



UTAH VALLEY

- Model A Club -



December 2014

IN THIS EDITION:
FRONT END WHEEL ALIGNMENT!
T'was the Night Before Christmas
Model A History pt 13

CHRISTMAS
LIGHT
TOUR

CHRISTMAS
LIGHTS
ON MY A



Artist Unknown

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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 to 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 use 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 President Clyde Munson

We are nearing the end of another year and I am nearing the end of my time as president. I must admit part of me will miss it, the wiser part is quite happy to have someone else take the reins. I have really enjoyed presiding over the meetings and I have also enjoyed pouring out bits of eloquence in these newsletter messages although I am not sure Robert enjoyed waiting for them. As Geoffrey Chaucer said "all good things must come to an end" and so it does.

I want to express my thanks to everyone in our club for their support, I will now eagerly await the upcoming year and the new experiences we will have. I want to wish everyone a happy and safe Christmas as well as a prosperous and peaceful New Year. As for this, my last message, it feels somewhat like the lyrics to a Pink Floyd song "the time is gone, the song is over, thought I'd something more to say"

President Clyde Munson





2014 Calendar of Events

December

- 4th — Annual Christmas Dinner & Awards. Golden Corral in Orem at 7:00 p.m.
- 5th — Christmas Light Tour 7:45 p.m. meet at the Shopko Sonic parking lot.
- 3rd-7th — 2014 National Awards Banquet will be held in Little Rock, Arkansas hosted by the 50th Anniversary Model A Club
- No regular monthly meeting at Larry H Miller

2015 Calendar of Events

January

- 15th — Monthly Meeting, Larry H. Miller, 7:00 p.m. New officers conduct.
- 24-25 - Turlock California, 49th Annual Swap Meet

February

- 19th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

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

- June 19th - 24th, **National Convention**, Loveland, Colorado, Hosts: Model A Ford Club of Colorado. Let's get as many club members going as possible.

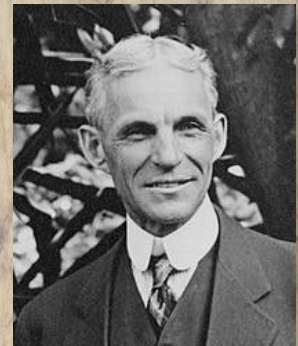
2017 Calendar of Events

September

- September 10-17, 2017 MAFCA National Tour Pacific Northwest Tour Olympia, Washington.

The Wisdom of Henry

Life is a series of experiences, each one of which makes us bigger, even though sometimes it is hard to realize this. For the world was built to develop character, and we must learn that the setbacks and grieves which we endure help us in our marching onward.



Let's Celebrate



- Dale Bench — December 5th
- Clyde Munson — December 8th
- Diane Brimley — December 9th
- Kelly Barker — December 18th
- Colette Thompson — December 22nd





November's Monthly Meeting

Attendance:

Bob Anderson, Lloyd and Kelly Barker, Olga and Richard Burr, Elaine and Reid Carlson, Vern Cope, Gemma and Howard Eckstein, Wendell Gadd, Cliff Godfrey, Greg, Nicholas and Robert Mack, Clyde Munson, Fernando (Danny) Salazar, Bill and Colette Thompson, Bob and Janell Todd, and Richard Tucker.

Guests:

Wendell introduced John Sparks from Springville. John owns a 1931 5 window coupe. We hope he will join us on a long-term basis.

"New" Members:

Bob and Janell Todd have settled down enough after returning from their mission in Madagascar to be able to come to November's meeting. It was really good to have them back and at the meeting.

Old Business:

Vern was again one of the stars of the meeting. He brought the new jackets that were ordered last month. If you haven't ordered one yet, you can do so still. Call Vern at (801) 377-04567. Jackets come in a variety of colors and cost \$45.00 each.

New Business/Up-Coming Activities

FOOD! Our Annual Christmas Dinner and Awards will be held on Thursday, December 4th at 7-9 p.m. Come and join us! We will EAT, announce next year's officers, present awards and reflect on the fun we had in 2014.

Model A Times Subscription

The club voted to subscribe to *Model A Times*, a quarterly publication that is the equivalent of *Consumer*

Reports for Model A's. The table of contents will be printed in the *Motometer* each time it comes out.

