



UTAH VALLEY

- Model A Club -

October 2014

IN THIS EDITION:
MANIFOLD COOKING
The Week We Made a TV Commercial
Model A History Pt 12

TECH TIP:
STARTER
MAINTENANCE

IMAD/FALL
COLOR TOUR/
MANIFOLD
COOKING



Daniel & Fernando Salazara

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The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and top aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the sue of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Club of America (MAFCA).

2014 Club Officers

CLUB OFFICERS

President	Clyde Munson
Vice President	Joe Fazzio
Secretary/Historian	Syd Crockett
Treasurer	Vern Cope

APPOINTED POSITIONS

Web Page	Nicholas Mack
Social Media	Daniel Salazar
Photographer	Greg Mack
Activities	Howard Eckstein
Awards	Kelly Barker
Newsletter	Robert Mack

Message from the Board

Not everyone can write as well as Clyde, so don't expect an exposé. These are just a few thoughts that come to mind.

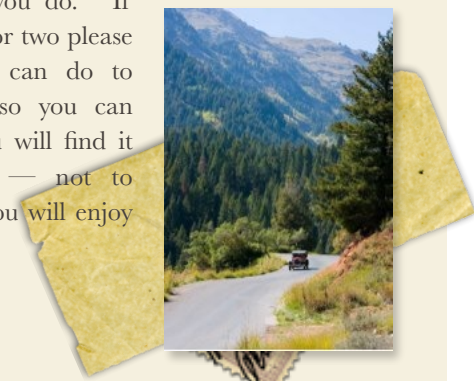
I've driven up American Fork Canyon many, many times, but the experience was different this time. The trees changing colors were nice, the narrow winding road was fun to drive, the coolness of the canyon was refreshing, but still, it was different from other times I've made the same trip.

The reason it was different was because of the company I was with. Driving up the canyon with seven other eighty-year-old cars was a thrill. And I wasn't the only one who thought that. At the entrance station, visitor center and then again at the reservoir, we were swamped with people asking questions, taking pictures and enjoying the cars. Our excursion made their day in the canyon special too. I admit I'm a car buff and enjoy all types of cars, but V8's are a "dime a dozen." Most car clubs boast about V8 engines and high horses. Yet there is something special about the sound of old, original four cylinder engines trundling up the canyon at a pace that allows the passengers the opportunity to enjoy the scenery.

The other company I enjoyed being with were the members of the club. I've said this time and time again, that the people make this club what it is. Enjoying the cars, food and each other's company makes the time we spend making the club work worth it.

Thank you for all you do. If you've missed an outing or two please try and see what you can do to arrange your schedule so you can participate. I think you will find it well worth your time — not to mention the memories you will enjoy for a long, long time.

Robert Mack





September's Monthly Meeting

Attendance:

Kelly Barker, Diane and Brim Brimley, Reid Carlson, Vern Cope, Syd and Tim Crockett, Jim Haire, Tony Jacobs, Greg, Nicholas and Robert Mack, Dick and Aniece McCullouch, Clyde Munson, Will Redd, Danny and Fernando Salazar, Bill and Colette Thompson.

Treasurer's Report:

The only bills remaining are to Clyde for the IMAD patches and to Robert for the meat and utensils/cups/plates etc. for club use.

Guests:

Danny invited Steve and Bryson Reinshaw. They brought their beefed-up 1931 Slant Window. They are contemplating whether or not to join. It will probably depend on if Steve can drive slow enough.

Old Business:

- Because temperatures are dropping and time is dwindling, it has been decided to postpone the service project until next year when we can devote more time to organizing a memorable event.
- The club participated in the Pleasant Grove Promenade on August 28th. Diane and Brim Brimley, Robert and Greg Mack, and Gemma and Howard Eckstein all participated. We found a potential member and didn't know it. Steve and his 31 was also at the same show. Diane and Brim also won a trophy at the show.

