



# UTAH VALLEY

## - Model A Club -

April 2014

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Model A History Pt 6  
Filming - Behind the Scenes

MEMBER  
SPOTLIGHT

BOB  
ANDERSON



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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 our President

Every year there is one particular day, it is a special day, and in fact it should be a holiday. This day is quite random it occurs on a different day each year, sometimes in a different month. For me this day has brought a little joy but for most of my life it has been tough. Last year this day was terrible I was depressed and frustrated but this year I am hoping for something better. The day I am referring to is what I call "tip out day". It is generally in the spring, the sun will be up and the temperature will be just perfect to hop in my Model A, roll down the windows, tip out the windshield and go for a ride.

After a long winter, there really is something special about tipping the windshield out and feeling the cool air blow in, hit the back of the dash and then be directed right down to your feet. If you have an open car you miss out on this but you have "top down day" so it all evens out. Tip out day is generally the first day that the weather is right for such a ride but not always, it is in reality more of a feeling than anything that can be described scientifically, but when you feel it you know.

Tip out day, most of the time, has been a struggle for me. When I was in high school I got to enjoy tip out day the way it should be spent, taking a ride in "Henry" my Model A. As I got older I missed several tip out days. When I was in college my car was in Ely at my parents' house and I was in Cedar City. When Jenn and I got married we lived in Elko and later we moved to Orem but still my Model A was in Ely. A couple years ago Jenn and I bought a house with a shop that I could keep Henry in.

(continued, pg 18)



# March Club Meeting

## FUN, FRIENDS AND “MODEL A JEOPARDY”!



Yes, we jeopardized our reputation by having our monthly club meeting on one of the Utah Valley caucus meeting nights and we'll probably pay for it later, but I'm sure we had a lot more fun!

### Attendance:

Margaret, Kelly Barker, Richard Burr, Syd Crockett, Joe Fazio, Karl Furr, Clyde Munson, Richard Tucker, as well as the Macks.

### Guests:

Mel Meads and Harley Johnson came down from the Salty A's to invite us up to their meetings. Mel is from Tooele and has six Model A's and Harley, from West Jordan, has two Model A's. They invited us to come up to some of their meetings and enjoy some fun with them.

Mel would like to have an activity in someplace in the center of the state (such as Richfield) where all Utah clubs would meet together, talk Model A's, have a picnic and take a local tour.

### Minutes:

Syd was prepared! She had typed up the minutes and passed them out to everyone present to read. The minutes were approved and Syd passed around the historian/secretary's book. She has done an exceptional job at collecting club information and organizing it!

### Treasurer's Report:

Vern wasn't present, but Clyde said that additional dues of \$45 were collected, but the club owes Howard for pizzas during filming and Robert for insurance.

### Correspondence:

MAFCA sent a letter that Clyde read concerning the Youth Restoration Scholarship. They are asking for donations for the scholarship and asking clubs to bring this scholarship to the attention of youth within the clubs. This is a great opportunity for Daniel.

### New Business:

- Karl and Joe went to John McGrath's home in Mapleton to look at his car. It is in bad shape. They invited him to join us.
- Bob and Syd are looking at the possibility of having the club members who want to, drive in front of the missionaries at the Provo 4th of July parade.

- If we bring our Model A's to the Antique Power Show we can get in free. (See June's calendar)
- The T, A, and B Reunion and hill climb will be on June 20th.

### Activity:

We played “Model A Jeopardy.” Some of the categories were very easy, but others were a little tougher. Clyde behaved himself, but we had a heckler in the group none the less.



The team of Clyde, Richard Tucker, and Karl won. They were in second place coming into the



Final Jeopardy Round. They wagered all but \$1 to go for the win. Unfortunately none of the teams got the answer right but that meant their team won by \$1.00.



