

San Diego Model A Ford Club Inc.

Celebrating over 50 years of Model A'ing

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

MARCH 2018

PRESIDENT'S REPORT: Stan Boyer

We held our first general meeting of 2018 on February 9th. There was a nice turnout and it was great seeing some people we hadn't seen for a while (Steve & Joann Cordtz, Dave & Sherill Kelsen who also came to the banquet, and Sue Winnett).

Our first tour of 2018 took place on Saturday, February 17th to Alpine, California. Thank you to Arlyn & Nayola Bieber for coordinating the tour and to Tom and Karen Lazar for arranging the presentation at the Alpine Veterans Wall of Honor. Afterward, the Lazar's hosted a luncheon at their home. Navola & Karen treated us to corn-bread and chili --yummy! A wonderful time was had by all of us. By the way, there were 22 Model A's at the event! Wow!



Please note that Kris Francis wrote a short article for our club in the January-February 2018 Model "A" News magazine on Page 53. We thank Kris for entering our activities each month. Judy and I hope you'll join us at the next general meeting on Friday night, March 9th.

UPCOMING EVENTS: Mark your calendar

MARCH: 9 Business Meeting 7pm San Carlos Rec. Center

17 Tour led by Dave & Kris Francis to the Leatherneck Museum, Miramar

APRIL: 2 Board Meeting 7pm @ Valarie's

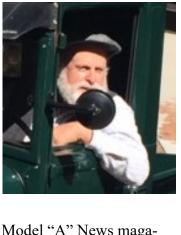
- 13 Business Meeting San Carlos Rec.7pm
- 14 War Birds car display at Gillespie Field
- 21 Overnighter's Best Western Hotel
- 22 Orange County Pancake Breakfast Hart Park
- 28 Lakeside Western Days Parades

Orange County Pancake Breakfast Sunday April 22, overnighter's make your reservations for April 21! Best Western Orange Plaza (1-714-633-7720)



- 19 Tierrasanta Parade
- 26 Tour to La Costa to see a Car Collection
- 28 Kensington Memorial Day Parade





QUAIL CALL

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We guarantee mistakes in every issue!
You will find past and present issue of the Q.C. on the website

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2018 BOARD OF DIRECTORS AND COMMITTEE CHAIRMEN

BOARD OF DIRECTORS

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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	Bob/Carol Weckman	n (858) 3548570
Fashions	Vacant (any Volunteer's?)	
Refreshments	Patty Winchester	(619) 504-4508
	Judy Jo Beardslee	(619) 246-5539
Cor. Secretary	Kris Francis	(619) 966-9040
Property	Reen Kotas	(858) 278-8178
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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

Website: 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

a Habra, Ca. 90631-5515 (562) 697-2712

E-mail: info@mafca.com Website: www.mafca.com

Dues are \$50.00 per calendar year.



SAN DIEGO MODEL A CLUB, INC General Business Meeting – February 9, 2018

President Stan Boyer: Began the meeting at 7:00 pm with the Pledge of Allegiance. A proposal was presented from Stan & Judy Boyer to have those in our group who served in the military have the opportunity to lead the pledge of allegiance in future meetings. It was approved. Stan thanked Betsy and all who helped with the 2018 Banquet and also



recognized all the 2018 Committee Chairmen. Stan requested those that had bills need to submit them to Jim Taber so that he could pay them tonight. The General Business meeting minutes of 1-20-18 were approved.

Refreshments: Patty Winchester: Thanks to everyone who brought and shared all the sweet treats. Please sign up for upcoming months. In the month of May (Mothers Day) – Patty thought it would be nice and suggested to have 2 to 3 men from our club serve the refreshments that month.

Ways & Means: Dave & Kris Francis: Item #1 - Ford Coffee Mug and American Classic Book donated by Ray Beardslee; Item #2 - wine bottle and wine glasses donated by Bob & Carol Weckman;, Item #3 a fan belt and water bottle for radiator, Item #4 - Model A Ford books and a bookmark, Item #5 an antique tray, candy & necklace donated by JoBeth Seltzer; Item #6- Collectable Picture of a 4 dr sedan car; Door Prize- basket with plant, glasses, candy donated by Betsy Johnson; 50/50 raffle won by Valarie Basham.

Parades: Fred Crone. Nothing happening for a couple of months. The first parade will be the Lakeside Parade on April 28, 2018. Wear your cowboy hats and western apparel.

