

# Quail Call

**San Diego Model A Ford Club Inc.**  
Celebrating over 50 years of Model A'ing



P.O. BOX 19805 SAN DIEGO, CA. 92159

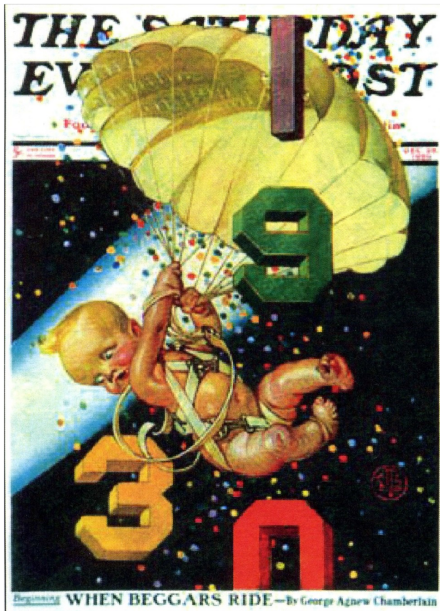
JANUARY 2018

## **PRESIDENT'S REPORT:** Paul Winchester

Happy New Year, twenty eighteen..... where does the time go? On Saturday January 20<sup>th</sup> at the banquet at Point Loma Community Church I will hand over the reins to Stan Boyer who with a great cast of helpers will keep the club going for another year or two. Please come to meetings and participate in events this next year. If you haven't paid your 2018 membership dues please do so ASAP!



## **NEW YEARS DAY BREAKFAST TOUR** **January 1, 2018**



First Tour of the year will be on January 1, 2018 yes, New Years Day morning at 8:00am, drive from your house to Aunt Emma's restaurant at:  
**214 National City Blvd, National City.**

It is located just off of the 5 freeway, if you are coming from the north take Main Street ramp and turn left on Main, then stay right to National City Blvd, it's between 2<sup>nd</sup> and 3<sup>rd</sup>.

Why Aunt Emma's for breakfast.... Our fellow Club member Rob Roland's father started the Aunt Emma's chain of restaurants back in about 1959. Rob worked there for twenty years before they were sold. Aunt Emma's pancakes live on with new owners and new locations.

Come join us for breakfast at 8:00am New Years Day. If you drive your "A" I will buy your coffee, and you will get Tour miles.

## **UPCOMING EVENTS:** Mark your calendar

- JANUARY:** 1 New Years Day Breakfast tour  
8 Memorial Service for Gene Amy  
12 No Business Meeting  
15 Joint Board Meeting @ Winchester's 7 pm  
20 Installation Banquet

- February:** 9 Business Meeting  
23-25 Big Three Swap Meet  
Tour to be announced



## QUAIL CALL

Published monthly by San Diego Model A Ford Club  
All articles submitted for publication should reach the editor  
before the 25th of each month. All articles become the property  
of San Diego Model A Ford Club and are subject to corrections  
or revisions. Permission granted to reprint articles.

**We guarantee mistakes in every issue !**

**You will find past and present issue of the Q.C. on the website**

### EDITOR

Valarie Basham  
9271 Huntington Ave.  
San Diego, Ca. 92123-3124  
(858) 278-6317  
E-mail: [dcmomof12@aol.com](mailto:dcmomof12@aol.com)

### WEB SITE

[www.sandiegomodelaclub.com](http://www.sandiegomodelaclub.com)  
Dave Johnson (619) 921-9405

## 2017 BOARD OF DIRECTORS AND COMMITTEE CHAIRMEN

### BOARD OF DIRECTORS

PRESIDENT	Paul Winchester	(619) 599-3116
VICE PRES.	Jim Taber	(619) 447-7801
SECRETARY	JoBeth Stelzer	(619) 851-9670
TREASURER	Steve Lovell	(858) 277-0216
TOURS	Stan Boyer	(619) 224-5386
TECHNICAL	Richard Books	(619) 221-8225
PAST PRES.	Dave Johnson	(619) 921-9405

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. Board  
members must belong to both National Clubs.

