



# UTAH VALLEY

## - Model A Club -

October 2015

IN THIS EDITION:  
**INTERNATIONAL MODEL A DAY**  
 Connecting w/ Younger Generation  
 Service In Style

MY MODEL A  
 STORY

TIMING YOUR  
 MODEL A  
 PART 2



*International Model A Day above Tibble Fork Reservoir at 6,800 feet.*

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# A Message From Our President

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 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). Membership with MAFCA is encouraged.

## 2015 Club Officers

### CLUB OFFICERS

President	Howard Eckstein
Vice President	Greg Mack
Secretary/Historian	Reid & Elaine Carlson
Treasurer	Diane Brimley

### APPOINTED POSITIONS

Web Page	Nicholas & Greg Mack
Instagram	Fernando Salazar
Facebook	Clyde Munson
Photographer	Greg Mack
Activities	Nicholas Mack
Awards	Kelly Barker
Newsletter	Robert Mack

## MOMENTUM

The best way to get a Model A over a hill is to get a run at it. Approaching a signal situated at the base of a hill at full throttle is enough to induce a Model A owner to get religion and pray the light remains green for just a few seconds more. We've all been there; you know what I'm talking about.

This business of momentum can be applied to life. We get going with a successful routine and hope that things keep going well. Usually they do. Sometimes life throws us a red light and we have to stop and wait a little bit before we can regain our momentum and make it over the hill. When those times happen, I've always been supported by good friends. And I believe you have too.

I've chugged up a hill after a red light and noticed another motorist stayed behind me, running interference, causing the fast approaching drivers to go around, thus giving me space to get over the top. These fellow travelers help us through life, too.

Recently I got all excited about a 1930 Cabriolet for sale on eBay. It looked like the chassis was done and the body work mostly finished. The price was attractive, especially for that rare body style. I thought of how much fun I'd have building up another Model A. (I've had four in my lifetime.) As a Model A hobbyist, this would have been for me the Holy Grail.

Deep inside I knew better than to get that car. I don't have a good place to work on it, once restored it would have to stay inside a garage I don't have, etc., etc. I talked it over with Gemma and she was interested in the possibilities and shared my enthusiasm. She also pointed out the same red lights already understood by my inner adult.

*continued on page 5*



# September's Monthly Meeting

## Attendance:

Bob Anderson, Kelly Barker, Dale Bench, Diane and Brim Brimley, Vern Cope, Gemma and Howard Eckstein, Joe Fazzio and Pat, Cliff Godfrey, Tony Jacobs, Greg and Nicholas Mack, Clyde Munson, Bill and Colette Thompson, and Richard Tucker.

## Club Business:

The minutes were read and approved. Diane gave us details about our finances. Last year we had \$1178 in savings, this year it stands at \$1280. In checking, last year \$300, this year \$225. Ideas for fund raisers were discussed. "Pie toss voting" and "tool rental" were two ideas brought up.

Clyde gave us a run-down on the condition of Carlson's engine. The story was not a pretty one. The price tag for Reid's misery will begin at \$1,600. Hmm, maybe we better send Carlson's a get well card!

## Upcoming activities:

October 10th — is our next garage day. We will be working on adjusting the steering on various cars. If you have more than 11/2" in play on your steering wheel, bring your car with you. If you think you need replacement parts, order them now so you can bring them with you. We will meet at Clyde's at 10:00 a.m.

November 7th — Mocktail Murder Mystery. This will be a fun party with period music, costumes, dancing and mocktails. Mocktails are cocktails without the alcohol. Don't miss it!

There is a possible campout next year at Granite Flats Campground for International Model A Day. Trailer and tent sites will be available, or you can just come up for the day.

## Differential Presentation:

Ever wonder how a differential works? How do wheels travel at different speeds when going around a corner and still work when driving straight? If you were at this month's meeting, Tony answered those questions. His presentation was complete with all the major parts of a differential and axles. He even had two sets of handouts and a video presentation! Thanks Tony, great job!

## Awards:

More awards were given out tonight. Joe received his 500 mile patch and Howard received his 1,000 mile patch. Nicholas earned the Bent Rod Award.

Gemma treated us to refreshments tonight. She introduced us to another Filipino treat. Thanks Gemma, you're a great hostess!

Cliff, "My steering wheel doesn't have a 1 1/2" play; I have to turn it two full turns before anything happens."



We will be nominating new officers for next year at next month's meeting. If you want to be on or off the board, make sure you're here to express your wishes.