Tours: Nayola Bieber (one of the coordinator's for tour)

Feb 17, 2018-AlpineVeterans Wall of Honor Tour - Tom and Karen Lazar- Meet 9:30 am at the Target in El Cajon; then will go up I-8 to Carls Jr off Tavern Rd; the proceed to view wall, then everyone is invited to Tom & Karen's home for lunch. Feb. 24, 2018 - The Big 3 Swap Meet - Everyone is encouraged to attend. Judy Jo Beardslee and Patty Jones will be selling 1930 era clothing at this event. Anyone wanting larger size hats/ dresses/jackets/shoes need to let Nyola know asap so she can relay information to Patty Jones. Encouraged those planning to attend Reno Convention to wear era clothing. After spending time at Swap Meet plan to have dinner at the Wood Ranch Barbeque in Hazard Center (7510 Hazard Dr. #215). March 17, 2018 – Flying Leathernecks at Miramar- being handled by Dave & Kris Frances. Will need to provide last name, first name, initial of all persons in your vehicle and vehicle description. April 22, 2018 is the Orange County Pancake Breakfast. Anyone who plans to drive up the day before (4-21-18) and spend the night at the Best Western Hotel or any other hotel in area need to make their reservations now. May 26 2018 - Car Collection- Danny Machado is planning tour.

Apparel: Betsy Johnson; Wide variety of shirts available. Anyone wanting special sizes please let her know. Betsy thanked all the those that helped setup/cleanup at the banquet. Also presented Fred Crone a special gift (picture of him in the model A car display that he made).

Quail Call – Valarie Basham: Anyone who did not receive the recent Quail Call, please let her know. She has been having problem with email. Anyone wanting an extra copy of the 2018 Roster please let her know (charge if \$1.50 each).

Fashions – (Vacant).

Technical – Dave Francis – Discussed Model A Brake Drums – converting from steel to cast iron. Advantages to switch to cast iron are: heat transfer is better, can be machined, cheaper to manufacture, better breaking, fade resistant.

Treasurer - Jim Taber (presented expenses and it was approved (pay the bills).

#1 – gift certificate for \$50.00 (Betsy/Dave Johnson), #2- \$46.76 refreshments (Judy Jo Beardslee), #3 - \$220.61 for Rosters and \$93.26 for Quail Call (Valarie Basham) #4- \$96.00 for Post Office Box (Ray Beardslee) #5 - \$41.10 (Kris Francis), #6- \$79.99 gift certificate (Dave Johnson) #7- \$454.89 Final Banquet payment (Betsy Johnson). Approved to pay the bills

Respectfully Submitted, Recording Secretary Nancy Lovell

TOURS COORDINATORS: Arlyn & Nayola Bieber

Alpine Veterans Wall of Honor Tour – February 17, 2018



After traveling to Alpine and meeting at Carl's Jr. on Tavern Road, the tour proceeded on to the Alpine Veterans Wall of Honor

which is located by the Community Center and Library in Alpine. Once there, the tour was met by Dan Foster, a Vietnam veteran and the founder of the Wall, who gave a wonderful presentation about the Wall's history, including some of our veterans whose names are on the Wall. One of those veterans, Bill Ridenour, now 94 years old, gave a moving description about being present in Tokyo Bay on Au-

gust 14, 1945, when Japan decided to surrender ending WWII. His wife, Betty

Ridenour, also present and 94 years old too, was a "Rosie the Riveter" during WWII, helping to build aircraft here in San Diego. Carl Silva, the Quartermaster for the VFW Post in Alpine, was also present, along with other members of the VFW, for the presentation. If you would like more information about the Wall, it can be found here: http://alpinewallofhonor.org/index.html



After the visit to the Wall, the tour then proceeded on to Tom and Karen Lazar's house in Alpine where everyone



was treated to chili and cornbread wonderfully prepared by Nayola Bieber and Karen Lazar. At the Lazar's, the tour also had a chance to see a 1949 Farmall Cub tractor which, after sitting idle for sev-

eral years, Tom has been working on to continue restoring and get running. (Much to

Tom's delight, Bill Hansen made some adjustments to the carburetor!) There was also a presentation about Tom's 1936 Mullins Trailer which he is in the process of finding parts for and restoring.

The tour had a total of 22 Model A's, with 45 people in attendance.