New Business:

- It was decided by the group that e-mail is still the best way to contact each other about club business and/or activities.
- We've got another trophy winner. In fact they won two trophies. As mentioned last month, the Sanpete County fair was held recently and Colette and Bill won two trophies. One was a 1st place trophy in the unfinished class and the other was the Mayor's trophy (Ephraim). Congratulations Thompsons!
- Greg and Robert had a stocker on their tail as they traveled to the meeting in September; unbeknownst to them. A woman stopped as they pulled into Larry H Miller and asked if we would be able to help them out at a nearby rehabilitation center. On Saturday they had planned a car show and only three cars committed to coming. She wanted to know if we would be able to help. Because of the tight schedule on Saturday, it was determined that we wouldn't be able to help.

Photographer — Angela Eckstein





2014 Calendar of Events

October

- 8th-11th Hershey Swap Meeting; the grand daddy of them all! Hershey, Pennsylvania
- 16th — Monthly meeting, Larry H Miller, 7:00 p.m.
- 25th — Electrical wiring work seminar, McCullouch's
- 25th — Cedar Breaks Model A Club hosts Vintage Auto Display,



November

- 20th — Monthly meeting, Larry H Miller, 7:00 p.m. Election of officers.
- 27th — Thanksgiving

December

- 7th — Annual Christmas Dinner & Awards
- 3rd-7th, — 2014 National Awards Banquet will be held in Little Rock, Arkansas hosted by the 50th Anniversary Model A Club

2015 Calendar of Events

June

- 7-12th -- 2015 MAFCA National Tour: Lobsters and Lighthouses of Maine, Kennebunkport, Maine
- 23-28th -- Northwest Regional Meet, Walla Walla Washington

2016 Calendar of Events

June

- 19th-24th — **National Convention**, Loveland, Colorado, Hosts: Model A Ford Club of Colorado. Start saving money now so we can all attend.

The Wisdom of Henry Ford



“Quality means doing it right when no one is looking.”



Let's Celebrate



Bart Reed — October 12th
 Tony Jacobs — October 22nd
 Bob Anderson — October 26th

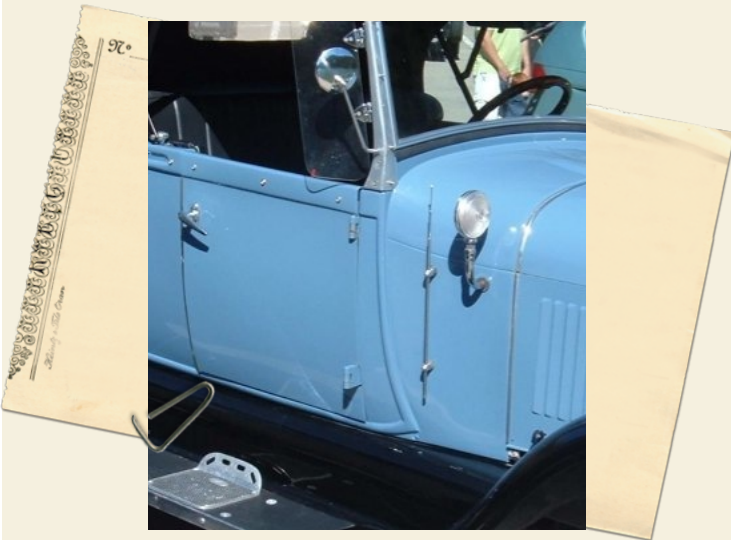


Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

This may be a tricky one unless you know what to look for. Let's just say they've got some modern conveniences that would sure come in handy on a long trip.



Did you figure it out? Dale Bench's Tudor finally arrived from back east. By the way, Dale can use a little help with the engine if you want to volunteer.



Out & About



Just when we thought the car show season is over we have another WINNER! Bill and Colette Thompson entered their coupe in the Sanpete County Fair car show. Because it rained most of the day, Bill didn't take the car down until later, but still won. In fact they won TWICE! The first award was for the restoration with the most promise, the second award was presented by the mayor of Ephraim.