# Member Spotlight

**BOB ANDERSON**

I, Robert “Bob” Anderson was born on an October morning in 1926 in a small apartment at 500 North and 150 West in Provo. My parents were BYU students. I don't remember living in Provo because Dad graduated and we loaded up the 1925 Model T and moved to Rexburg, Idaho where he became an Industrial Arts teacher at Madison High School. In 1930 we again loaded the Model T including Mom's new Maytag wringer washing machine and moved back to Fairview, Utah to the house where my Dad had been born (and later, my three brothers). It was the Great Depression and Dad became a Utah State Child Welfare caseworker. This required an all-weather car so he bought a used 1929 Model A. Now we were part of a Model A family. My Grandpa had a 1928 Model A and three of my uncles had Model A's. A highlight of my early life was the caravan of five Model A's from Fairview to the North Rim of Grand Canyon where the Utah branch of the Bushman family had a reunion with the Arizona branch.



1930 Maytag Model  
A Wringer Washer

In my early teens my Dad had a twenty acre farm south of Fairview but no horses or tractor to work it with. He bought an old damaged Model A and had the blacksmith remove the body and shorten the drive shaft to 12". We rescued a Ford four speed truck transmission from a WWII scrap metal drive and now we had a tractor that would pull a plow or a trailer. We called it our “Jeep”. I could drive it on the highway at age 13 because it was considered to be a tractor. When I was 14 I hooked up the trailer that had two tandem Model T rear axles and drove it up Fairview Canyon, which at that time was a gravel road, to a sawmill near Huntington to bring a load of lumber back to build a shed on our farm.

During my senior year of high school, 1944, I enlisted in the Army Air Corps. After I graduated I served in the reserves until I was eighteen in October, during which time I took flying lessons and helped the Ford Dealer keep the town's cars running. No new cars were being produced from 1942-45 except for the military. While I was in Basic Training, the War ended in Europe. I had passed the tests for flight training but while I was waiting I was sent to Aircraft Mechanic School during which time the War ended in the Pacific. Upon graduating from school we were each allowed to sit in the Pilot's or Flight Engineer's seat of the





# Member Spotlight

BOB ANDERSON — CONTINUED

of the school's B-29 and start up and check all four engines. A few more horsepower than a Model A.

I married my Dream Girl, Carol Christensen of Moroni, Utah in March of 1948. She passed away March 17, 2007, after 59 years of being my best friend and seeing a lot of the world together, mostly the Pacific and North America. We have four children, one son and three daughters, 22 grandchildren plus 15 spouses, and 32 great-grandchildren.

We moved to Orem in 1956 after working as a Ford mechanic in the Ford-Mercury dealership in Mt. Pleasant. I went to work at the Ford and later at the Lincoln-Mercury dealerships in Provo to put myself through BYU in Business Management and Accounting.

I worked at Bonham Corporation, where we made TOTE GOTES, from 1960 to 1972. During the last eight years there, I was General Manager and Corporate Controller of the Provo operation and Accountant for two subsidiaries that made athletic equipment in Pomona, CA and Keyser, W.VA. I also designed and updated designs on the TOTE GOTE and several small industrial vehicles.

In 1973 I personally built my own home and in 1980 I built a home for my son. I worked as

production manager and accountant for Community Press-Promised Land Publications-Eagle Marketing until 1992 when I retired and my wife and I went on an LDS mission to Wisconsin.

Retirement years have included service at the MTC, sky diving, aerobatics in an old Stearman biplane with the Red Baron Pizza Flight Team, riding in sailplanes, helicopters and hot air balloons and a few other things on my Bucket List. (not too many things left.) I am grateful to the members of the Utah Valley Model A Club members for allowing me to join in their activities.

Although I do not currently have a Model A I have driven a few and worked on more than a few. I built my Replica 1929 Mercedes in 1989 and it has been in several Salt Lake, Provo, and other parades. If you check the belt on the hood, you will see the Ford oval on the buckle. Every good Mercedes should have a Ford engine. This one is a 1979 Pinto as is all of the mechanical parts of the car. I must thank my cousin, Lloyd Barker and his



son, Kelly. For getting me involved with the club and look forward to future club activities.