Mileage goes to those driving their Model A's: Valarie Basham, Ray & JudyJo Beardslee, Aryln & Nayola Bieber, Fred Crone, Stan & Judy Boyer, Bill Corson, Michael & Joan Dainer, Ron & Joyce Engen, Dave & Kris Francis, Bill & Sue Hansen, Dave & Anne Johnson, Reen Kotas, Tom & Karen Lazar, Steven & Nancy Lovell, Clyde Marion, Don & Joan Minnick, Chuck Niemeyer & passenger Webb Smith, Ron & Joyce Peterson, Richard Potts, Bud & Judy Swartwood, Jim Taber, R. J. Taylor & Jan Hooper.

Driving moderns and receiving participation points were: Mike

& Karen Richardson, Rich & JoBeth Stelzer, Bob & Carol Weckman, and Patty Winchester & Aron.



UPCOMING TOUR:

Flying Leatherneck Museum & MCAS Miramar Tour Saturday, March 17th, 2018 – Note: MUST Sign Up by March 1 for base access.

Plan to meet at the **IHOP off the 15 Freeway at Miramar Road at 10 AM on Saturday, Marth 17th**. We have a docent tour scheduled at 10:30 at the Flying Leatherneck Museum, which is right outside the base. The museum has allowed us to park under the static airplane displays, so be ready for some photo-ops! Admission to the museum is free, however, a \$5.00 per person donation is recommended. You do not need base access to visit the museum. After visiting the museum, we will enter the base for a driving tour, passing along the C-130, F-18 and CH-53E flight lines, the terminal and control tower, and finally stopping to watch arrivals & departures. We will conclude our day at MCAS Miramar with a picnic at Mills Park, also located inside the base. A sandwich lunch will be provided. We have reserved a covered picnic area with 3 tables, but chairs are always welcome.

Since Dave is retired Navy, we are able to sponsor the Model A Club on the base. The information that MCAS Miramar requires for each person visiting is their First & Last Name, Initials and a vehicle description (Year/Make/Model). All persons traveling in the same car only need to list the car once. Miramar needs this information 2 weeks prior to the event, so it will need to be turned in by March 1st. If you haven't already signed up and want to attend, please e-mail Dave



at <u>C182H@cox.net</u> or call at (619) 895-5610. For information about the museum, visit <u>www.FlyingLeathernecks.org</u>. **Hope to see you there!**

PARADES & Car Displays: Fred Crone

We are still in the slow time of year for parades, but there are things coming up. Our first parade will be the Lakeside Western Days Parade on Saturday April 28. There will be a sign-up sheet at our next meeting on March 9th. We have sent in an application for this event and as yet have received no response, but it is something we have done for many years, and I'm sure this year too. In May there is the Tierrasanta Patriots Parade on the 19th, and the Kensington Memorial Day Parade on the 28th. We have received an



invitation for the **Eastlake Car Display** and are working on a date - probably in mid July. This event will get a \$200 donation for the club if we can get 15 cars, and it is a fun time.

Tools & Parts: The following is a suggested list of tools & parts to carry, for a parades/day tour.

TOOLS

Service Manual
Can Lubricating oil
Jack & handle
1 Gal container water -min.

Wheel Chock Box of Assort. screws, bolts & nuts

Flashlight

Gasket material / cement

Tire Pump and Gauge

Electrical Tape

Feeler gauge and point file 10 ft. min. Electrical wire Hand Crank /Lug Wench

Assorted Cotter Keys, nuts & bolts

Knife

10 ft. bailing wire Fire Extinguisher

Ball peen hammer

Small adjustable wrench

Screwdrivers

Pliers, box wrenches

Wire cutters

Electrical circuit tester

Spark plug wrench

PARTS

Points

Water pump packing

Condenser

Grease gun/water pump grease

Rotor

Radiator hose set& clamps

Spark plugs & connectors

Generator cut out

Fan belt

Light bulbs (headlight & tail lights)

Tube repair kit or spare tube

Fuse if you have installed a fuse

block

TECHNICAL TALK with Dave Francis

OPTIMA BATTERY / BATTERY DISCONNECT INSTALLATION

I just completed the installation of a 6 volt Optima battery and a battery disconnect on our 1930 coupe and I thought that a review of this procedure may be of interest to the club members. There are a number of options regarding the placement of a battery disconnect on a Model A, and after reviewing these, I selected the option that utilizes a mounting bracket for the disconnect that attaches to the lower starter attachment bolt. This locates the disconnect in an easily accessed area below the steering column.