Howard and Vern spent a day working on Howard's car.

Clyde and Greg spent a Wednesday taking the body off the chassis. It only took two to get it ready and six to get it off!

Joe is spending a lot of time at Stonehenge with Maxine. She has had a rough go of it for about two months now. Her blood pressure will drop to extremely low levels at sporadic intervals. The low blood pressure causes her to become disoriented and even lucid at times. We wish Joe and Maxine the "best" during this difficult time. Our prayers are with them. We tried to drop by. The plan was to drop by on Saturday morning on International Model A Day before we headed up the canyon, but Joe had a conflict and we were able to visit.

International Model A Day

As we pulled onto the road in our Model A, heading to the rendezvous point, I had a long forgotten song come to mind. Of course I couldn't tell Greg or Nicholas, they don't know the song, but if you are as old as me, you will probably recognize it:

*Oh what a beautiful morning,
Oh what a beautiful day,
I've got a wonderful feeling,
Model A's going my way.*

I really enjoy the Model A outings, I have to say even more than the meetings. A person can't find better people to associate with than the UVMAC members.

We thought we were going to have thirteen vehicles but still ended up with a respectable eight. That is about half of all running cars in the club. Those enjoying the outing were: Tim Redd, Gemma and Howard Eckstein and his son and daughter-in-law, Syd and Tim Crocket, Elaine and Reid Carlson, Diane and Karl Furr, Greg, Nicholas and Robert Mack, and Vern and Charles Cope. Brimleys were our hosts. Diane and family waited for us at the picnic site and Brim acted as tour guide.

We left Harts and headed to the canyon around 10:30 a.m. I was looking forward to trying a bit of manifold cooking. I'd heard about it from the Ford Barn, MAFCA and MARC, but I'd never tried it. The closest thing to manifold cooking I tried was tin-foil dinners so this was going to be a culinary adventure. Once we reached the American Fork Canyon entrance station we pulled over to stuff our engine ovens. Even though we pulled off to the side so that we wouldn't cause a traffic jam, we caused quite a commotion with both the visitors and the rangers!



Meeting at Harts



On the Road



Loading the Manifolds



At the entrance station





We didn't make things any better when we stopped at the Timpanogos Cave Visitor Center. We stopped to turn our lunches over, but people from the parking lot and visitor center came over to look at the cars and see what we were doing.

Brim continued to lead the way until we made it to Mile Rock where we all corralled our cars, unloaded them and piled the picnic table high with food! We all enjoyed our manifold gourmet cooking, salads, sodas and last but not least, smores! These weren't just any smores, Diane brought marshmallows the size of apples (okay, that might be a bit of an exaggeration, but not by much). Even Greg couldn't get his mouth wrapped around one.

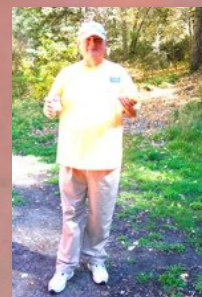
If the food wasn't good enough, the camaraderie we had with each other couldn't have been better.

Once we were all filled to capacity, we climbed back in the cars (although we fit much more snugly than before) and headed up to Tibble Fork Reservoir.

It was only a short drive to the reservoir. From there we continued up to the location we photographed the cars last year. Only this time we found the parking lot full. We were unable to take the photo as planned. It was a disappointment, but we found another place that would work. Angela Eckstein took some great pictures of all the cars.

After the photo session we all made it down the canyon on our own. For those of you who missed it, you missed a great time! There were plenty of Model A's to ride in, lots of food went home because there weren't enough people to eat it. And we all enjoyed each other's company.

Thanks to Brimleys, Howard and all who attended, it was a successful trip. We accomplished the goal of International Model A Day. We hit the streets and made our presence known. People in town and in the canyon all took the time to look at the cars and enjoy a quick trip 80 years into the past.



