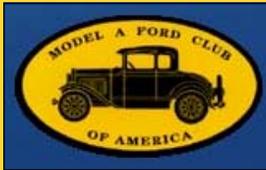


# THE 4-BANGER

## VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 3, ISSUE 3 ★ FALL, 2016

**AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA**



**INSIDE THIS**

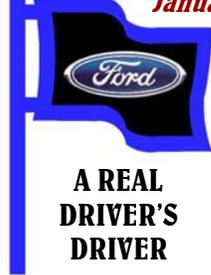
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**SPEED WAS HIGH  
WEATHER WAS NOT  
TIRES WERE THIN  
X MARKS THE SPOT**

## FRED KAUPER REMEMBERED...

*January 30, 1942 - August 20, 2016 — BELOVED MEMBER OF THE NAPER A's*



**A REAL DRIVER'S DRIVER**

**F**redrick "Fred" Kauper, age 74, had lived in Naperville since 1964. Fred died on August 20, 2016, at home, surrounded by his loving family. He was born January 30, 1942, in Berwyn.



**T**here was a visitation on August 24<sup>th</sup> and Fred was laid to rest on



August 25<sup>th</sup> at Saints Peter & Paul Cemetery with donations in his memory directed to the Lustgarten Foundation for Pancreatic Cancer Research, 1111 Stewart Ave., Bethpage, NY 11714 ([www.lustgarten.org](http://www.lustgarten.org)).

**F**red is survived by his wife, Kathleen "Kathy" Kauper (nee Powers), whom he married May 9, 1964, daughter, Catherine Kauper, three sons, Kurt Kauper, Randy Kauper and Kevin Kauper, six grandkids, and his sisters and brothers-in-law, nieces, nephews, and many loving friends.



**F**red grew up in Downers Grove, and was a 1959 graduate of Downers Grove Community High School. He worked for over 56 years at Ace Metal Refinishers in Chicago before retiring.

**F**red was a longtime member of the Naperville Sportsman's Club, where he enjoyed trapshooting. A lifelong car buff, he was also a long-time member of Naper A's, and an inveterate Model A enthusiast. This past Summer, the club participated in the Pancreatic Cancer Research Walk in Naperville, raising \$1,000 in Fred's honor. He raced his Mazda RX-7 at Road America and was a loyal Chicago Cubs fan.



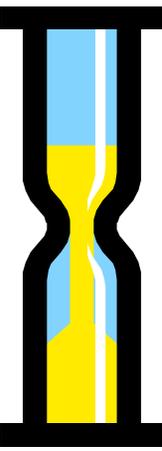
**Fred & Kathy having fun — as always — at the Naper A's Christmas Dinner last December.**

*More About Fred On Page 4...*



GENE'S CAR, FOLLOWING NEW ALTERNATOR INSTALLATION

# A MAFFI MINUTE



## SPECIAL EXHIBITS AT GILMORE ONLY FOR A SHORT TIME!

The shared vision for each and every member of MAFFI is to experience the great Model A Ford Museum on the Gilmore Museum Grounds sometime in their lifetime. There is always something going on at the Gilmore Museum. Right now, you can enjoy something very special if you are a Sports Car enthusiast as well as a Model A enthusiast.

***"The Golden Age of Sports Cars, 1949-1967" exhibit runs from October, 2016 through April, 2017.***

This limited-time display showcases nearly two dozen of rarest and most sought-after sports cars in the world, including: Nicolas Cage's 1967 Ferrari 275/GTB 4, the race-inspired 1955 Mercedes Benz Gull Wing, and an authentic Shelby Cobra 427. This new exhibition is Guest-Curated by Tom Kayser and John Lacko and is being sponsored in part by the Mad Dogs & Englishmen British Car Club.

Remember that, as a MAFFI member, your admission is free. If you're not already a member, ask Lindy how to join!

## September 18<sup>th</sup> Naper A's Picnic At Cantigny Park



*Alan Petrik joined fellow club members Ray McMahon, Mary McMahon, Megan McMahon, John Emmering, Robin Emmering, Rick Burgermeister, Mary Burgermeister, Noel DeLessio, Junye DeLessio, Lindy Williams, Gene Egert, James Egert, Rich Volkmer, and Karen Volkmer for a lovely Fall Picnic on September 18th at Cantigny Park in Wheaton, with President Egert as grillmaster.*

# Bye-Bye Third Brush!

By Alan Petrik

It has been about 5 years now that I have been enjoying my Model A, but rarely after dark. Driving after sundown was that rare occurrence where an event ran late or the restaurant service was slow. Further, I wanted to keep my car as original as possible and that meant to keep a 6 volt generator system. Well things change, right? Enter Gene Egert, our club President and the Powermaster Company. The alternative offered by this company justified my change of mind once I viewed Gene's install. One quick stop at Powermaster in West Chicago along with \$305 plus tax and I was set for a "house call" adventure from the famous Naper A's.