# Mail Airway Beacons

JULY 8TH, 2010 TOOELE TRANSCRIPT BULLETIN

The story begins in the early days of powered flight, when open-cockpit airplanes were equipped with only a compass and an altimeter, and pilots used railroad maps as navigational charts. Seeking to speed up delivery service, the U.S. Postal Department introduced the U.S. Air Mail system in 1918. This new class of delivery service had a definite cool factor, but it was wildly inefficient—mostly due to the fact that flight was restricted to daylight hours.

That changed after an experimental flight in 1921, when pilot Jack Knight completed a night flight from Chicago to North Platte, Nebraska, guided by bonfires lit along the way by Postal Department employees and helpful farmers. Beginning in 1923, and completed in 1929, a system of tower-mounted

light beacons was installed along the Transcontinental Air Mail Route, which connected New York and San Francisco via airfields that included Salt Lake City.

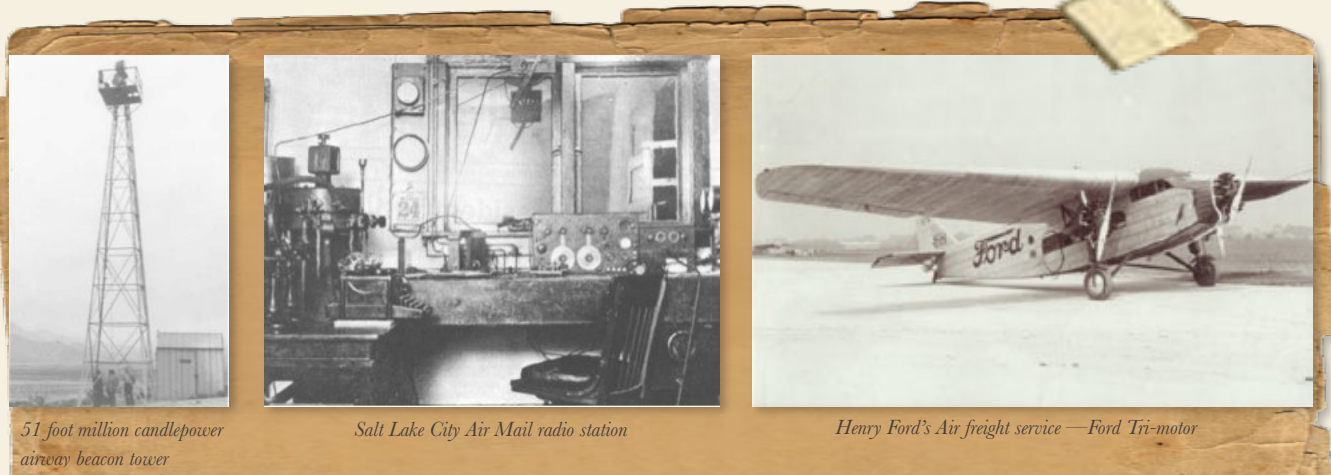


Airway beacons were placed at 10 mile intervals and featured rotating million candlepower lights.

The 51 foot tall towers were placed at 10 mile intervals and each was topped by a 1 million candlepower rotating lamp that was visible within a 40 mile radius. The first towers contained acetylene-gas

powered lights which were fed by fuel stored in a shed at the base. Two additional color-coded course lights pointed up and down the airway and flashed a Morse code letter that identified the beacon. Airports used green beacons, and airways used red beacons. "Ford beacons" (named after Ford Car headlights) were also used, placing four separate lights at different angles.

To enhance daytime navigation, most beacon towers were built atop large concrete arrows 50 to 70 feet long, which pointed in the direction of the next arrow/beacon. The cement arrow was painted a bright yellow.