December Drive

Those wanting to prove they've still got it are touring to Salem Ponds and Spanish Fork's Festival of Lights. We will meet at the Spanish Fork Shopko parking lot at 7:45. See page 7 for more details.

Howard presented some of the ideas that were discussed at the board meeting. Some of which included a joint activity with the "Red Hat Society," a trip to the veteran's home in



Spanish Fork, and adding a new award, *The Golden Wrench Award* which was voted upon and unanimously approved the club members present.

Bill is the latest recipient of the *Bent Rod Award* through confession. He volunteered the fact that while he was driving, his clutch activator rod broke. Its fixed now, but none-the-less, it earned him the coveted award that he prominently displayed when family arrived for Thanksgiving dinner.





Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

There are no mysteries here, you can see both the owner, his dad and the truck. Who's truck is this?



Not only is this interior gorgeous, but it was all done by hand. The craftsmanship was done by Howard and Gemma Eckstein.



Out & About



We usually talk about our cars breaking down. This month we find that its the members that are falling apart faster than their cars. For example:

Vern is going in for a knee replacement on December 4th. After surgery he will be recuperating at Stonehenge in Orem. Tony was in the hospital after a nasty round with a cold. He is home now. Maxine has been moved home and hospice is coming in to care for her. Joe's long hours of stress are catching up to him. Elaine had several screws removed from her leg from a previous surgery.

Richard Tucker brought several goodies to the meeting that he purchased from the Model A Ford Club of America. He was impressed enough with the web site that he joined MAFCA. Look them up, they are well worth the \$40.00 membership.



Reid and Elaine enjoyed the National Convention so much last year they are thinking about going to the Missouri Regional meeting next summer and have invited anyone else who would like to attend to join them. (It's only 100 miles farther than Seattle was last year.

REMEMBER!

We'll all be out and about eating at Golden Coral on:

Dec 4th
7 p.m.





T'WAS THE NIGHT BEFORE CHRISTMAS

Poem, The Reeds — Photo, The Roseberrys



T'was the night before Christmas and out in the garage, there wasn't a trace of a Chevy or Dodge.

The presents were wrapped and the lights were all lit, so I figured I'd mess with the A for a bit.

I popped the hooks and lifted the hood, when a deep voice behind me said "Looks pretty good."

Well, as you can imagine, I turned mighty quick, and there, by the workbench, stood good ol' Saint Nick!

We stood there a bit, not to sure what to say, then he said "Don't suppose that you'd trade for my sleigh?"

I said "No way, Santa" and started to grin, "But if you have the time we can go for a spin!"

His round little mouth, all tied up like a bow, Turned into a smile and he said "Hey! Let's go!!!"

So as not to disturb all the neighbors' retreat, we pushed the "A" quietly into the street,

Then, taking our places to drift down the hill, I turned on the key and let the clutch spill.

The sound that erupted took Santa by surprise, but he liked it a lot, from the look in his eyes.

With the tires singing and headlights aglow, We headed out to where old cars go.

Santa's grin widened, approaching his ears, With every shift up as I went through the gears.

Then he yelled "Can't recall when I've felt so alive!" So I backed off the gas and said "You wanna drive?"

Ol' Santa was stunned when I gave him the keys, When he walked past the headlights he shook at the knees!

The 4 banger exploded with that Model A sound, as Santa let out the clutch and the tires bit the ground!

He double clutched into second, and again into third! I sat there just watching, at loss for a word,

Then I heard him exclaim as we cruised out of sight,

"Merry Christmas to all.....and to all a Model A good night!!!"



Christmas Light Tour

Don't feel the Christmas Spirit yet? We've got a way to fix that! Come join us for our first Christmas light tour.

On December 5th we are going to meet at 7:45 p.m. in Spanish Fork at the Sonic/Shopko parking lot and visit the lights at Salem Ponds as well as drive through the Festival of Lights in Spanish Fork. Afterwards we'll stop at Kneaders for some fresh baked Christmas treats and hot cocoa. Dress warmly and bring a blanket to wrap up in while traveling in your A's. The Macks are going to do it in their Phaeton so no one else has an excuse (well, it might be a bit of a challenge for the Furrs too).

To add to the fun, you may want to decorate your Model A. Howard brought battery operated lights to the board meeting that he purchased at Walmart. They are a 12 foot string that operate on three AA batteries for \$6.98.



