jean should be home in 3-4 days.

Ralph Schuler is having some health issues and undergoing testing at this time. Our prayers and thoughts go out to both Ralph & Joyce at this time.

Gene Amy is still recovering at home.

REFRESHMENTS: Dalene Jensen

These members are signed up to bring goodies for the Sept. 10th meeting.



Rich Stelzer
Ernie Mitemeyer
Laura Abbott

Ed & Peggy
Neal Melden
Billie Bonnoront

September Birthdays



1 Maryellen Huhn
11 Russ Pierce
12 Gail Eicholtz
13 JoAnn Edwards
17 Lorrie Allingham
20 Pat Bromley
22 David Fanning
24 Terry Thrush
25 Bud Swartwood
30 Tom Allingham

September Anniversaries

Larry & Carolyn Kaiser Sept. 17, 1955
Ron & Joyce Engen Sept. 20, 1958
Bud & Judy Swartwood Sept. 4, 1966
Rich & Jobeth Stelzer Sept. 6, 1980
Tom & Lorrie Allingham Sept. 22, 1984
Danny & Karen Machado Sept. 18, 1988
Tom & Julie Loftus Sept. 25, 1995
Paul & Patty Winchester Sept. 29, 2006

THANK YOU

Rich Phillips wanted to thank everyone who has made donations to the monthly club raffles. Donations are always welcome.

A special thanks to Mike Dainer for sharing his slide show of the MAFCA 2010 Vancouver National Convention, at the last club meeting. Wonderful pictures.

Bill Hansen's

Model A Ford Service & Repair
Proudly using KR Wilson Tools for
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14755 Mussey Grade Rd Day 760-789-8296
Ramona, Ca. 92065 Evenings 619-461-1001 E-
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Complete Rebuilding of: Engine, Transmission,
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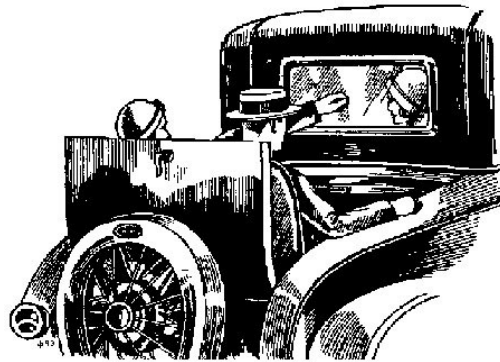
“MY RUSTY MODEL A”

(sung to the tune of My Merry Oldsmobile) Words by T.J. Taylor

Take a ride with me today
In my rusty Model A,
Down the dusty roads we'll run
For a picnic in the sun,
We can harmonize a tune
In the quiet afternoon,
We can go as far as you'd like today
In my rusty Model A.

With my sweetheart by my side
I will take her for a ride,
Through the countryside we'll glide
Cross the deserts far and wide,
Down the highway we will go
Whether mud or sleet or snow,
We are off today
And we're on our way,
In my rusty Model A.

We can go a long – long way
In my rusty Model A,
Henry built this gal to be
Better than a Model T
She's a lady, I must say
And she'll always be that way,
It's a gorgeous day
“Let's be off”, I say
In my rusty Model A



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