The following parts (reference Figure 1) were used for this upgrade (Snyder's part numbers referenced):

A-5163-X Hold Down A-14300-F Battery Cable Original A-14301 Ground Strap Original A14300-MB Battery Ground Mount Bolt A-10655-6 Optima Battery A-14300-DMB Mounting Bracket
 A-14300-D Battery Disconnect Switch

- A-14300-J Battery Disconnect Cable

- A-14450 Cable Support





Figure 1 Figure 2

Once the floor boards and have been removed, and the existing battery disconnected and removed, I would recommend that a thorough inspection and cleaning of the battery tray and cables be performed. Removal of both battery cables (inclusive of the bell housing mounted negative cable clamp) is recommended for a number of reasons: (1) inspection and cleaning of the cables is much easier to perform with the cables removed; (2) removal of the positive (ground) cable facilitates the cleaning of the ground attach point on the frame member and (3), rerouting of the negative cable will be necessary in order to connect to the battery disconnect in the location described above. With respect to the battery tray, if the tray is structurally sound and just requires cleaning and painting, the corroded areas on the tray can be neutralized with a baking soda solution prior to final cleaning and painting. The hold down bracket for the Optima battery does not come painted so this is an opportune time to apply some paint if you so desire. If your battery tray has seen better days, replacements are available from any of the Model A parts suppliers.

With the ground point on the frame cleaned, a new or cleaned positive (ground) cable in hand, and cleaned or new battery ground hardware, proceed with the attachment of the positive cable to the frame member. I would suggest that you leave the cable loose enough to allow repositioning in order to optimize the routing to the Optima battery. The ground cable installation on our A is depicted in Figure 2. You'll notice in the photo that there is a supplemental ground cable that is routed over to one of the bolts on the transmission. This cable was installed by the previous owner, and is a good way of ensuring that there is a good ground connection between the engine/transmission and the frame. One other item to note before we proceed is the protective cover that I installed on the edge of the frame. The battery hold down bracket positioned the battery on our car somewhat aft in the battery tray. It did clear the edge of the frame but not by much. I fabricated the edge covering from a \sim 5 inch piece of 3/8 inch fuel line, slicing it lengthwise in a straight line with an X-acto Knife. The sliced fuel line provided a secure fit on the frame edge, and will protect the battery case if it happens to shift aft during service.

Figure 3 (to the right) Details our Optima battery installation. The fitment of the Optima battery hold down is a bit of a trial and error process. I found that the mounting bracket fit the battery very well, but it was necessary to manipulate (read bend) the support arms to align them with the mounting studs on the tray while at the same time providing a satisfactory placement of the battery on the tray (as previously mentioned, the battery location was biased somewhat aft on the tray on our car). One other point of interest regarding the hold down bracket. It certainly appears substantial enough to hold the battery in position, but because of the gauge of the material its manufactures from, the upper tabs on the support arms are not robust enough to withstand the tightening of the attachment nuts, particularly when installed with lock washers. Fortunately the mounting studs on the battery tray are threaded far enough down that allows installation of additional nuts and washer below the upper mounting tabs on the support arms. Once the appropriate amount of bracket clamp-up on the battery is determined, the nuts under the upper bracket tabs can be threaded up to bottom against the tabs on the support arms. When the washers, lock washers and nuts above the support arm tabs are installed and tightened, they will effectively



sandwich the bracket tabs between the upper and lower nut installations. This will provide for a secure bracket installation while minimizing distortion of the bracket. The final step is to optimize the routing of the positive (ground) cable to the battery, and tighten the attachment bolt on the frame.

With the battery securely mounted, the next step is to mount the disconnect bracket on the starter, mount the disconnect on the bracket, and install the negative cables and clamp (reference Figures 4 and 5 below). Before we proceed forth, DISCONNECT THE POSITIVE (GROUND) CABLE FROM THE BATTERY! OK, with that very important step completed, remove the lower starter bolt and install the mounting bracket for the disconnect switch. Some positioning of this bracket will be necessary to optimize the location of the disconnect switch, so I would recommend that you don't fully tighten the lower starter bolt just yet. The next step is to mount the disconnect switch on the bracket. Remove the red handle and 1 inch jam nut from the disconnect switch, and secure the disconnect to the bracket utilizing the jam nut. Again do not fully tighten the jam nut to allow for some final adjustment.