*51 foot million candlepower airway beacon tower*

*Salt Lake City Air Mail radio station*

*Henry Ford's Air freight service —Ford Tri-motor*



### THE MOTOMETER



This arrow/beacon system grew exponentially when the Air Mail Act of 1925 required that Air Mail service be contracted out to various commercial airlines. Because of this act, Henry Ford opened a private air freight service between Detroit and Chicago and became the first airline to transport U.S. Mail.



Contract Air Mail (CAM) routes were established along the Transcontinental backbone. Salt Lake City became a major terminal field along five CAM routes, with 11 beacons housed in Tooele County alone.



*Restored beacon tower and maintenance/gas shed. Located at the Grants-Milian Historic Aviation museum.*

One of the more interesting beacons is beacon 61A just off I-80 near the Great Salt Lake. This is unusual because it has two tails — a designation that two routes are merging. It marked the junction of two CAM routes to Salt Lake City from San Diego and San



Francisco.

The airmail beacon program would continue to operate full-scale until 1933; various beacons would continue to operate in limited capacities into the 1940s. The last airway beacon was officially shut down in 1973.

Thus ended an era of aviation history.

The beacon pads and arrows can still be seen across the US showing a phantom path to yesteryear.





# Behind the Scenes of *The Used Car*

PHOTOGRAPHER — GREG MACK







# Behind the Scenes of *The Used Car Lot*

CONTINUED — PHOTOGRAPHER — ROBERT MACK





# History of the Model A — Part 6

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

The twenty millionth Ford, a black slant-windshield Town Sedan, came out on April 14th of 1931. An article about the twenty millionth Ford was released and a parade in New York City celebrated the event.

Ford lost about \$53 million in 1931 due to the continuing Great Depression. In October he dropped the \$7 per day wage instituted in 1930 back to \$6 per day to cut his losses.

For the general car buyer in 1931, the Ford models were:

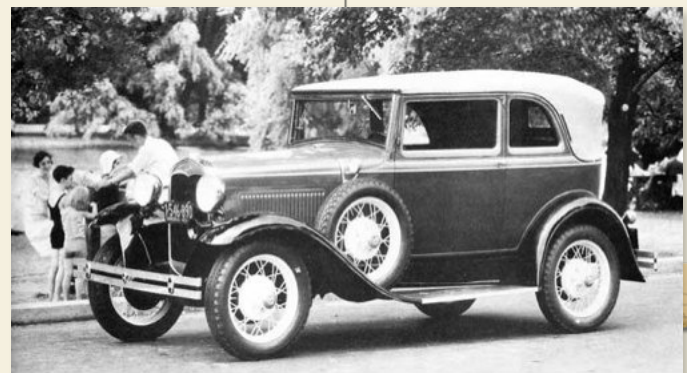
- Phaeton (Standard & Deluxe), Roadster (Standard & Deluxe),
- Coupes (Standard, Deluxe & Sport),
- Tudor, Fordor (Standard & Deluxe),
- Town Sedan,
- Cabriolet, the
- Murray built Station Wagon and the
- Victoria Coupe.

Prices for 1931 cars ranged from \$430 to \$640.

Two new body styles were available in 1931. The Town Sedan had a new design with a slant windshield and no external sun visor, but with interior adjustable visors.

The Convertible Sedan (400-A) had a drop down top, rear side windows that were considered to look like a quarter circle, and a slanted windshield with no exterior sun visor. The Convertible Sedan gave the comfort of the closed car in bad weather, but also the feel of an open car on good days.

(continued next month)



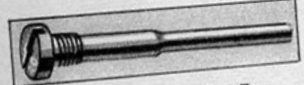


FIG. 424—Main Jet

This is the long jet. It is connected with the fuel chamber. Its effect is most noticeable at high speeds.



FIG. 425—Compensator

The fuel in the bowl flows through this jet into the compensating well. The jet is most effective at low speeds.