### COMMITTEE CHAIRMEN

Membership	Ed Woodruff	(619) 660-8252
Fashions	Patty Winchester	(619) 504-4508
Refreshments	Janet Books	(619) 221-8225
Cor. Secretary	Kris Francis	(619) 966-9040
Sunshine Lady	Barbara Amy	(619) 562-0548
Property	Reen Kotas	(858) 278-8178
Ways & Means	Dave Francis	(619) 966-9040
Merchandise	Betsy Johnson	(619) 280-2492
Rec. Rep.	JudyJo Beardslee	(619) 465-9513
Defender,	Ray Beardslee	(619) 465-9513
Mail-box	Ray Beardslee	(619) 465-9513
So. Ca. Rep.	John Frazee	(760) 729-4865
Web Master	Dave Johnson	(619) 921-9405

## 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 Ford 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 City, Michigan 48135  
(734) 427-9050

E-mail: [modelarestorers@sbcglobal.net](mailto:modelarestorers@sbcglobal.net)

Website: [www.modelaford.org](http://www.modelaford.org)

Dues are \$45.00 per calendar year.

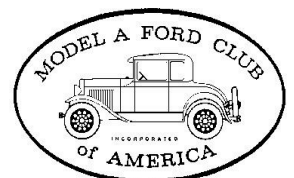
### **Model A Ford Club of America**

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

E-mail: [info@mafca.com](mailto:info@mafca.com)

Website: [www.mafca.com](http://www.mafca.com)

Dues are \$50.00 per calendar year.



# Announcing the 2018 Installation Banquet!

If you haven't yet paid for the banquet, time is running out but you have until **Wednesday Jan. 10th**

**Don't Delay, Call today!**

Valarie Basham  
858-278-6317  
or  
Betsy Johnson  
619-921-8438



**January 20, 2018 from 5:30pm-9:30pm**

Point Loma Community Church - 2128 Chatsworth Blvd., San Diego, CA 92107

This year's theme is **"La Dolce Vita" or "The Sweet Life"**  
Please join us as we celebrate another sweet year of enjoying our cars  
and the fellowship of our San Diego Model A Ford family

This year we will be enjoying an Italian Buffet including:

Chicken Piccata	Meat Lasagna
Fettuccine Alfredo	Grilled Mixed Vegetables
Italian Green Salad	Fresh Baked Breadsticks

Tiramisu



**In addition to a fabulous Italian Dinner & Dessert the Banquet Includes:**

- Professional Photos!
- Champagne Toast!
- Photos & Reminiscing!
- Entertainment by Jim Train  
**"Man from 1929"**

Over a dozen Exciting Raffle Baskets and Model A Parts! (One free raffle ticket per banquet ticket, additional tickets \$1.00 each)



# SAN DIEGO MODEL A CLUB, INC

## General Business Meeting

Dec. 8<sup>th</sup>, 2017



**President-Paul Winchester:** Thanks to Greg Rising and Stan and Judy Boyer on the Tin Type Photo tour. I'm very grateful to the nominating committee on the wonderful job they did, we have new slate of officers. **The Board for 2018:** President, Stan Boyer. Vice President/Parades, Fred Crone. Secretary, Nancy Lovell. Treasurer, Jim Taber. Tour Director, Aryln and Nayola Bieber. Technical Director, Dave Francis. Past President, Paul Winchester.

**Committee chairmen and ancillary positions,** Fashions Director, (vacant); Ways and Means, Kris Francis; Refreshments, Patty Winchester and Judy Jo Beardslee; Corresponding Secretary, Kris Francis; Merchandise, Betsy Johnson; Membership, Bob and Carol Weckman; Quail Call Editor, Valarie Basham; Web Master, Dave Johnson; Property, Reen Kotas; Rec. Center Rep, Judy Jo Beardslee; Mail Box, Ray Beardslee; Defender, Ray Beardslee; So. Cal. Rep, John Frazee. There haven't been any recent updates on the Rec. center situation. We received a thank you for our donation of \$200.00 to Maffi.

**Apparel/Banquet- Betsy Johnson:** Fred and Betsy put on a great intro to encourage everyone to come to the banquet on Jan. 20<sup>th</sup>. Looking for a volunteer to put together a power point presentation for the banquet.