We know how to party!





UTAH VALLEY

- Model A Club -

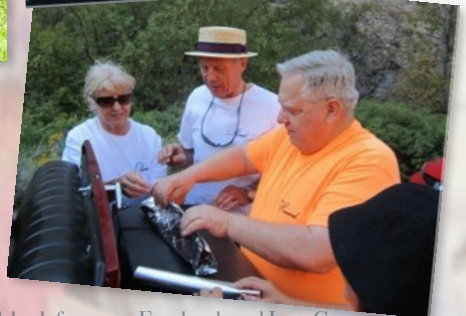




UTAH VALLEY

THE MOTORMETER

- Model A Club -



*Photographers:
Greg Mack, Syd Crockett, Howard
Eckstein, Angela Eckstein and
Robert Mack*



History of the Model A — Part 12

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

A lot of articles about differences in Model A Fords from 1928 through 1931 have long explanations about what those changes are, but leave out simple to understand pictures. This is the second in the series will delve into some of the changes Henry Ford made to the cars and the dates of these changes (when known).

Continuing with the differences between the 1928-31 cars sold by Ford dealers, we move on to those parts generally located in the middle of the car. Basically, the Ford-made car bodies came in three styles: the 1928- 29 cars and the 1930-31 cars with flat windshields and the late 1931 Slant Windshield cars. The 1928-29 car bodies made by Briggs or Murray looked similar to the 1930-31 Ford cars at first glance. They installed the 1928-29 gas tank beneath a one piece cowl and top cover section.

Steering Wheels:

All of the 1928 cars originally had red steering wheels, which would eventually rub of onto your hands. These gave way to black wheels in 1929. The 1928 roadsters, roadster pickups, and phaetons lacked outside door handles whereas the 1929 roadsters and phaetons were so equipped. The steering wheels mounted to a bracket attached to the bottom of the gas tanks on the 1928-29 and on the 1930 and early 31 models.

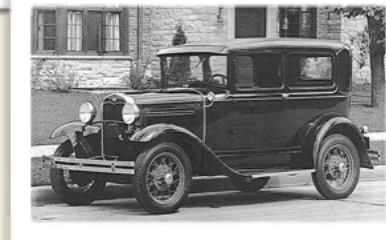
This bracket was changed for the late 31 cars to a bracket that attached beneath the dash panel. This change was due to gas leaks caused by drivers using the steering wheel to pull themselves into the front driver's seat.

Dash Panels:

From the beginning of production, the instrument panel in the vehicle was diamond shaped with a smooth face, an oval speedometer, and a light protruding from the center. Starting around June 1930, a new design was used, shaped more like an oval, with horizontal ribs, and a round speedometer. The dash light was moved above the panel, just under the dash rail.



1928-1929



1930-1931



1928



1929



1930-31



1928-
early 1931



late 1931



1928-Early 30
Dash with
smooth face



Late 1930-31 Dash for
for Round speedometer
with ribbed face



History of the Model A — Part 12

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

Cowl sections:

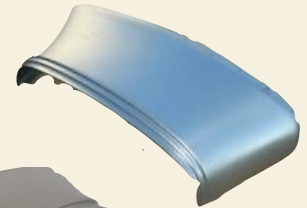
There are three basic cowl sections. The 1928-29 Ford-made bodies had a cowl section that attached to what is known as a coupe pillar piece at the back, to the bottom half of the firewall at the front, and to the gas tank at the top. The 1928-29 car bodies made by Briggs or Murray installed the gas tank beneath a one piece cowl and top cover section, and to the three piece firewall. All of the 1930-31 cars had cowl pieces that were flat along their sides, attached to the one-piece firewall in the front and to the gas tank at the top. See firewall photo for cowl piece for 1928-29 (Briggs & Murray built Fordor & Cabriolet bodies).