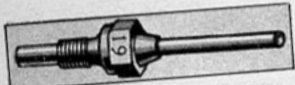


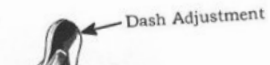
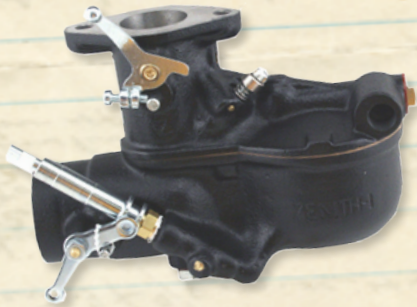
FIG. 426—Cap Jet

The cap jet controls the rate of discharge from the compensator well into the air

# Tech Tips

## CARBURETOR ADJUSTMENTS - PT 3

January Ford Service Bulletin



Dash Adjustment—Turn to adjust mixture

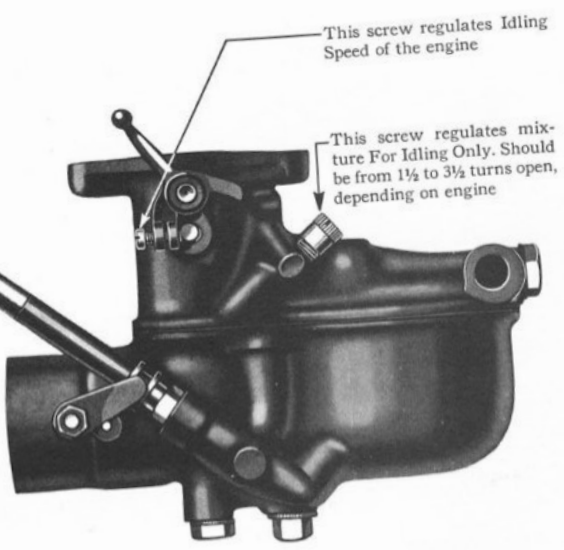
To Start Engine—Open a full turn. If engine is cold pull back choker, letting it return as soon as possible

For Warming up—Should be 1/2 turn open

As Engine Warms up—Close off adjustment to suit

For Maximum Economy—Can be turned off

For Traffic Driving and Power—Should be 1/4 turn open



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FORD SERVICE BULLETIN for January

FIG. 419  
Model "A" Carburetor Adjustment



## 2014 Calendar of Events

### April

- 17th Monthly meeting, Larry H Miller, 7:00 p.m.
- 26th UVMAC's Premier screening of: *The Used Car*.

### May

- 10th Utah Lake Cruise. We will travel around Utah Lake, stopping for dinner at Santiquin's haunted Family Tree Restaurant for a late lunch.
- 15th Monthly meeting, Larry H Miller, 7:00 p.m.
- 17th UVU Swap Meet and Car Show.

### June

- 7th Progressive Dinner & Car Games.
- 14th Orem's Summerfest Car Show (and parade for those who want to participate).
- 19th Monthly meeting, Larry H Miller, 7:00 p.m.
- 20-22 Antique Power Show will host the Model T, A & B Reunion this year in Walsburg.

### July

- 14th-18th MAFCA National Convention, Puyallup, Washington. The Carlsons and Macks are going you should come too!
- 17th Monthly meeting, Larry H Miller, 7:00 p.m.
- 24th Mapleton's Pioneer Day celebration, Antique Car show, and Picnic.



### August

- 21st Monthly meeting, Larry H. Miller, 7:00 p.m.
- 30th Utah Valley Road Rally, more details to follow.

### September

- 18th Monthly meeting, Larry H Miller, 7:00 p.m.
- 27th Fall Color Cruise, more details later.

### October

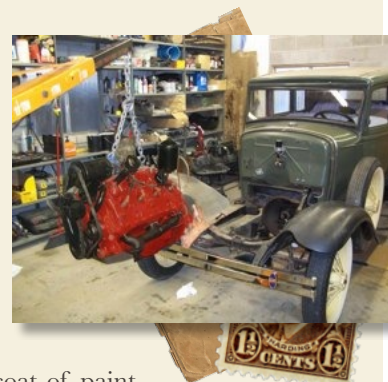
- 16th Monthly meeting, Larry H Miller, 7:00 p.m.
- Pumpkin carving contest?