**Refreshments-Janet Books:** We have an abundance of treats tonight.

**Ways & Means-Dave and Kris Francis:** Items up for grabs. #1 Horn tune up kit. #2 Model A Stocking. #3 donated by Vern ¼ extension set. #4 MAFCA travel mug. #5 Model A tech book. #6 Filler screen & Fuel Level gauge. 50/50 drawing and the door prize to Target \$15.00.

**Quail Call-Valarie Basham:** Last articles due this year, yippee.

**Parades- Jim Tabor:** Pacific Beach Parade Dec. 9<sup>th</sup>.

**Tours-Stan and Judy Boyer:** Stan suggested, if you know you are going to get a mileage award this year, can you turn in your badge, so we don't need to make additional ones. No tour for December. Greg Rising explained many couldn't make the tin type photo session so he hopes to set one more session in in the future.

**2018 Tour Director- Aryln and Nayola Beiber:** Please sign up for a month next year, "to oversee and plan" a tour. The January tour will be breakfast on Jan. 1<sup>st</sup>. More info to come.

**Treasurer-Steve Lovell:** Quail Call - \$93.38, MAFCA - \$75.00, New Officers notification to Calif. \$20.00, Reimbursement for the "mystery part" for tech. \$90.00. Down payment for banquet to Stan and Judy Boyer \$200.00. Ways and Means \$47.25. A cost breakdown was also given for the past banquet.

**Membership- Ed Woodruff:** 55 in attendance. Welcome new member Joe Ascitutto. He owns a 1929 Coupe.

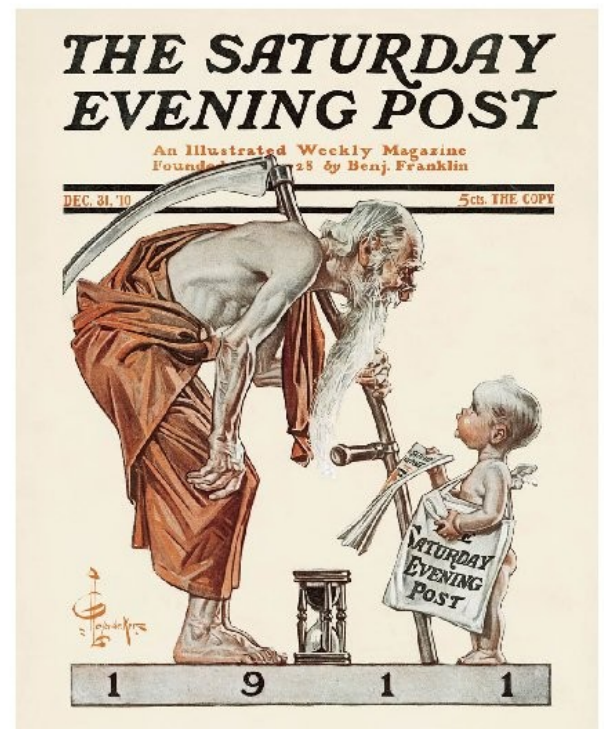
**Fashions- Patty Winchester:** Theme "Gas Stations" Ed Poffenburger shared his petroleum memorabilia.

**Technical- Dave Frances:** "Horns" maintenance and repair.

**Sunshine Report-Patty Winchester:** Wishing a quick recovery to Bob Bowie who is recovering at Victoria Convalescent facility from Bladder surgery, and to Vic Patterson who underwent heart surgery. Gene Amy's funeral will be Jan. 8<sup>th</sup> @ 10 am at Nobel Cemetery.

**Ect.** We are looking for someone to audit the books for the year. If you are available to help, please let Paul know.

**Jokester- Rick Bononront:** "Adam and Eve"  
RespectfullySubmitted, JoBeth Stelzer Recording Secretary



**TOURS:** Stan & Judy Boyer

## **2016 / 2017 Tours Synopsis**

It's hard to believe that 2 years have gone by since Judy and I started doing the tours for our club. There were some challenges but mostly fun times starting with the tour to the "Grand Traditions" in Fallbrook in October of 2015 and our official first tour of the Marston House in Balboa Park. Most of all we enjoyed driving our Model A Pickup down some back roads that we, and perhaps some of you, had never been on before. Exploring San Diego County with our club has been a great experience for us and your support and participation has meant a great deal to both Judy and me. Making new friendships, getting out on the open road in our "A's", and experiencing new places made it all worth while!