Firewall shapes:

There are four basic firewall shapes found on Model A Fords. The 1928-29 Ford-built cars had a single, short firewall section. The 1928-29 Briggs and Murray-built cars had a three-piece firewall. For 1930 to early 31 cars, all of the cars used a single piece basically flat firewall. In May 1931, the area where the gasoline line came through the firewall (passenger side) was indented so that the gasoline shut-off switch could be mounted in the engine compartment instead of inside the car. The sediment bowl was redesigned so that it could be mounted to the side of a specially designed Zenith carburetor.

(The next article will continue to the back of the car and to the splash aprons.)

1928-1929



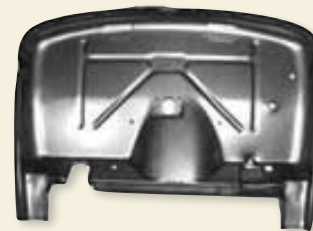
1930-1931



1928-29
Ford-built Short
Firewall



1928-29
Three Piece
Murray/Briggs
Firewall



1930 and early 31
Firewall - One piece

Indented portion
for sediment bowl



Late 31 Indented
Firewall



Starter Maintenance

By Lynn Sondena

Courtesy of the Beaver Chapter of the Model A Ford Club of American

Model A starters do not require a lot of maintenance, but at least once a year the contacts should be cleaned and lubricated with dielectric grease. Figure 1. shows the starter contact button (A-11102) and the starter switch contact with its button (A-11450). The two contact buttons are made from copper and have a tendency to pit and corrode.

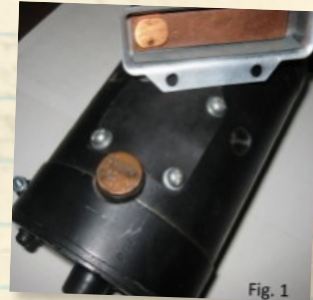


Fig. 1

Disconnect the battery; then disconnect the battery cable to the starter switch and any other wires that connect to the starter switch. Remove the starter switch and you are now ready to clean. If the starter button is pitted, file it smooth using a single cut mill bastard file (Fig.2). This picture also shows emery paper, Scotch-Brite and dielectric grease. Use either emery paper or Scotch-Brite to clean the copper surfaces so they are bright (Fig.3).



Fig. 2

The next step is to coat the copper surfaces with dielectric grease (Fig.4). This grease promotes electrical contact and helps to eliminate corrosion. The last step is to clean and coat the copper terminal and nut on the starter switch (Fig.5) and reassemble everything.



Fig. 3

Note if your Model A uses a fiber gasket (A-11450) between the starter housing and starter switch check its condition for wear. These were correct for 1928 to early 1930 Model A's, but they can be used on all years. It is a good idea to use them because they help prevent shorts.

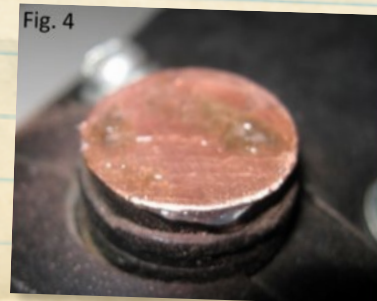


Fig. 4



The Week We Made a Television Commercial

BY HOWARD ECKSTEIN

In 1974, I was driving home in my '31 Standard Coupe when a girl flagged me down and asked me to pull over. She was scouting for an old car to be used in a commercial for the Milk Advisory Board.

The storyline was about a guy restoring an old car while his wife periodically came out to the garage with a glass of milk for refreshment.

I told her that I had the same car, a 1931 Deluxe Coupe, in pieces in my garage just a mile from where she had pulled me over. She followed me home to check it out.

My garage wasn't swank enough as a location for the filming, so the studio sent a truck to load up my second car and transport it to a house in the high-rent district of Toluca Lake. I was hired as a technical consultant and was with my car and helped the grips in their work of preparing it for the various scenes that would be shot.