## Out and About

Joe brought his car to the filming where he played the veterinarian. That qualified him for the 13+ award. He will receive it at this month's meeting. Last month Joe headed back East to look at a car to purchase. No, it's not a Model A, it's a Packard! Hmmm, is he leaving us all behind?

John & Donna Seamons, owners of Arrowhead Customs, sent us this e-mail "John and I had a wonderful time helping Butch by driving his Model A to the making of the movie. That was the first time I have ever rode in a Model A. Thank you to all for such a wonderful welcome. We just wanted to thank you all. We learned a lot, and enjoyed the company. The food was great too! "

Greg decided what to do with his engine. He is putting in a V8 to keep up with Jim. Here is the picture to prove it. April Fools!!



Betsy, Reid and Elaine's car, has it's final coat of paint. John Seamons (see above) is doing the work. Betsy looks "prim and proper" now.



Richard and Chris Tucker had a brush with disaster when they were trailering their car to see Dr. Joe. As any kid feels when they know they are going to the doctor, the coupe didn't want to go. So, as they were driving down the highway, she just hopped off the back of the trailer and sat there in the middle of the road!



### Let's Celebrate



Diane Furr — April 2nd  
Jan Jacobs — April 22nd



### The Wisdom of Henry Ford



“Most people spend more time and energy going around problems than in trying to solve them.”



Last month Daniel informed us of a fund raiser, and invited the club members to attend. It was SPIRIT NIGHT for the Medical Explorers. Chick-fil-A donated 20% of all proceeds to the Explorers for the humanitarian projects they are working on.

As a club we wanted to support this worthy cause and many of us participated. When we got there we were very surprised with the support they received. The restaurant was packed! We almost didn't get seats. It was impressive to see the number of community members who rallied around this cause. It definitely was a "spirited night."



To prove we were there we took pictures. The cow roamed the building keeping spirits high.

Richard Tucker came too, but he arrived earlier and left before the majority of the group arrived. Clyde didn't come in, but we caught him at the drive up window.





# Breaking News...

## FROM THE NEWSPAPERS OF THE MODEL A ERA

April 9th, 1928 — Mae West's New York City debut in a daring new play "Diamond Lil" Diamond Lil was about a racy, easygoing lady of the 1890s, it became a Broadway hit in spite of it's controversy.



APRIL 11th, 1929 — KLO-AM in Ogden, UT begins broadcasting. The radio station is still operating today.



APRIL 6th, 1930 — Hostess Twinkies invented by bakery executive James Dewar. He got the idea for the "Twinkie" while he delivered one of their products, a cream filled strawberry shortcake. He decided to make a snack cake filled with a banana filling, and only charge a nickel for a package of 2. He came up with the name while driving by a billboard with an ad for the, "Twinkle Toes Shoe Company." He shortened the name to, Twinkies."



APRIL 1st, 1931— A 17 year old teenage pitcher struck out two baseball greats in the same game! She pitched to Babe Ruth first and struck him out then followed Lou Gerrig who was struck out after three swings. After the game Babe Ruth said, "I don't know what's going to happen if they begin to let women in baseball. Of course, they will never make good. Why? Because they are too delicate. It would kill them to play ball every day."





# Era Ads

FROM THE NEWSPAPERS OF THE MODEL A ERA



HR Spinner is a produce packaging distributor founded in 1916. As the industry grew, in 1926 Spinner established an office and warehouse in Wenatchee to serve the northern tree fruit industry of Washington state and is still one of the largest distributors in the West.