Judy and I would like to thank everyone who participated in the tours these last 2 years and everyone who supported us. We have a great group of people in our club! A special thank you to the following people for their part in making the following tours so successful: Danny and Karen Machado (John Ellison's car collection), Roxy and Walter Faust (Borrego), Clyde Marion (Hawthorne Machinery Co.), Vic and Joyce Patterson (the Patterson's Potluck), Bill Corson (Roy Athey's Railroad), and Greg Rising (Tin-Type and Stereographic photos). A very special thank you to Valarie Basham for forwarding my emails to the clubs Google group since our antiquated computer would not do the job. Alas, Valarie, we are going to get a new "Windows 10" lap-top computer in January (fingers crossed that I will be able to send my emails to the club members myself).

I look forward to becoming your new club president in late January and, with Judy's support, will do my best to make 2018 as successful as the past years have been.

---

**2018 Tour Directors:** Arlyn & Nayola Bieber

**WE NEED YOU!!**

Are you one of those who makes this club successful?

Are you doing your part?

Please volunteer to Plan and Lead a Tour in 2018.



**Right now, we have an immediate need, for a February tour.**

Please contact A & N Bieber ASAP and tell them you will be choosing a date and location for the February Tour . Email: [anbieb@san.rr.com](mailto:anbieb@san.rr.com) OR call: 858-530-2336 (If you are not available for February, please volunteer for another month in 2018.)

For a Tour, you will need to make a "dry run" and prepare easy-to-follow driving directions; then provide printed directions for each driver the day of the Tour.

When selecting a tour date, try to avoid already scheduled events.

At a meeting, prior to the tour, pass a sign-up sheet. A week before the tour, send a reminder on google website.

Write an article for the Quail Call to be submitted to the Editor, Valarie, on or before the 25<sup>th</sup> of the month. Include: Date, Time, and Location with a description of the Tour. After the tour, another article, with a picture or two, about the tour, include a list of those who drove their Model A's and those that participated.



## PARADES & Car Displays: Jim Taber



Well the end of the year has zoomed up on us and we closed out the year with 2 Parades. The North Park Toy Land Parade on December 2<sup>nd</sup> and of course the Grinch Mobile was there aka next years VP/Parade Director Fred Crone.



The Pacific Beach Parade was on December 10. In each parade, we had 7 car .



North Park Toyland Parade



Pacific Beach Parade



It was good to have Ralph Schuller's Son in Law, Dave and Grandson, John drove Ralph's Model A in the Pacific Beach Parade again. Ralph loved sharing his Model A in his neighborhood paraded. I'm sure Ralph was looking down from above.

Greg & Cathy Rising did attend the Pet parade held in the Gas Lamp area with their Model T and resident four legged critters.

Unless someone can find us a parade, the winter season leaves us with no parades. This is the end of my tour as parade director, it has been fun and thank you all for helping.



## MODEL A BRAKE DRUMS

For most of the production of the Model A, the brake drums were made of pressed steel. In about September of 1931, cast iron drums were introduced both for the front and rear brake installations. There are a variety of advantages of cast iron over steel that likely contributed to the decision to make the switch. This article will review some of the attributes of cast iron in terms of being a superior material for automotive brake drum (and rotor) applications, as well as touch on some of the manufacturing and serviceability advantages.

Starting with manufacturing aspect, the pressed steel brake drums required many stamping steps to properly form them. They were then attached to a steel hub which itself requires many machining steps. The cast iron drums by comparison are a product of a foundry where molten metal is poured into molds. The formed and cured brake drum were removed from the molds, and after a bit of machining for the bearings and brake surfaces, were ready for stud installation and off to the production line. When comparing the two manufacturing processes in terms of cost, brake drums manufactured from cast iron are more economical to produce.