On Friday, September 2<sup>nd</sup>, the house call was set for 4 PM. I left work early to set up, collect some tools, and prep a few things. I removed the old generator with ease and I did a little spot cleanup of the engine area around the generator location. At ten minutes before 4, the gang started to arrive. Including myself, the crew counted 11 of us hovering around the project, a great turnout! My attendees included Lindy Williams, Ron Olsen, Ray McMahon, Ed Danley, Noel Delessio, Bob Fields, Nick Mazzarella, Steve Paul, Rich Volkmer, and Jim Weaver.

So, how did the install go? Well, we had some problems. The new generator is slightly larger diameter. The mounting ears/brackets are about 3/4" shorter than the original generator. This puts the new alternator lower in the space and on top of the water return tube/hoses. Once we reversed the hose clamps we thought we were set. However, it was almost impossible to get the anchor bolt in place. After multiple attempts by many helpers, front to back, back to front, that darn bolt would not slide through. The alternator also had a triangular-shaped bracket bolted to the outer side wall. This bracket received the adjuster arm. We found that this bracket was hitting the engine front case sidewall. Once we removed this bracket we had a better chance. Hero of The Day Lindy Williams, assisted by Ron Olsen, got that bolt through. He also had a belt adjuster bracket in his tool tray that helped replace the adjuster and bracket from Powermaster that we could not use since we removed the bracket. Getting that new 1-inch-longer fan belt on brought forth Hero Number 2 when Steve Paul reached in with a screw driver on the water pump pulley and rotated the pulley with the fan blade, belt on. We snugged up the bolts, all good, the electrical wiring, two #8 wires, one alternator case to engine block for a ground, and the other from the alternator to the starter battery connection. Then we tied together the remaining wires, all done. Following a final electrical check by Noel and we started the engine. All worked perfectly! Noel checked over voltages, all lights mostly good, ready to go. Total install time, 1 hour 45 minutes. Bring on the night . . . I am ready to roll!

Many thanks to all who attended to my House Call, I appreciated the team effort more than you know. This club continues to amaze me with members sharing knowledge and expertise and being willing to learn from each other. Special appreciation to Gene Egert for the connection to Powermaster and supplying the #8 wire connector ends of which we needed three different diameter sizes. I sourced the #8 wire from Narragansett Reproductions, Rhode Island, Tel# 401-364-3839, [www.narragansettreproductions.com](http://www.narragansettreproductions.com). You can find Powermaster at 1833 Downs Drive, West Chicago, Illinois, Tel #630-957-4019, [www.powermastermotorsports.com](http://www.powermastermotorsports.com).



*The House Call Crew in action...*

*Original generator on left, new PowerGen on right. Note the PowerGen is slightly larger diameter, has a front cooling fan and a smaller pulley diameter, and a simulated cutout voltage regulator. Very similar to the original, but not identical.*



**“Chumbalone”** --  
Noun, pronounced:  
"chum'-buh-loan" -- A  
term originated and  
used primarily in and  
around the Chicago  
area to characterize a  
person who is easily  
tricked into doing  
something directly  
against their own self-

interest. **Synonyms:** chump, dupe, stooge, imbecile, sucker, idiot, hick, hayseed, moron, roundhead, dipshit, ignoramus, dumb-ass. **Antonym:** urban street-wise denizen, intelligent well-versed voter.

**T**his column is dedicated to celebrating the dumb things we all do from time to time without thinking...or, sometimes even with thinking. We encourage “fessing-up” with your own story, in the interest of helping others avoid the pitfall you fell into. All Contributor Names are kept anonymous to protect the guilty, so don’t be shy. Join the fun!

### THE DIFFERENTIAL DIFFERENTIAL

Lindy Williams well recalls a Naper A’s member (who shall remain anonymous) who diligently spent an entire year carefully taking his Model A’s differential apart to install new bearings. Unfortunately, he took so long with the project that he forgot how things went back together. Yes, he inadvertently put the ring gear back on the wrong side, so the car ended up having three speeds in reverse and only one very slow speed forward! Classic Chumbalone move.