If you don't want to bring your "A" come in your modern car. The whole point is to get rid of that "Bah Humbug" feeling. There's no better way than to enjoy the warmth of Christmas lights, friendship, food and hot chocolate.



Festival of Lights - Spanish Fork

Salem Ponds Christmas Lighting





Christmas Lights On My "A"

BY DANIEL HAHN

I thought I would share my tip for how I have recycled old Christmas lights. I usually put a Christmas wreath on the spare tire on the back of the car sometime in December each year. I wired up a set of old lights to work on 6 volts, and put a switch under the dash. People have stopped me to take a picture, and I get nice comments, so I try to do this every year.

I have a 6 volt positive ground system, but this will work for a 12 volt system with a couple of changes (for 12 volts, use 5 or 6 lights in each series, with 5 being a little brighter. These lights use a little over 2 volts each, so to make the series work on MY car I wired 3 lights in a series, then did that again, and again, hooking each 3-light series together until I had what I wanted for the total. The 2 volts is not exact, but it's easier to understand by saying 2 volts x 3 lights makes 6 volts total.

These lights don't care if they get AC or DC current — they light up the same as as the voltage total is about 6 how I do this.

A string of Christmas lights normally has 3 wires, one with all the sockets connected and two other wires. Start by cutting off both ends, and removing the two wires that don't have the sockets. Now, on the string of sockets, pick one end and put a small piece of masking tape on that end, then make that end a positive (+).

Count off the 1st, 2nd, and 3rd lights (for a 6 volt system), and splice in a piece of wire between the 3rd and

4th bulb socket, and mark that wire as negative (-). I use the wires I removed from the original light string.

Count the 4th, 5th, and 6th lights and splice in another piece of wire between the 6th and 7th socket, mark this one positive (+).

Count the next three lights and splice in another negative (-) wire. Continue this 3-light process until you have as many lights as you want on the string. Remember, between every 3-light series you have to add a wire, and these wires alternate as positive (+) and negative (-).

Next connect all the positive wires together which will go to ground, and all the negative wires together which will go to the power. I like using a soldering iron and either black tape or heat shrink tubing to copper bare wires. When this is finished the string of can be wrapped around

the Christmas wreath, which I attach to the spare tire on the back of my car.

To connect power to the lights I use a 16-gage extension cord. From the light, the long cord goes under the car with a couple tie wraps, then up to the side kick panel on the driver's side. This hooks up to a single pole toggle switch. Power comes from the terminal box to the toggle switch, with an inline fuse between the terminal box and the switch for safety.



long
volts. Here is

lights
the Christmas

wreath, which I attach



History of the Model A — Part 14

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S



Why Steel Wire Wheels

Why did Henry Ford switch from wooden spoke wheels used for many years on Model T Fords to wire wheels on the Model A Ford? And, why switch to welded wire wheels and not to spoke wire wheels like those found on motorcycles and pedal bikes which are screwed into the rim?

First some history. The first widely used welded wire wheels appeared on the transition 1927 Model T Ford cars. This basic design was carried over to the new Model A Fords of the 1928-31 cars and pickups. The 1928-29 cars used 21" rims, while the 1930-31 cars went to the 19" rims with wider tires. The 1932 and later cars used 17" then were changed to 16" rims, with the tire treads getting wider and wider. Wider tires give the car better steering, are more stable and give a smoother ride.

So why welded spoke wheels? If you look at a picture of the stress/pressure the axle applies to the wheel the answer is very simple:

1. For the wooden spoke wheels the pressure from the axle is applied to where the wooden spoke is touching the rim at the bottom.

2. For the motorcycle/bike-type spoke wheels the stress from the axle is applied to where the spoke is connected, screwed into the rim at the top of the rim.

3. For the welded spoke wheels the pressure from the axle is applied to the bottom of the rim and stress from the axle is applied to the top of the rim equally. This lessens the overall stress on the rim from the axle.





Basics of Front End Wheel Alignment as Used in the Model A

by Howard Eckstein

Editor's Note: This article is a result of the brief presentation Howard gave at our October only meeting. What you see here is the finished product. Howard kept the Editor in the loop when he submitted his article to Jim Spawn the Editor of The Restorer Magazine (MAFCA). Howard, Jim and Alex Janke all worked hard to make this an authoritative piece on Model A front end wheel alignment. This article will appear in the next issue of The Restorer. You can receive this and other issues by joining The Model A Club of America. Their information in on page 19.