While still on the subject of brake drum manufacturing, there is another advantage of cast iron that directly links to a serviceability benefit. With cast iron, different parts of the drums can be made to any thickness desired. The brake drum mold is designed in such a way that additional material is allocated to the wear (lining contact) surface area, thus permitting the resurfacing of this surface on a lathe. As the the braking surfaces wear and get scored, they can be trued up to give them new life. The maximum amount of metal that can be removed from cast iron brake drums is .030 IN. or .060 IN. overall. Any Model A drum that measures more than 11.060 IN. inside diameter must be replaced. While on this topic it is important to note that steel drums **must not** be resurfaced! In a Ford Service Bulletin sent to dealers in December 1930, it read: *“Under no circumstances must any attempts be made to turn down brake drums on A cars and AA trucks. The brake drums we supply have a rolled braking surface to lessen any possibility of scoring and it is very essential that this surface not be touched with any kind of machining tool.”* In those days dealers were to exchange worn drums for their customers at a modest price.

OK, we've discussed the advantages of cast iron brake drums from manufacturing and serviceability standpoints, what about braking performance? Steel and cast iron share many of the same metallurgical attributes, however, cast iron offers several advantages in key areas that make it a superior material for the automotive brake drum applications, specifically:

Wear Resistance - identified as a plus due to the graphite content in the cast iron alloy.

Damping Capacity - mitigates the chattering and squealing that can occur during braking.

Heat Transfer - can shorten stopping distances and brake fade recovery times

Malleability (absence of) - not a desirable characteristic. Brake drums should not change their shape once formed.

Cast iron is superior in this area.

Brake fade was referenced in the heat transfer attribute above. Let's review this topic in a bit more detail. It's a particularly important subject considering that some driving their Model A's to the June 2018 MAFCA Convention in Reno will likely be descending out of the following passes along U.S. Highway 395 on their return trip to San Diego:

Conway Summit – Elevation 8,143'

Devil's Gate Pass – Elevation 7,519'

Deadman Summit (a very ominous name!) – Elevation 8,047'

Sherwin Summit – Elevation 6,426'

**The Causes of Brake Fade** - Nothing is more frightening than to be driving down a long hill with your brakes quickly losing their effectiveness. The only safe thing to do is to pull over and let them cool down.

There are two major factors that contribute to brake fade. They are heat-soaking of the linings and drums and expansion of the outer edge of the brake drum. The brakes slow the car by converting kinetic energy to heat energy. This heat has to be rapidly dissipated for the brakes to remain effective.

As brake linings get hotter, they become so saturated with heat that it gets hard for them to generate any more. The same thing happens with the metal drum. It takes time for the heat to dissipate through conduction on heat sinks



## TECHNICAL TALK with Dave Francis (Continued)

such as the web of the shoe and the face of the drum and the hub. Heat also dissipates into the air by radiation. This overwhelming of the lining material and metal drum by heating it faster than it can throw off the heat leads to brake fade.

In addition to heat soaking, the drums expand due to the heat generated during braking. The inside of the friction surface of the drum is restrained by the face of the drum. The outside is not restrained from expansion by anything, so it gets larger in diameter as it gets hotter. **Fig 6** shows how the drum becomes “bell shaped” as it heats up. Under these conditions, the lining only contacts the inside portion of the drum surface, further contributing to brake fade.

By installing an aftermarket reinforcing band on a steel drum, it is restrained from expanding too much. The band also acts as a heat sink and as cooling fins; thus creating more surface area for heat dissipation into the air.

**Counter Measures to Brake Fade** - Good driving habits involve using the compression of the engine and lower gears to slow the car down in conjunction with the brakes. The rule of thumb is to go down a hill in the same gear used to go up. Shifting the car into neutral in regular traffic and using the brakes to do all the work to bring the car to a stop will require longer stopping distances, possibly induce brake fade sooner, and also wear the linings down more quickly.

Brake adjustments are to be made when the drums are cold. If adjusted when hot, the drums have expanded and the adjuster will be too tight when the drums cool and contract, thus causing binding and quick over-heating of the drum and linings leading to fade.