*Belt installed and wiring additions complete. Note new #8 wires from generator to starter and to ground.*



**June 24-29, 2018**

## My Friend Fred Kauper

By Ron Olsen

We all probably first met Fred at a monthly club meeting some years ago when he expressed interest in both buying a Model "A" Ford and joining our club. He asked for help looking at a car in the Volo museum, so I volunteered to see it and give my suggestions and opinions. So, off we went in his nice black modern sedan up north to Volo. The car turned out to be a green 1930 Coupe, just what he wanted. We spent an hour and a half looking, testing, and talking. Right away, I said it was overpriced and the museum man said it was on consignment.

I gave Fred my full-bore opinions. Steering box had play, needed tires, paint was old but just OK. There was a shock absorber setup on the tie rod, so I figured there was a shimmy problem, maybe it had worn steering balls, worn kingpins, steering box or bad wheels. The radiator shell didn't look nice. We asked for a floor jack to raise the car and check for loose wheels. It needed an oil change, and I assumed the brakes were bad. The clutch and throw-out bearing were also unknowns, not to mention the engine.

Without moving a lot of other cars and with no test drive, I figured a cost needed to put into this car, and Fred said NO. On the way home, he told me he didn't want to work on a car, just drive it. To myself, I wondered if that was possible.

After a few weeks of thinking of Fred's expectations, I recalled Scott Weipert and the green Coupe that he didn't feel comfortable driving since he had a fuse problem and had once left the car out in Downers Grove overnight. Fred called Scott and saw the car, drove it and made a deal to purchase it, along with a nice trunk. Fred got his dream "A". Some time later club members helped him replace the clutch and throw-out bearing, but that's the only problem

## SPOTLIGHT ON Reminiscences of Fred Kauper

*Some Thoughts About Our Model A Pal, Now Lost To The Ages...*

*Our Naper A's lunches at the Colonial Cafe were always a treat when Fred was there, which was every Wednesday. He loved to talk about Model A's and tease Ron Olsen! — Ray McMahon*

*Fred was always smiling, easy to talk to, and a lot of fun to be around. He had a positive outlook on life, and we will miss him a great deal. — Ken Jagodzinski*

*At one of the last Colonial Café Wednesday lunches that Fred attended, I noticed that Noel DeLessio was tutoring Ray McMahon on the wiring details of a Model A. Noel was using a nice laminated wiring diagram during his instructions, which had been used as a place mat at our previous Christmas dinner party. Fred leaned over and told me that he had an "extra" wiring diagram mat and promised to bring it for me at the next Wednesday luncheon. He kept his word, and gave me the wiring diagram mat at the next weekly meeting, which proved to be the last lunch he ever attended. It was not really an "extra" mat, but the only one he had. Fred know his days were growing short, and no doubt thought I would have more use for it than he would have. He had a generous soul. — Rick Burgermeister*

*We have never enjoyed a person who joined the Naper A's that just fit in so well with the Model A era and the friends he made so naturally in our club. — Stu Carstens*

*Always a smile, he brought joy to our group. — Alan Petrik*

*We met not long ago at Fred's home after one of the Wednesday lunches, and Fred was up-beat, even though struggling with his terrible illness. He was getting plenty of good support from his wonderful family. — Dan Manola*

*I always enjoyed talking with Fred at our Wednesday lunches at the Colonial Café. He had*

*so many interesting stories about his exploits and adventures. — Jim Burner*

*The first thing I always recall about Fred is his sens of humor. He always had a big smile and a good word for everyone, and loved to tease his pals. — Nick Mazzarella*

*I am still restoring my Model A, and Fred would always ask if I had it running yet, at every meeting. — Bill Johnson*

*Fred was a great and caring person. We will really miss him. — Steve Paul*

*Fred was a driver at heart. One Sunday morning in the Summer of 2015 I received a call from him asking if there were any Model A tours that day. I told him that I didn't know of any tours. He said that he wanted to go for a Model A drive and didn't have anyone to go with. I said I would go for a ride, could be ready in an hour, and offered to drive... but he said that he wanted to drive. Without finding any other members ready to go, we two headed west to the Fox River and then South to somewhere west of Illinois Route 71 and north of Ottawa. After driving over 50 miles, we stopped for lunch back in Yorkville, then proceeded home to Naperville. At the end of the trip, I asked Fred why he wanted to go on that particular day. He replied, "Because that's what I do, I'm a driver!" — Lindy Williams*