The engineers who worked out the mechanism for the steering of automobiles had to take several things into consideration.

Stability at High Speed

Cars are faster than animal-drawn wagons which had a rigid front axle that pivoted at the center. At high speeds, such a method of steering, which changes the center of balance, would invite collapse. By making the front wheels pivot independently, the weight of a motorcar could still be borne on its four corners, thus providing stability.

Tire Life

Slow animal-drawn conveyances had wheels tired with a band of iron. There was no concern about wear & tear. Iron tires are great for going over unpaved terrain. Today, rubber tires filled with air are better for high speeds because they absorb imperfections in the pavement and provide needed traction to keep the car stable. Modern tires are exposed to many dynamics that cause front tire wear. Proper engineering reduces that wear.

Self-Tracking

If drivers had to continually adjust steering to keep the car going straight down the road, they would be exhausted after a short trip. A car must be able to keep going straight without effort required of the driver; especially at high speeds.

Recover From a Turn

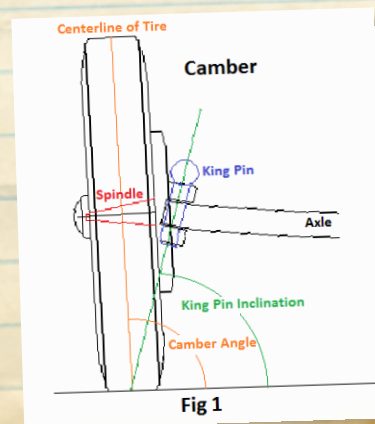
A car should return to straight after a turn without the need for the driver to unwind the wheel back to center.

How Did They Do It?

Geometry! The subject we all choked on in school. We'll take a simple look at the angles and arcs used for the front axle and when we're done, you'll have a higher regard for those old engineers.

Camber

The wheel turns left or right on the axis of the King Pin. To make turning easier, the centerlines of the King Pin and the tire meet at a point where the tire touches the road. This minimizes scrubbing of the rubber on the pavement. King Pin Inclination and Camber Angle are shown on Fig 1.





Basics of Front End Wheel Alignment

Camber

Because the King Pin is not perpendicular with the ground, the end of the spindle travels through a downward arc as the wheel is turned from left to right, thus lifting the car a little as shown in Fig 2. This is why turning the wheel takes a little effort; you're actually raising the car! When you let go of the wheel, the weight of the car forces the spindle to its center position, thus recovering from a turn.

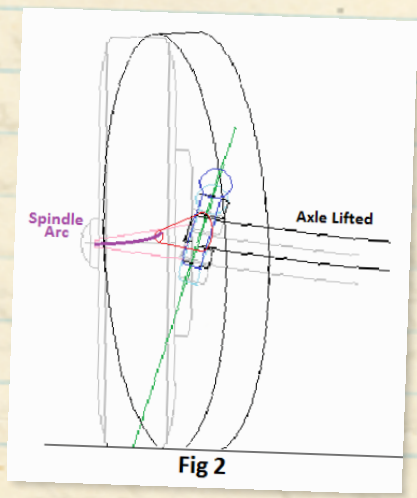


Fig 2

Another effect of Camber is a propensity of the wheels to roll away from each other. Because of Camber Angle, the wheels are the big ends of invisible cones. A cone always rolls in a circle. Because both wheels roll away from each other, the car can't favor one over the other, so it goes straight. See Fig 3.

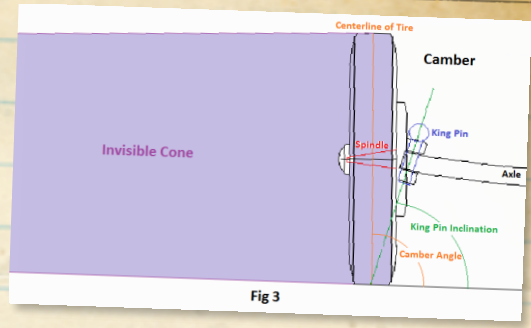


Fig 3

Toe In

In North America, the steering box is on the left side of the car. Thus we steer the left front wheel and the right wheel is tied to it with the Tie Rod. There is always a little play in the spring-loaded joints of the Tie Rod. To compensate for this play, the front tires are a little pigeon-toed when observed from the top. As the tendency of the wheels is to roll away from each other, they can only move away so far until this play is taken up as the car rolls forward. This helps with the reduction in tire wear by correcting the wheels' natural tendency to roll away from the center of travel which would otherwise cause scrubbing.