Now we are ready to install the negative cable from the battery to the disconnect switch terminal. Before installing this cable, I would recommend that a piece of 5/8 inch heater hose be slid up the cable all the way to the battery terminal end of the cable. In the unlikely event that the battery hold down bracket were to ever loosen, this "protective sleeve" will prevent a possible short circuit from occuring by preventing the hold down bracket from coming in contact with the negative cable terminal. A couple of tie wraps can be used to secure the protective sleeve in position on the cable. In studying the routing for this cable, it became obvious to me that installing this cable in the original location was not going to work. Further study revealed that the preferred routing for the negative cable was through the area outboard of the clutch/brake pedal assembly and inboard of the frame. There is ample room for the cable run through this area, and in fact appeared to produce more clearance with pedal components than did the original cable routing. Best of all, this routing worked very well using the original (length) battery cable. With respect to

battery cable. With respect to cable support for this revised routing scheme, I found that there was a bell housing bolt location that provided a good provision for mounting the original cable clamp. This clamp mounting location not only provides good cable support, but a nice routing for the cable to the disconnect switch terminal. So what's the bad news? Since the clamp profile edge is designed specifcally for the upper bell-housing bolt location, it doesn't fit the new location without some minor modification. A couple of passes on the bench grinder will remove sufficient material off the edge of the clamp to permit installation at the new bell-housing bolt location.

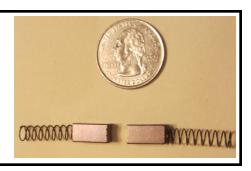
Installation of the battery disconnect cable from the disconnect switch to the starter comes next. I found this cable to be of sufficient length to produce a nice routing from the disconnect switch terminal to the starter while providing more than adequate clearance with the surrounding structure. I did find that slightly bending the cable terminal at the disconnect end did produce a slightly better cable routing.

Now it is just a matter of positioning all of the cable attachments (inclusive of the negative cable attachment on the battery), the disconnect bracket and the disconnect switch to produce an installation you are satisfied with (specifically cable clearances). Tighten all the cable connections, the lower starter bolt, the 1 inch jam nut on the disconnect switch, the bell-housing bolts (new and old cable clamp mounting locations), and the battery cable connections. Finally, install the red handle on the disconnect switch and perform a functional test of the system.

Oh, one final thought before you reinstall your floorboards, if you are contemplating changing the oil in your transmission, access to the transmission oil filler port is wonderful with the floors out so this would be a good time to do it.

MYSTERY PART: Identify this Model A part and send an email to Dave Francis at: C182H@cox.net with your answer or educated guess. Your answer may be the part name or an accurate description. The names of those who correctly identify the part will be placed in a box for a drawing at the next meeting. Remember you must also attend the meeting to receive the \$10 award.

Good luck!



An Afternoon Delight Bill Corson

While driving less travelled roadways a person never knows what surprises are just around the bend. An important consideration when motoring in rural areas is that there are lots of rolling hills and one has to be mindful there may be an Amish buggy, tractor, or other slow vehicles on the other side. Being an old car enthusiast, I am constantly looking for signs of vintage vehicles behind sheds, barns, or other outbuilding. Even parts like hubcaps or radiator shells hanging on the sides of building, spoked wheels leaning against straw bales, etc. can spark enough interest to make an inquiry. That is exactly what happened on a recent drive from my brother's home along a mountain road on my last visit to Pennsylvania. It is a two lane road I had been on many times in my youth as it took me

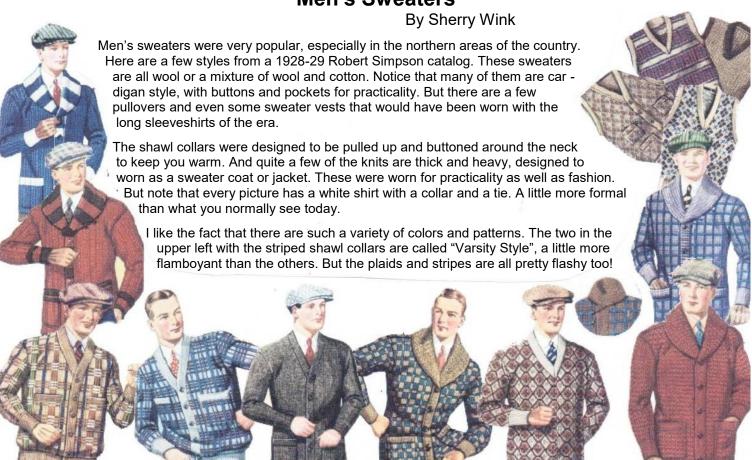
to a cave my buddies and I explored just for the adventure. As I started an up-hill climb I saw the front fenders of