*One time at lunch I mentioned that day was my birthday. Fred got excited and said "also for him." He couldn't wait to get home and call my wife to check my birth certificate, before I got home, to see who was younger. Naturally he was younger by a few hours so he started calling me "old man", "dad", etc. and I started to call him "young man", "kid", etc.. It was all in good taste between us and I am so glad he had lots of humor. Good friend, will miss him greatly. — Ron Olsen*

experienced with Fred's green Coupe. Other opportunities to help club members with their car work found Fred pitching right in there working.

One time at a Wednesday lunch, I mentioned that the day was my birthday. Fred got all excited and said "Also for him!" He couldn't wait to get home and call my wife to check

my birth certificate, before I got home, to see who was younger.

Naturally, he was younger by a few hours . . . so he started calling me "old man", "dad", etc. and I started to call him "young man", "kid", etc.. It was all in good taste between us and I am so glad he had lots of humor. A good friend, will miss him greatly. . . .



**W**hile the weather forecast appeared poor, our day on the road actually saw a few bright sun spots mixed in with the dark clouds. The rain pretty well held off, other than for some light drizzle for a short part of the return drive. As to the drive itself, smooth roads combined with almost zero traffic made the trip a real pleasure. The country cookin' at the White Pines brunch was good and satisfying. All in all, we all really enjoyed a good day for the Naper A's who joined the trip. Steve reported that he clocked exactly 200 miles even for the trip.

*Travelers on the White Pines Tour this year included Alan & Dian Petrik; Steve Paul; Cheryl, Zack, Ryan & Gene Egert; and Jim and Robin Weaver.*

# White Pines Tour

Sunday, October 2, 2016

By Alan W. Petrik



*How to ford a Ford Dept.*



*How to gas up your Ford Dept.*



## 40 Horse Farm Swap Meet

On August 27th, Ken Ehrenhofer again hosted a regional swap meet to bring the Model A Community together and help support MAFFI. Attending for the Naper A's were (left to right): Lindy Williams and Steve Paul.

# Marengo Engine #2 Rides Again!



By Rick Burgermeister

I spotted this beautiful Marengo Fire Department 1929 Model AA fire truck at the Geneva Concours d' Elegance car show on Sunday, August 28, 2016 and thought it would make a nice feature story for the next issue of the "Four Banger." As I learned from display placards, it was restored by Ken and Ron Ehrenhofer of "40 Horse Farm" fame, two of the Model A hobby's premier Chicagoland restoration experts and members of both MAFCA and MARC.

The fire truck was built in early 1929 on a Ford AA chassis and shipped to Logansport, Indiana, where the Boyer Fire Apparatus Company fitted it with their body and firefighting equipment. The new fire truck was purchased by the Village of Marengo, Illinois, to assist its 1916 Jeffries fire truck. It was outfitted with a 250-gallon-per-minute pump. The older Jeffries had no pump and only transported firefighting equipment to a fire.

Marengo's Fire Chief had gone into the community on his successful fundraising mission to purchase the new truck, which stayed in service up to the 1960's. Another fire truck was purchased by the Department in 1948, also a Ford, to support the old '29.

In the late 1960's, the old AA was given to the local American Legion post, which repainted it in American Legion colors and used it for many years to provide rides to dignitaries and children in local town parades and festivals. But the truck finally fell into disrepair and its firefighting equipment had been reallocated to other trucks.

Then Joe Schutz found the truck stored in a Marengo barn and convinced the owner he would restore the truck to its former glory. It took Ken and Ron five years to perform an authentic and correct restoration, including locating an original fire truck in Michigan to duplicate the correct color schemes and period firefighting equipment down to the smallest detail. It still

has the original engine, which has never been rebuilt. Ken Schutz assisted with the woodworking, Rick Bendi applied the gold leaf and pinstriping, Ken Soderbeck did the water transfers and aluminum running boards, and the entire Ehrenhofer "barn crew" swung into action to help out with the project. The result was winning a MARC of Excellence Award for Restoration Workmanship and an AACA First Place Junior Award at Hershey. Ken well recalls the day back in 2006 when Joe first mentioned interest in the old truck, never foreseeing the years ahead of searching for parts and researching all the details for an authentic restoration. It proved to be the apex of over 54 years in the Model A hobby, first engaged when he was 16 years old. But he's far from done . . . as a full barn of current projects can attest!