1931 was the year freon was introduced as a refrigerant. Previously refrigerators had depended on ammonia and methyl-chloride and sulfur-dioxide which proved fatal in several accidents. Frozen food storage at home didn't become widely used until the 1940's, so the freezer shown above must have been a luxury; even more so than the refrigerator.

*Liberty*, a.k.a *Criminals at Large* is a 1929 short comedy. Stan and Ollie are prison escapees. In their haste to change into street clothes, they wind up wearing each other's pants.



In 1898, Herberton Williams, a Campbell's executive, convinced the company to adopt a carnelian red and bright white color scheme, because he was taken by the crisp carnelian red color of the Cornell

University football team's uniforms. To this day, the layout of the can, with its red and white design and the metallic gold medal seal from the 1900 Paris Exhibition, has changed very little.





# The Ladies Fashion Journal

## PAJAMAS

**PART 3**  
 Courtesy of the  
**MAFCA FASHION COMMITTEE**



Contrasting appliques show off this stylish beach ensemble. It consists of trousers, blouse, jacket and hat. The yardage requirements for each ensemble in a size 36 follow:

Left – 4 ½ yards dotted fabric; contrasting bands, 5/8 yard; hat, 7/8 yard; all 39-inch wide material.

Right – white, 4 yards; blue 3 ¼ yards, red 1 1/8 yards; all 35-inch wide material.

*McCall's*, May 1930, Pattern Number 6069

**"Pajamas, not content with capturing lounging, teeing, and dancing honors, invade the sports world in this swagger, well-tailored model...We adore the short trouser length...The pajama takes on a new role and might easily be confused with a sports frock."** The smartly tailored button top sets off the shorter trousers. It is designed for sizes 14 to 42. *Pictorial Review*, July 1931

**"Even if you confine your dress prints to small figures, you will want to find a gorgeously colored and strikingly patterned print for these pajamas with slim smart hips and graceful long lines."** *Pictorial Review*, July 1931, Pattern Number 5725







# Model A Adventures

## HOW I GOT MY MODEL A TIE TACK

by Howard Eckstein

Having a Model A is more fun if you can get your friends involved in the maintenance and repair that nearly always needs to be done. FORD is an acronym that means to *Fix Or Repair Daily* and the need to do so would arise unannounced.

I lived a little farther than a comfortable walking distance from high school, which is to say that I drove my Model A whenever it was running sufficiently well to make the trip. On the days I went out to the garage to saddle up and the car was having one of its unscheduled hiatuses, I had to put on my shank ponies and hoof it to first period.

On those days I'd let my friends know the Model A was broken down. I had great friends who would come over to help me with it. Besides, they didn't own Model A's, so mine was the only one they had access to where they could get honest grease on their hands.

On one of these occasions, my starter didn't work. It spun nicely when energized, but wouldn't engage the flywheel. Frank came over after school that day to help. We unbolted the starter and pulled it out to see what the matter was. One of the little bolts which holds the spring to the Bendix had fallen out.

"What are you going to do to get the bolt out?" Frank asked, "Pull the engine or the rear end and transmission?"

"I'm not pulling anything; I have another bolt around here somewhere." I replied.

"You can't leave that bolt in the bell housing; it'll zing around and get caught in your clutch or something." Frank insisted.

"You ever heard of gravity? It'll be fine. It'll just settle down to the bottom.

I'm not pulling the engine or transmission for a stupid little bolt."

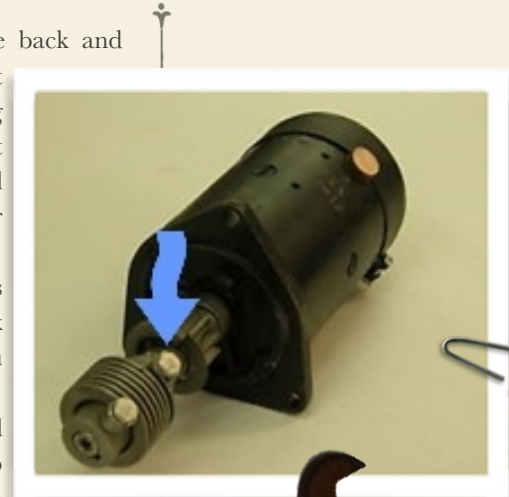
"One of these days I'll be back and you'll have this car apart to put in a new clutch or something and I'm going to find that bolt and make a tie tack out of it and make you wear it at your wedding." Frank said.