I got to experience film making on a very visceral level, and was involved in eating whatever I ordered at the catering truck, moving stuff around when asked, and generally having too much fun while being paid \$30 a day for each car and \$40 a day as a technical consultant for a period of three days.

One scene was allowed 4 seconds which involved the actor mounting the wheel on the front brake drum. Every time he made the attempt, the drum

would turn making him go overtime on each take. The director asked me how to stop the drum from turning. I found a piece of wire, wrapped it in the brake clevis and tied it back to the frame, thus applying the brake and solving the problem.

On another scene, the actor was daintily screwing in a spark plug with his index finger and thumb. I told the director that real men don't put in spark plugs like that. He asked me to educate the actor whereupon I showed him how manly men do it. The actor seemed chagrined while the director was visibly amused.





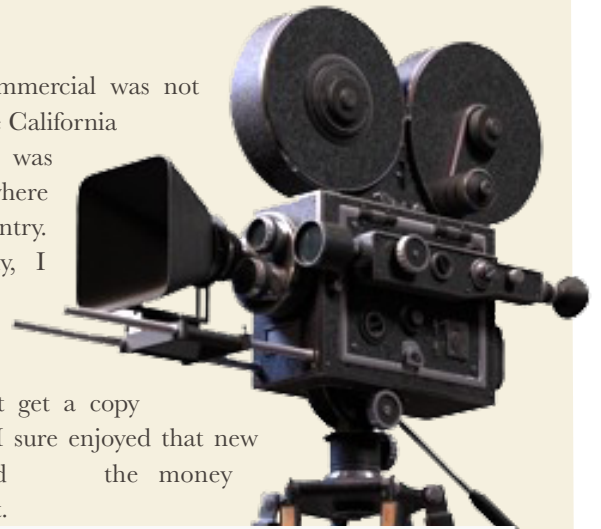
The Week We Made a Television Commercial

CONTINUED

On the last day of shooting, I was told to bring my "Hero Car". The director hadn't seen it before and when I arrived, he took one look at it and declared it needed paint. The key grip grabbed me and we jumped into his truck and raced to an automotive paint supply store where he handed me a fan book and told me to pick out my colors. He then rented an air compressor and returned to the house where the filming was going on.

Three grips immediately began sanding and prepping my car for paint. They were pros and really did a great job. By the afternoon, it was

The commercial was not made for the California market, but was shown elsewhere in the country. Consequently, I never saw t h a t commercial and couldn't get a copy of it. But I sure enjoyed that new paint job and the money in my pocket.



finished in tan and brown with yellow wheels and black fenders, and ready in time for shooting the final scene that consisted of the actor opening the door for his wife to get in. They painted my car for a 7 second scene.





Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

Crowds See Market History Made; Phones, Cables Swamped

OCTOBER 25th, 1928 — the Republican party nominated Herbert Hoover for the presidency. In this speech, which closed his successful presidential campaign, Hoover, a self-made millionaire, expressed his view that the American system was based on "rugged individualism" and "self-reliance." Government, which had assumed unprecedented economic powers during World War I, should, in his view, shrink back to its prewar size and avoid intervening with business.



OCTOBER 25th, 1929 — The Teapot Dome scandal comes to a close when Albert B. Fall, the former Secretary of the Interior, is convicted of accepting a \$100,000 bribe for leasing the Elk Hills naval oil reserve. He is sentenced to one year in jail and a \$100,000 fine.



OCTOBER 20th, 1930 — Adventures of Sherlock Holmes, premiered on NBC radio. Arthur Conan Doyle's legendary literary sleuth, Sherlock Holmes, saw the last of his adventures published in 1927 and three years later, Holmes and his biographer, Dr. John Watson, started broadcasting on October 20, 1930 over NBC's Red network for George Washington Coffee.



OCTOBER 4th, 1931 — October 4, 1931 - Cartoonist Chester Gould's debut appearance of the Dick Tracy comic strip. Originally printed in the Detroit Mirror; it was distributed by the Chicago Tribune New York News Syndicate. Gould wrote and drew the strip until 1977.