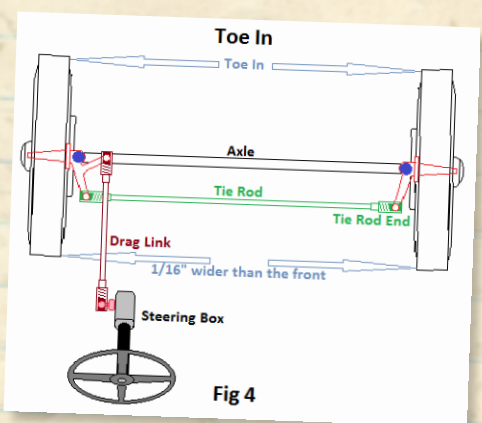


Fig 4

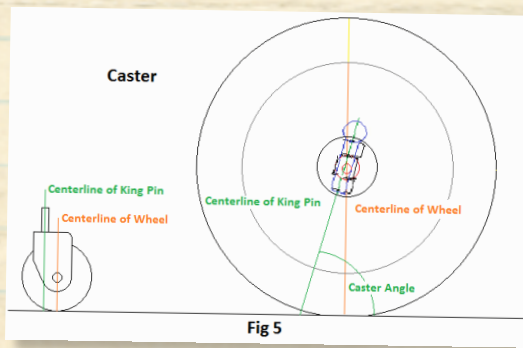


Basics of Front End Wheel Alignment

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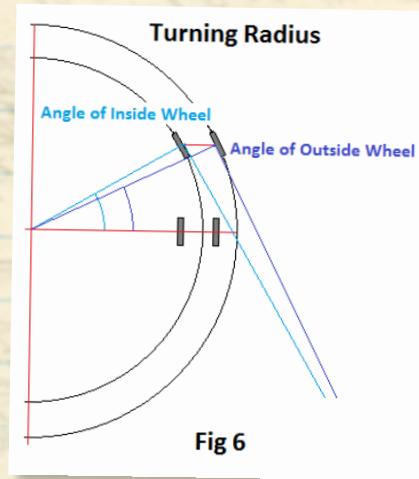
Caster

To help make front wheels follow in a straight line, the King Pin is tilted with the top a little to the back of the car. This places the pivoting center of the King Pin ahead of the center of the tire where it touches the road. This angle is called Caster. The same principle is used for a shopping cart caster as shown in Fig 5.

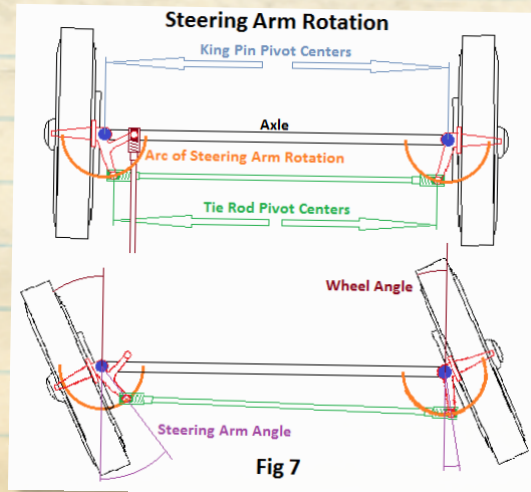


Turning Radius

The Model A has a minimum Turning Radius of 17 feet. The distance between wheel centers of the front is 4 feet 8 inches. That means the inside wheel has to turn on a minimum radius of 12 feet 4 inches. Somehow the inside wheel has to turn sharper than the outside, whether turning left or right. Moreover, the requirement for the degree of difference of the angles between the wheels changes depending on how big of a curve the driver steers the car! Look at Fig 6.



You'll notice in Fig 7 that the distance between centers of the King Pins is greater than the distance between the Tie Rod pivot centers. The Tie Rod is too short to turn both wheels the same distance. This is where Geometry and Trigonometry go on a picnic and drink champagne together.