"Yeah, whatever; here's another bolt, let's just put it back together and I'll take you home."

The months went by and sure enough, I had occasion to pull the transmission out to change a clutch and Frank was there to help. He had a better memory than me and went looking for the bolt. What he picked out of the grease and clutch dust was the mangled remains of a little bolt; the one that had fallen out of the starter months before. He gave me a hard time about it and put it in his pocket.

Years later, I invited Frank to be the Best Man at my wedding. During the evening he produced the cleaned-up mangled starter bolt that he had glued to a jewelry post and made me wear it that night at the reception.

I still have that tie tack.



"One of these days I'll be back... and make you wear it at your wedding."

# Can You Guess?

## Who is This?

Here is a great picture from the "time vault." Can you figure out whose car it is? You've never seen it. Right now it's in pieces on the garage floor.



We'll let you know next month if you guessed right.

## Did you guess last month's car?



It's Mack's Phaeton.



# President's Message

(CONTINUED)

Now everything was in place, I could have my A close when tip out day rolled around and I could enjoy the day the way I had when I was in high school.

It was summer when I got the car ready, fixed some things and drove him from Ely to home. Later that summer I was driving the car and my engine went kaput. So, here I was, another tip out day was coming and Henry wasn't moving. Last year when the day came I actually went out in the shop and just sat in the car, it was terrible, one more tip out day come and gone and I had missed it but unlike the others when the car was miles away, this time he was here just broken.

This year tip out day will be different, Henry is running and he is close by. I will probably be scheduled to work when tip out day comes but I have sick days, and I will call in and tell my boss that I am having trouble with my eyes, it is tip out day and I can't see myself coming in to work.



If you want to include something in the classifieds send your items to [mack4759@yahoo.com](mailto:mack4759@yahoo.com) by the 20th of each month for inclusion in the next letter, or call Robert at (801) 489-9808.



## MAFCA News...

“Insurance and club investments are always subjects that generate a lot of discussion at our board meetings. In 2013, our insurance costs took a giant leap, fortunately this year, not so bad, although rates did go up.”

Many organizations in California self-insure their buildings in the event of an earthquake. Earthquake insurance is very expensive, and normally has such a large deductible as to make it almost not worth carrying if an earthquake does happen. MAFCA is no different, we also self-insure our building in La Habra. MAFCA maintains a fund for use to replace the building in the event it is destroyed. We have engaged the services of an architect (a volunteer, also a car guy) to give us an estimate of the current cost to replace our building.

Pres. Don Foulk

## 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](https://mafca.com/cart/index.php?mafca_new_member=yes). They accept Visa, Mastercard or checks. 250 South Cypress, La Habra, California 90681. They support us, please support them. They are here for our wellbeing.

## Parting Thoughts

Normally I am only good for one thought, but this month I have two. First I want to thank everyone who came out to help out with filming our movie. It was just great to see so many cars out together; it was by far our best turn out. It was extra impressive considering how cold and windy it was that day. Howard is currently editing the film and hopes to have it ready to premiere soon and even though Greg thinks that the bloop reel will run longer than the actual movie it still should be great fun. We will keep everyone posted as to when we will show the finished film, so stay tuned.



My second thought is a reminder that our Utah Lake cruise will be coming on May 10<sup>th</sup>. We will be finalizing the schedule soon. It will be a nice drive with some good photo opportunities and a chance to spend some time with our cars and our club and who knows it may just end up being the perfect “tip out day”.

**CARTOONIST:**  
Greg Mack