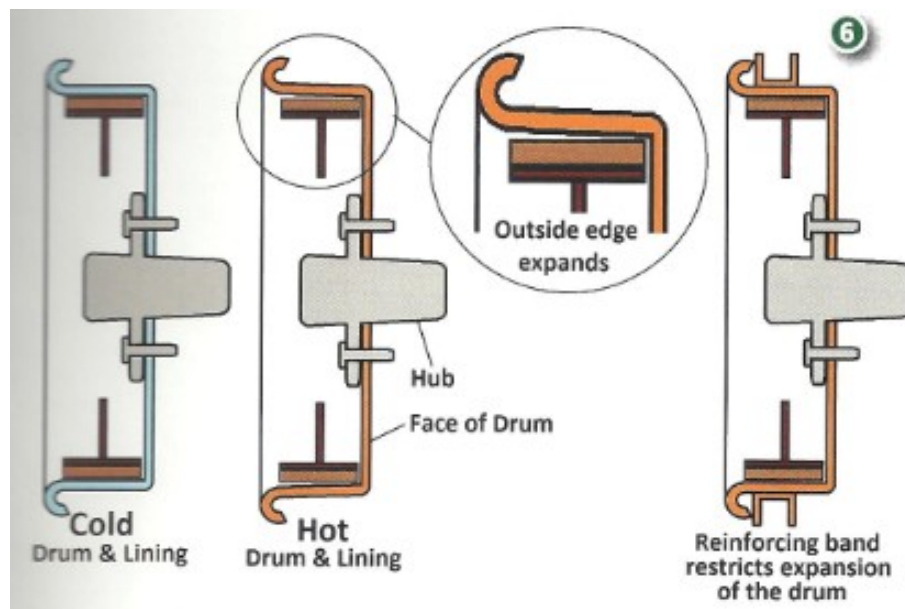
Inspect the brakes at least annually to be sure the linings are not worn down to the rivets. Although often made of soft brass, the rivets are hard enough to cause scoring in a brake drum.

It was highly recommended by the author of the Restorer article that when installing replacement drums on your hubs, to have them professionally installed. Although no specific details were provided, I believe this relates to the need to have the brake shoes arced to the radius of the new drums (special tooling is required to perform this operation), to ensure that the brake shoes are accurately centered, and of course that the overall brake system is properly adjusted.

**In Conclusion** – So well suited is cast iron for brakes that the material is used today for drums and rotors. In the interest of safety, MAFCA and MARC fine point judging allows cast iron drums in lieu of steel and the installation of reinforcing bands on steel drums for only a slight point deduction.

If you want the original steel or late 1931 cast iron drums, go to the swap meets; but take a precision measuring tool with you. Steel drums are identified by the rolled outer edge. Otherwise the only new brake drums in the catalogs are solid-faced cast iron. As far as safety is concerned, they're a good buy.

(Reprinted in part from  
November / December 2016  
*The Restorer* by Howard Eckstein.)





# ERA FASHIONS & LIFETYLES 1928-1931: Patty Winchester:

## A LITTLE LOOK DOWN MEMORY LANE OF THE MODEL A LIFESTYLE ERA



Kitchen Appliances

Glassware



Garages & Tools



Kitchen tools

Toys



Ladies Accessories



### Banquet Apparel:

And don't forget to wear something era or era..ish to add to the fun at the Banquet.

Again, a BIG thank you to all of YOU who participated in the Model Era Lifestyles Project of mine. YOU made it all that it was. Just because no one is able to lead it at this time, there is no reason that if you have something to share you can't bring it in to show us on your own. That would be Wonderful!!



## SANTA SIGHTING AT THE DECEMBER MEETING

My computer will tell you this is IMG 1861, and I don't believe he has a criminal record, so it's just the identifying number given to this picture. The text message, that came with this picture, that I received during the December meeting told me "Santa was in the house". Now my question to you is do you know who this Santa really is? He'll be at the January 20th banquet, so if you don't know JACK BEASLEY and his lovely wife HELEN stop by and introduce yourself. They joined the club in 2016, and drive a 1929 Cabriolet.



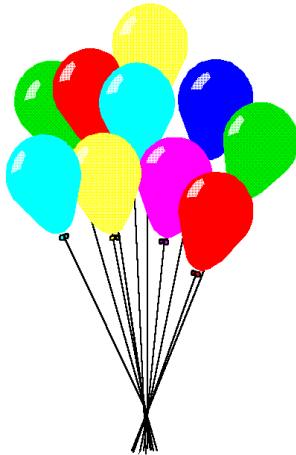
### Sunshine & Raindrops



Bob Bowies has some great news to share, he is finally home, and his pathology report came back, he is cancer free. He will see everyone at the Installation Banquet. Reen Kotas only has a couple more rounds of chemo to go and he is handling them much better now. Vic Patterson is home and enjoying life to the fullest after his heart surgery. The Flu bug is going wild this year, hope everyone got their flu shot but if you didn't, no worry it hasn't been to effective so far. Take care of yourself, drink lots of fluids and get lots of rest. Hope to see everyone at the January 20th Installation Banquet. We have 365 days to fill with Model A fun. See ya 'down the Road!