Basics of Front End Wheel Alignment

Adjustments

The only steering adjustment available to the Model A owner is Toe In. Camber and Caster are built into the axle forging. If your car is designed for 21 or 19 inch tires depending on the year and you use a different size, expect extra tire wear and more effort required for steering.

How to Measure Toe In

Get a 48 inch adjustable spring loaded curtain rod and hang 8 links of a chain used for swag lamps on each end.



Place the rod in the front between the tires. It doesn't matter where on the tires you place the rod as long as both chains just touch the ground. The spring in the rod will hold it in the same position when you roll the car forward. Make a mark on the sliding rod with a Sharpie where the edge of the main rod ends.



Get help to roll the car forward until the ends of the chains just touch the ground. Mark the rod again with the Sharpie.



Take the curtain rod out from between the tires and measure between the marks. The back should be 1/16 inch wider than the front. Use alcohol to clean the ink marks so the rod can be used again.

How to Adjust Toe In

Remove the cotter keys from the castellated nuts on each Tie Rod End so you can loosen them. Use a pipe wrench to rotate the Tie Rod to adjust the distance between ends. Measure and adjust until you get it right.

In Conclusion

The engineers who used slide rules, T-squares, compasses, pencils and good old math made a car that has stood the test of time that we enjoy now. The alignment angles shown in this report are used on new cars today. The methods for using them may have become more sophisticated, but the principles are unchanging. Hats off to those old boys.





How I Came to Own a 1930 Model A Sedan

BY HOWARD ECKSTEIN

In 1969, during my first year at Junior college, I became acquainted with more guys who were into old cars. Most of them had something other than a Model A, but we got along just fine. We even started an antique car club on campus.

One of the members of the club was a cute little blonde named Roberta who must have been someone Tom knew since he was well known to have a wide circle of girlfriends. Roberta didn't have a car, but she

On one occasion, I passed a used car lot that had a 1930 four door sedan parked in the back.

The car was complete, had rip-and-tear upholstery and needed bodywork and paint, but I was told it was a running car. The guy wanted \$400 for it. I thought this would be the perfect car for Roberta.

That night, I drove over to Roberta's house and told her and her dad in glowing terms everything about the car;



always came to our activities with a cheerful disposition and a smile which endeared her enough to us that we felt we should help her find an old car of her own.

I worked for my dad in Hollywood, and was always about town in my Model A making deliveries.

be over there all the time to help her restore it, how much fun she would have with it, etc., etc. I couldn't finish my pitch before her dad blurted out "Absolutely not!"

I was taken aback by his intransigence, disappointed at the lost prospect of spending more



time at Roberta's house, and the idea that a good deal would just slip by like that. Even Roberta couldn't persuade the old man. In a rush of temerity, I exclaimed that if he wouldn't let her have it, I'd buy it myself!

I went back the next day to make a deal. When I arrived, something didn't look right. I was sickened to find that the car had been wrecked. The night before, a drunk had crossed the yellow line, bounced up onto the lot, careened across the property, tee-boned the Model A and skidded it sideways across an empty parking spot and bounced it off a pickup truck. Both the left and right sides of the sedan were mangled.

Driven by blind pride after my audacious retort to Roberta's dad, I heard myself offer the guy \$150 for it.

He told me to wait for the insurance settlement before I could pick it up.

I came back later with my dad to drive the car home. It had a tower-type distributor cap, but no coil wire. I took one of the spark plug wires to use for the coil and got it running on three cylinders. Then we yanked the bent-up fenders off the rear wheels and tied the two left-side doors shut with a rope. With these preparations made, I drove it home on only 30 horsepower over the Cahuenga Pass with my heart in my throat and a big grin on my face.

That night, I took it over to Roberta's house to show her dad what he missed out on. For some reason he didn't seem all that impressed.



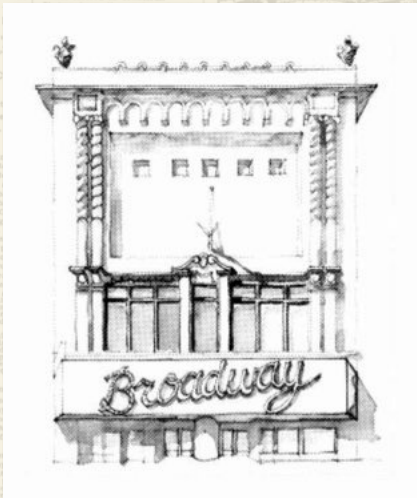
Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

DECEMBER 13th, 1928 — The clip-on tie may have been invented by a mysterious inventor in the 1920's. But the first patent for the clip-on tie was filed by Joseph W. Less of the One-In-Hand Tie Company of Clinton, Iowa for "Pre-tied neckties."