Model A Era Ads



In 1902, Peter E. Kroehler bought the Naperville Lounge Co., a maker of wooden lounge chairs and upholstered furniture. Kroehler built a new factory in Naperville in 1913 after the original facility was destroyed by a tornado. Soon thereafter, he renamed the company Kroehler Manufacturing Co.. By the middle of the 1940s, with over \$20 million in annual sales, Kroehler was the second-largest furniture maker in the United States. It has essentially disappeared after being bought-out several times.



Ladies, even a miser can't resist a sale like this. Top quality shoes for many different occasions for more than 50% off! These shoes, regularly priced from \$10 to \$17 are \$5.00 or less.



This fruit crate label (right) was used on Jerry Brand Produce. A brand that dates back to the late 20's. It was actually packed and shipped by T.O. Tomasello Co. whose main office was in Watsonville, California. The crate labels were a frequent means of marketing fruit and vegetable packer brands at the turn of the century.



The Ladies Fashion Journal

JUST WHERE DO YOU START



After figuring out what year is right for “you,” you might want to return to the MAFCA Fashion Guidelines and immerse yourself in absorbing the nuances of your chosen year. This isn’t a quick perusal, but an in-depth study of the pictures and descriptions in an effort to engrain the details into your mental file.

In addition to pouring over the illustrations in the Fashion Guidelines, you’ll also want to access the link to Era Fashion Articles on the MAFCA website. This is a treasure trove of information, literally at your fingertips with the click of a mouse. You’ll find current articles written by Era Fashion Committee members past and present, as well as a link to archived articles, which is where I stumbled across another great article entitled *Training Your Eyes* written by Gail Doemland. In her article, she stresses the importance of training your eye so that when you go out shopping you will be able to recognize Model A Era style clothing. Not only does her article identify the basic characteristics of the main garment, but she discusses the basics of what to look for in outer garments, undergarments, hats, gloves, handbags, and jewelry. One big point she does make is that you need to decide if you are looking to have something fun to wear on tours, club events, or banquets, or whether you intend to enter fashion judging.

Now that you know what to look for, it is time to tackle where to find the perfect outfit. Regardless of whether you are just looking for fun fashions or are planning on entering fashion judging, your first stop should be your local club. Let others know what you are looking for—someone may have something just sitting on the closet shelf that they don’t need or use anymore.

If your goal is to create that era image, many people have had great luck shopping at discount stores such as Ross, Marshalls, or TJ Maxx for their main garment. Even thrift stores can often reveal hidden treasures for era image clothing if you are willing to spend time going through the racks. Many of the eighties-style dresses have an era look to them if you remove the shoulder pads and add a bow, scarf, or belt.

Looking for original garments? Be sure to attend your local MAFCA Regional meet. Oftentimes, they will have fashion boutiques available where MAFCA members can buy, sell, or trade fashion items they no longer need or fit into, and will often be very reasonably priced. You might also keep an eye open for Vintage Fashion Shows or Swap Meets in your area. Just be prepared to pay top dollar at these shows, and study up so you know what to look for. Another source to consider is an online website and that offers vintage clothing and accessories such as E-Bay or Etsy. Just remember that it is a buyer beware environment, and you are buying without getting a good close up look of the item.