something peeking out from behind a storage shed. Naturally, I had to stop and was fortunate to find the property owner cutting fire wood near bye, After a brief introduction he gave me permission for a closer look, and to take photo's of his partially restored 1929 Plymouth sedan. Although at the time it was sitting exposed to the elements, the owner Mike assured me he was going to have it inside before harsher weather hit. He invited me back next year to witness what, if any improvements have been made. I intend to do just that. Who knows what "gem" I may find on my next ride through the countryside.



1928 ERA FASHIONS 1931

Men's Sweaters



Reprinted from the Northwestern Missiour March Issue of the Road Runner 2014

What Goes Around-Comes Around

(except for maybe a flat tire)

Disclaimer- Valarie says hers is only ever flat on the bottom.

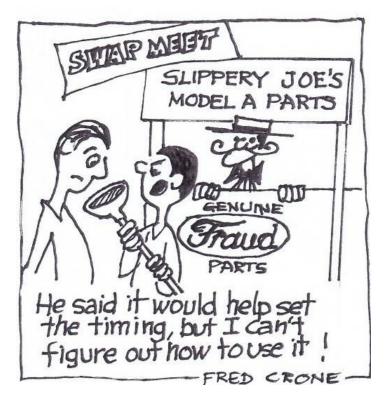
Club members who have had a Model A any length of time have had occasion to deal with flats. I certainly had my share. I have been told by some who, while on the road and experienced that sickening "thump", discovered that the spare was also under deflated. Best to check that one while airing them up.

I understand there is a way to replace tubes while still on the vehicle but, with my arthritic fingers and back, that does appear to be much fun.

We all know what a hassle it can be to change a flat on a 19",or 21" wheel, I dread the day I have to tackle a 38" 300 lb. rear tractor tire on my old hunk-of -iron back on the farm, especially given that they are ½ full of calcium for added weight.

A neighbor was hauling corn through a muddy field last year when the wheels started spinning and one tire slipped inside the rim, breaking off the stem. What a mess he had changing that one. I doubt he found much solace that it was only flat on the bottom.

Happy Motoring, Bill Corson



Sure hope no one ran into to Slippery Joe at the Big 3 Swap Meet.

Brands We Still Know!

Wheaties was developed in 1924 as the result of an accident. Some wheat bran spilled on a hot stove and the results were brought to the attention of the head miller of the Washburn Crosby Company, the company that would eventually become General Mills. After many trials to get a flake that wouldn't turn to powder in the box, Wheaties were born. Originally to be called "Washburn's Gold Medal Whole Wheat Flakes, the name was changed to "Wheaties" as the result of an employee contest.

As Wheaties became more popular, they started advertising in a minor league baseball stadium.

There, an ad writer for the billboard added the slogan "The Breakfast of Champions!" As their association with sports grew, Wheaties baseball broadcasts became very popular.

Interesting to note, a Des Moines IA broadcaster entered a 30's contest for broadcasters and won a free trip to Hollywood. He never returned. His name? Ronald Reagan!



REFRESHMENTS: Patty W.

Thank you to these members signed up to bring goodies for the March 9th meeting are:

Patty Winchester Betsy Johnson
Dalene Jensen Nancy Lovell

Valarie Basham

March Birthdays



- 1 Richard Potts
- 3 John Watt Craig Sweeting
- 5 Patty Winchester
- 6 John Frazee Karen Richardson
- 8 Larry Withem
- 10 Jane Wehrle
- 12 Scott Rothstein
- 17 Barbara Miller
- 18 Ron Peterson
- 22 Colin Wied
- 23 Jim Taber
- 26 Jim Croff
- 27 Lorrie Ball RJ Taylor
- 29 Ric Bonnoront Sue Winnett
- 31 Dan Seeman

March Anniversaries

John & Dianne Frazee March 26, 1961 Larry & Bettie Withem March 8, 1981 Tom & Mary Garity March 17, 1984

2018 Roster

New 2018 membership roster will be at the March meeting. The first one is free, additional copies may be purchased for \$1.50. Due to the cost of postage we don't mail them out. Valarie will have them at the next two or three meeting and future parades and tours.

Bill Hansen's

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1928 **Ford** 1931

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