DECEMBER 8th, 1930 — Broadway Theater opens at 1681 Broadway, New York City. On November 18, 1928 the first Mickey Mouse cartoon released to the public, *Steamboat Willie*, debuted at the Colony. The legitimate theater opened in 1930 with *The New Yorkers* by Cole Porter



DECEMBER 21st, 1929 — The first group insurance plan was offered in Dallas Texas. A group of teachers contracted with Baylor Hospital for room, board, and medical services in exchange for a monthly fee. The "Baylor Plan" of 1929 was developed by hospital administrators to help teachers afford hospital care. It was the first prepaid hospital insurance plan in the United States.



DECEMBER 18th, 1931 — Jack "Legs" Diamond became a leading figure in organized crime during the Prohibition era. He established liquor-smuggling enterprises in New York City and upstate New York, where he lived for a time after shooting and killing men in his Hotsy Totsy club. At age 35, he was found murdered in 1931 at his home in Albany, New York, after being acquitted of torture.





Model A Era Ads



The Ford Truck saves valuable minutes



Last month we showed a Chevy ad so this month we have an ad put out by Ford capturing the excitement of the Christmas Season and highlighting at AA truck.



We can probably all remember the Coca-Cola ads of Santa enjoying a Coke during the holidays. The ads were everywhere, in magazines, newspapers, and on the television.



Started in 1885 as the The United Clock Company, it was plagued by bankruptcies and reorganizations, yet they are still in business today after a number of transitions. They are best known for their "Big Ben Alarm Clock" shown here.



Santa out and about in 1930 in his mobile Santa's workshop. It was a thrill for children to see him pull into the rural areas of Minnesota.



The Ladies Fashion Journal

THE PRINCESS SILHOUETTE IS IMPORTANT FOR WINTER



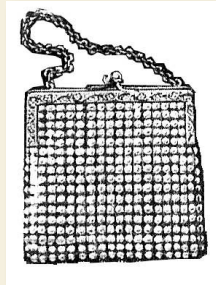
For all the ladies, including myself, who do not find the 1928 dresses, with wide girdles around the hips or belted around the hipline, flattering to their figure, *Delineator*, October 1928 featured the princess silhouette evening gown. The dress was a Butterick pattern #2257.

It outlines the figure and flares outward at the hem; it has the deep U décolletage in front and a deeper V in back and features a huge bow at the side. The hem in back flows to ankle length. This silhouette is very new and extremely smart.

The model shows spike heel pumps and a long single strand necklace; although you can't see them she would be wearing matching earrings. To complete the outfit, above the elbow evening gloves, evening bag and wrap would be appropriate.



16 to 22 button silk gloves with 3 gores. The button count is not about how many buttons it has but how long the gloves are.



Evening bag of white or black silk moiré with high grade imitation diamonds. *Sears S/S 1928*



This evening wrap, Butterick pattern #2210 also featured in *Delineator*, October 1928, was made of metal cloth and featured a blue fox mushroom collar and cuffs. If the wrap were made of ivory velvet, sable would have been tremendously smart.



Classified Ads

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

Once more I would like to wish everyone "A" merry Christmas. You really can't have "A" merry Christmas without an "A". So while you are buying gifts remember your "A" and buy it something as well.

Clyde Munson



Model A Ford Club of America
Established 1957
"The Largest Car Club in the World Dedicated to One Type of Automobile"

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.

"Your chapter will soon be receiving the annual chapter renewal form. It is important that this form be filled out to verify the club's intention to remain a MAFCA chapter. Being a MAFCA chapter has many benefits, not the least of which is the insurance that MAFCA provides. MAFCA provides Directors and Officers (D&O)

Insurance and General Liability Insurance for all of its chapters. Again this year, we are invoicing all chapters for \$75 along with their renewal. MAFCA still picks up over half of the cost, but if we can get all chapters to contribute, we can continue to provide coverage. The coverage provided by MAFCA is a real bargain for the price and allows chapters to have coverage they might otherwise not be able to afford."



“And Now A Word From Our



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