The Ladies Fashion Journal

JUST WHERE DO YOU START



Finally, if you are a seamstress or know someone who is, another option for obtaining both fun to wear garments and for entering fashion judging is to make a reproduction garment. MAFCA has patterns available for purchase, many of which have been reviewed for authenticity and period correctness by past and present members of the Era Fashion Committee. Under the leadership of Helen Christensen and her team of dedicated helpers from the Santa Clara Valley Chapter of MAFCA, close to three hundred original patterns for men, women and children were digitized and made ready for printing. The pattern catalog can be viewed online at the MAFCA website or a hard copy may be purchased at the MAFCA Store. Follow the link under Fashions on the MAFCA website entitled “Pattern Project” for the history on the project and for more information and an order form. You will also find tips on working with era patterns, which is a must read if you decide to make your own because original era patterns are sized differently than modern ones and assume a certain level of sewing expertise in that *detailed* step-by-step instructions are often non-existent. Nevertheless, by making your own garment you can have a main garment that is easy to care for and perfect for car tours and outings, or depending on the fabric you choose, can be that perfect “reproduction” garment for fashion judging.

Many MAFCA fashion experts have differing views on whether to look for the main garment or the accessories and shoes first. There is no right answer, except that if you see something that works for you, go for it! This holds

especially true for original era shoes due to that fact that many of the shoes found in wearable condition are in small sizes. Lucky for you if you wear a size 4 or 5! For “era look” shoes, a number of friends have had good luck at the dance wear clothing stores stating that they have found shoes there that have the right look and are very comfortable. Again, refer to the *Fashion Guidelines* so you know what to look for.

Perhaps the most fun to find and acquire are the accessories to go with your main garment. Antique stores and fairs are a fabulous source if you have the time and inclination to wander through by-gone eras for accessories such as jewelry, watches, gloves, flasks, and other novelty items, including furs which are a must for daytime outer garments.

Learning the ins and outs of Era Fashions is a daunting journey, especially if you are new to the hobby. However, you are not left adrift trying to recreate what most of us can only relive through pictures and catalogs. Undoubtedly, you have a wealth of knowledge available just from within your local club. Furthermore, MAFCA’s Era Fashion Committee has published multiple sources to peruse: the new *2010 Fashion Guidelines* and *A Book of*



Fashion Facts 1928-1931, both of which are available through the MAFCA Store, links to fashion articles on MAFCA’s website, as well as past *Restorer* articles (if you can pry the magazine from your spouse’s hands). Remember, everyone in this hobby was at one time right where you are today. Model A enthusiasts are known across the country for sharing their knowledge—just ask!



Tony Jacobs has a number of Model A parts for sale. If you are looking for something contact him. He may have just what you want. His phone number is: (801) 796-0396

Robert Barney, of the Cedar Breaks Model A Club, is looking for a set of spindles and hubs for a Model A front axle, if anyone has these items please contact Robert at 435-559-6843.

Cliff Godfrey is looking for a 1930-1931 Coupe. If you know of one for sale please call him at: (385) 210-5373 cell.

Parting Thoughts

This club is your club! We want to make it worth your time to come to the meetings and activities. Up to this point the Board has tried to find activities that would benefit the majority of the members. But we need your help. We need your ideas. What type of activities would you like to see? What topics would benefit you at meetings?

What can we all do to make this club beneficial to all? One or two individuals can't do it alone. We need your help. Please help us come up with ideas that would be enjoyable to all. We don't want the club to become stagnant and boring.

Please contact any member of the board with your ideas.

Robert Mack



Model A Ford Club of America Membership

To join you can call: (562)-697-7212; mail your payment to the address below or join online at: https://mafca.com/cart/index.php?mafca_new_member=yes.

Portions of MAFCA President's August Message: Well, it is MAFCA election time again and by now you should have received your ballots. This year there are seven people running for five positions. The bio's for all are published in the September/October edition of The Restorer and are also published here on the MAFCA website. Be aware the return deadline for getting your ballots back to MAFCA headquarters is October 15. The return date requirement was inadvertently left off the ballot.

Along with your ballots, you should have received your 2015 MAFCA Membership material. Please get your renewal in early. December and January are busy times for the MAFCA office and getting renewals in early helps relieve some of that. If you have any questions, please do not hesitate to email me at president@mafca.com. My home phone number is (661) 393-2795 and my cell phone is (661) 303-1114.

Dan Foulk



Amanda Eckstein
Photographer



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