## ENGINE #2 SPECIFICATIONS

**Chassis:** 1929 AA Ford

**Engine:** 40 HP

**L-Head, 4-Cylinder**

**Top Speed:** 45 MPH

**Brakes:** Four-Wheel

**Internal Expanding**

**Transmission:** Three-speed  
With Water Pump PTO

**Siren:** Hand Crank

**Spotlight:** For Night Work

**Bell:** Manual

**Pike Pole:** For Breaking &  
Opening Entries

**Ladders:** Roof & Extension

## Back In Service After 87 Years!

## WINTER STORAGE

By Jim Pepper

In an effort to keep old vehicles from biodegrading due to road salt, many members store their cars during Winter months. But improper storage can itself lead to premature mechanical failure and cause unnecessary problems come Spring. These 14 steps will allow you to store a car for winter and successfully return it to the street in spring. The process takes a few hours, but is time well spent.

1. Fill the gas tank (3/4 tank minimum). An empty tank can collect moisture and rust internally. Avoid storing the vehicle with oxygenated fuel in it if at all possible. It has a very short shelf life, (about 30 days), can attack the soft items, such as hoses and gaskets, and can corrode fuel system components.
2. Add a fuel stabilizer such as Sta-Bil to prevent oxidation of the gas and the formation of nasty gum and powder deposits in the fuel system. If you use E-10 fuel, make sure the product you use is made to treat ethanol-type fuels.
3. Change the oil. As an engine runs, unburned fuel, moisture, and by-products of combustion leak past the rings and contaminate the oil. As an engine sits, these contaminants react chemically with the engine bearings (ie. rod, main, and cam). This reaction etches the bearings and bearing journals, which destroys the bearing surfaces and increases running clearance. Storing with clean oil prevents this!
4. Lube the chassis. A lube job pushes out any moisture that might have worked into the various joints. This prevents rust from forming and causing wear.
5. Check for proper strength anti-freeze. Drain, flush, and refill if it is more than two years old. Proper strength anti-freeze prevents coolant from freezing. Draining, flushing, and refilling keeps acids from forming and the cooling system clean.
6. Start the engine and run it to regular operating temperature. This will circulate your fresh oil and introduce the fuel stabilizer into the carburetor and fuel system.
7. Remove the air cleaner and while the engine is at idle, spray fogging oil into the carburetor for about 30 seconds. Keep the engine running for a short time then let it die while still spraying. If it does not die on its own, shut it off. You can pull the plugs after shutting off the engine and spray more directly into the cylinders for added protection. Re-install the plugs if you do this. This step puts a coat of oil on all the internal engine surfaces (cylinders, pistons, valves, etc.) preventing rust formation.
8. Cover the carburetor mouth with a piece of plastic or a small plastic bag and reinstall the air cleaner. Stuff a rag in each tailpipe and cover with a small plastic bag and zip ties to seal them off. What this does is seal off the engine from both ends, thus preventing air exchange. to minimize moisture in the air from condensing on cold (very cold) engine and exhaust parts.
9. Remove the battery and clean and cover the cable clamps, clean the battery tray, and clean the battery

top and posts. A battery should be stored, fully charged, on a block of wood or it can be left in the vehicle on the tray. A fully charged battery will not freeze or be damaged by cold. Don't store a battery inside your house.

10. Jack up the vehicle and place it on four quality jack stands. Place the stands under the rear axle and under the front axle. This promotes air movement under the car to keep it dry. It also maintains the load on the suspension, which is important because it prevents rust from forming between spring leaves. Another option is to place the vehicle on vehicle dollies. That also keeps the load on the suspension.
11. Remove all four tires if the vehicle is on stands. Cover each drum with a plastic garbage bag. Tie it off behind the backing plate, sealing it well. Use Nox-rust, a chemically treated rust prevention paper or equivalent moisture absorber (desiccant packets)

can be added to the inside of the bag but it is not absolutely necessary. This prevents brake drums and components from getting rusty. You can cover the tire and wheel assembly with the tire on the vehicle if your bags are large enough.