## January Birthdays

- 1 George Leitner
- 6 Mike Judd
- 7 Michael Dainer  
Judy Leitner
- 8 Karen Machado  
Norman Thrush  
Chris Ballard
- 10 Cathy Rising
- 13 Rich Stelzer  
Janet Books
- 16 Roger Ball  
Bob Hanselman
- 17 Rich Phillips
- 18 Barbara Dacy



- 19 Allan Bresee
- 21 Webb Smith
- 22 Gary Karr  
Nancy Lovell
- 24 Mary Garity
- 26 Ernie Mitemeyer
- 29 Howard Kruegel

## 2018 Roster

Time is running out, if you have made any changes to your contact information in the past year, please make sure Valarie has those changes before the 2018 Roster goes to the printers. The Rosters should be ready for the February 9th meeting. First copy is free & after that, there will be a small fee. E-mail any changes to Valarie at [dcmomof12@aol.com](mailto:dcmomof12@aol.com).

**As soon as possible,  
Thank you**



## January Anniversaries

Tilden & Olga Gallagher Jan. 28, 1956  
Victor & Joyce Patterson January 10, 1964  
Bob & Donna Hanselman January 4, 1969  
Ken & Jane Hatfield January 31, 1970





# Bill Hansen's

Model A Ford Service & Repair  
Proudly using KR Wilson Tools for  
Dealership Quality



14755 Mussey Grade Rd Day 760-789-8296  
Ramona, Ca. 92065 Evenings 619-461-1001 E-  
mail lamesla@yahoo.com

**Complete Rebuilding of:** Engine, Transmission, Clutch,  
Rear end, Front End, Steering Box & Brakes.

**Other Services:** Wheel Balancing, Counter Balanced  
Crank Shafts, Engine Babbiting, Lightened Fly-wheels,  
V8 Clutches, Leakless Water Pumps, Carburetors, Dis-  
tributors, Generators, Starters and more.

**CALL FOR COMPLETE LIST OF SERVICES!**

## Model-A-Ford Brass Gas Gauge Floats - 1928-1931

Reenlee H. Kotas  
4961 Mable Way  
San Diego, CA 92117  
Ph 858-278-8178  
Cell 858-945-2018



Brass Gas  
Gauge  
Float

Body Paint Mechanical Wood

### Webb's Auto Repair & Restoration

Antique & Modern  
WEBB H. SMITH

5644 Loping Lane  
Bonita, California 92002  
619-479-9567

"The best place in town to take a leak"

# Ace Radiator



- CLEANING • RECORING
- EXPERT REPAIRING
- INDUSTRIAL RADIATORS
- PLASTIC WELD

1836 National Ave., San Diego, CA 92113

Chaney Silva (619) 233-8811

## HUBLEY'S



mad-jack@juno.com

Jack Simmons  
5043 Roundup RD  
Norco, CA 92860

619-997-3013



### Rich Phillips Auto Service

Complete Auto Repair

Foreign & Domestic

7105-B El Cajon Blvd.  
San Diego, CA 92115

Certified Technicians  
(619) 463-3315

Generators  
Starters  
Regulators

Batteries

Solenoids  
Alternators  
Remanufacturing

### Broadway Auto Electric

7825 NORTH AVENUE  
LEMON GROVE, CALIFORNIA 91945

RICK ZITREN

(619) 461-4555  
FAX 461-4899

PLEASE

HELP

SUPPORT

**OUR ADVERTISERS!**

## Able

Sandblasting & Powder Coating



Phone: 619-596-6769

Fax: 619-596-6808

ablesandblasting@gmail.com

www.ablesandblasting.com

1666 N Magnolia, Suite K, El Cajon, CA, 92020





1928  1931

San Diego Model A Ford Club  
P.O. BOX 19805  
San Diego, Ca. 92159

FIRST CLASS POSTAGE  
DATED MATERIAL ENCLOSED  
ADDRESS CORRECTION REQUESTED