12. Wash and wax the exterior, including polishing the chrome. Any chrome under the hood can be wiped with an oily rag or polished with chrome polish to prevent rust or corrosion.
13. Place dryer several sheets (such as the "Bounce" brand) throughout the interior, trunk, and under the hood. These deter rodents and smell better than mothballs. I also recommend using one **Fresh Cab Botanical Rodent Repellent** available at the local **Farm and Fleet** store in each vehicle.
14. Cover your vehicle with a breathable car cover and wait patiently for spring.

Many thanks to Jim Pepper, of the Studebaker Drivers Club, for sharing his thoughts on Winter Storage.

## OLD PHOTO ALBUM

A selection of fashion shots taken at Naper A's dress-up events over the years, featuring (clockwise, from left) Mike Bowen, Tom & Pam Eklund, Stu Carstens, Juyne DeLessio, Tom Roche (twice), and Noel DeLessio.





**DISCOVERED ON THE HEMMINGS WEBSITE:**

**1930 Ford Model A  
"Snow Flyer" Closed Cab  
Snowmobile—\$26,800**

*Location: Ashland, New Hampshire*

*Color: French Gray*

*Interior: Brown*

*VIN #: A1639354*

*This truck was put together in 2007. Frame off restoration with 100% rebuilt engine, transmission & rear-end, paint & interior. The snowmobile conversion is by the manufacturer Snow Flyer Corp. This is a great running car and will do over 50 MPH on the ice and over 35 MPH on snow. It car is a lot of fun to use. It has been used multiple days a year since it was put together. The skis and front wheels can be on at the same time or not. The snowmobile drives the best with just the skis on however. This car has won many trophies for Best of Show and authenticity. Three-speed manual trans, engine build by Mike Worchester Motor Works, Dublin, NH. Aluminum pistons, high torque cam shaft, 12-volt electrical system - new battery 3-2015, 6 blade fan, 4.11 rear, heater with control door, has vacuum wipers, electric fuel shutoff, sealed beam headlights, upper plate points, Air Maze, all tires & tubes show no wear. All fluids changed annually, Tracks are in excellent condition, Skis show very little wear. All Snowmobile components painted the correct colors. All exterior black is powder-coated. Only reason for selling is I have numerous antique cars and snowmobiles and need to start downsizing a little. N.H. Title, Serious inquiries only please, between 8:00 AM and 8:00 PM EST, Thank You.*

**THIS VEHICLE COULD COME IN REAL HANDY NEXT MONTH!**



**THE PREZ SAYS...**

**G**reetings Everyone! Hopefully, Halloween spider webs didn't accumulate in your cars, since we've enjoyed an unusually long driving season, with nice Fall days enabling a few more quick rides and perhaps attendance at a couple more events.

**N**evertheless, real Winter is moving in now, and much colder temps . . . So, just a quick reminder, when done driving, do not forget to check your antifreeze level . . . or drain the radiator and block. While you're at it, why not change the oil? Seal up the carburetor throat and exhaust pipe, scatter a few Bounce dryer sheets around the interior and wiring (to ward off mouse visitors), and you'll be ready to tuck the "A" away for hibernation. They work, and smell better than mothballs, too.

**T**hen you can work up a Winter project list of both mechanical and aesthetic improvements to make your car the best it can be for the new driving season, come Spring. And don't forget to post a Christmas list on the refrigerator as for all to see, hint, hint.

**T**he club's final tour to White Pines State Park turned out to provide great weather, good food, and camaraderie for our members. Myself and Cheryl and our two future members, Zack and Ryan Egert, Allen and Diane Petrik, Steve Paul, and Jim and Robin Weaver all enjoyed a nice Fall ride with no car trouble.

**S**o next year we need to step up with some new ideas for tour destinations, both short and long trips. Also, I would much appreciate your coming up with some Tech Session ideas. How about getting together for some House Calls to work on cars where members have heated garages? Would anyone like to host a way station if we organized a Garage Tour for February?

**I**t has been a great year overall, although we will very much miss Fred Kauper's genial presence, his witty commentaries, and the gentle sense of humor we enjoyed when he and Kathy joined our road tours. Thanks for the memories, Fred.

**You Are Most Cordially Invited To The Naper A's Christmas Dinner!**

**Sunday, December 11, 2016**  
**Bohemian Crystal Restaurant**  
**639 Blackhawk Drive**  
**Westmont, Illinois**  
**Refreshments & Reception / 4:00 PM**  
**Family-Style Dinner / 5:00 PM**  
**Membership Meeting / 7:00 PM**  
**Just \$20.00 Per Person**