## 2015 Calendar of Events

### October

- 5th — Board Meeting 8:00 p.m.
- 7th-10th — Hershey Swap Meet, Hershey, Pennsylvania
- 10th — Garage Day, 10:00 a.m. Clyde's home, steering boxes
- 15th — Monthly Meeting, Larry H. Miller, 7:00 p.m. Windshield Wiper Tech Talk

### November

- 7th — Mocktail Murder Mystery details to follow
- 8th — Board Meeting 8:00 p.m.
- 19th — Monthly Meeting Larry H. Miller, 7:00 p.m. Board elections; What About Coolants? Tech Talk

### December

- 2nd-5th MAFCA Awards Banquet, Medford, OR.
- 5th — 3rd Annual Christmas Dinner (now lunch) noon at Golden Corral
- Click on this link for activity details: [www.mafca.com/downloads/2015\\_NAB\\_Reg\\_Package.pdf](http://www.mafca.com/downloads/2015_NAB_Reg_Package.pdf)
- 7th — Board Meeting
- TBA — Christmas Light Tour

## 2016 Calendar of Events

### June

- 19th-24th Model A Ford Club of America's National Meet in Loveland, CO. You can find more details by clicking at this link: <http://www.milehighcountry2016.org/>

## Classified Ads

- Tony still has many Model A parts for sale. If you need something call him, he may have it. (801) 796-0396.



- Hunt Willoughby, previous owner of Cliff's Sport Coupe, has many more parts for sale. A sampling is shown in the photo on the right. Call him at (801) 420-2797.

### The Wisdom of Henry Ford



*We don't want tradition. We want to live in the present and the only history that is worth a tinker's damn is the history we make today.*

### Let's Celebrate



Tony Jacobs — Oct 22nd  
Bob Anderson — Oct 26th



# Can You Guess?

MYSTERY SLEUTH

## Whose Car is This?

Here's a surprise for many of us. A "brand new" car joins the club. If you participated in the International Model A Day outing up Tibble Fork, you will know whose car this is.



Did you figure it out? This is Cliff Godfrey's "new" 1928 Sport Coupe. His wife, Ellen, bought it for Cliff, who knew nothing of the purchase until father's day.



# Trophy Case



## Club Awards

Bent Rod Award - Nicholas

500 Mile Award - Joe

1000 Mile Award - Howard

## PRESIDENT'S MESSAGE

*continued from page 2*

Not to just walk away from an opportunity, I called Joe and asked his advice about the price and if he'd seen the listing. Joe became the motorist who ran interference as I got up the hill of common sense.

He pointed out things he saw in the photos I'd missed that revealed the limitations as to how much value the car would have regardless of how pretty it looked when done. Cost-wise and situation-wise, I would have been in over my head and the project would have dragged me down.

Well, I'm over the cabriolet; the auction is past, I still have my coupe to enjoy and I've got my momentum back. Joe says Gemma owes him a dessert.

Howard Eckstein



# My Model A Story

BY NICHOLAS MACK



Model A's often become father and son projects where the father and son spend quality time working together on a classic car in hopes of not only creating a car they can be proud of, but also hoping that the finished product would reflect on the relationship of the father and son.

Even though I have had dreams of owning my own Model A, I projected those dreams far into the future. Owning a Model A would be a hobby that I would enjoy later in my life when I was older and had more time.

Yet, at times I found myself logging onto KSL.com to see what types of cars were on the market. I admired the wonderful old cars, but cringed when I saw the outrageous prices. I always thought to myself, "You're never going to get that much."

Since Greg got his Model A two years ago, I have seen how hard he has worked on it and how disappointed he sometimes becomes when he tries to make "minor" fixes. Two years later, his car's body is in my garage, his motor is in Clyde's garage, and his wheels, springs, and other random parts are at his home. He still doesn't have a running car. I knew I wouldn't have that kind of time, or, more importantly, that kind of patience.

While surfing the KSL website one day, I noticed a posting for a metallic green Tudor located in St. George. The amount of money they were asking for was quite reasonable, but the car had modern tires with some very ugly rims. I didn't think too much about it until I saw this same Model A posted again with a lower asking price.

Natalie liked the car and suggested that I show it to my dad. When my dad saw it, he immediately called the owner to get the details. I couldn't believe that he called them! That is when I got excited about owning my own car. My dream of having my own Model A could actually come true! We made plans to travel to St. George to look at the car the following Saturday.

On Friday, I received a call from the owner saying that a man from California was driving out to pick it up. What a blow! I was really disappointed, as was the rest of my family. To console myself, I logged on to eBay to see if I could find a similar car. Nothing seemed affordable, so I reconciled myself to dreaming once again.





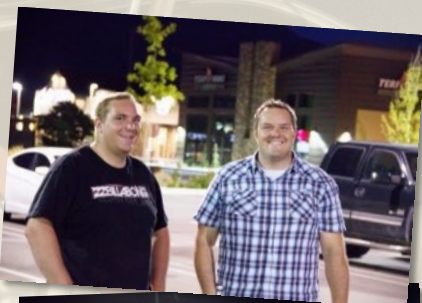
After looking every day on eBay for Model As, I came across two Model A Tudors, that looked fairly good and weren't too far out of my price range. One was a light brown Tudor, and the other a two-tone black and Lombard blue. After watching them on eBay, their reserved bids where never met, so I contacted them both. Only the owner of blue car, a man named Mike, responded.



Mike informed me that he had removed the car from eBay because he had received a local offer. However, while closing the deal, the young man who hoped to purchase the car mentioned that he thought the car would make a cool hot-rod. Mike said he couldn't imagine his car being driven like a hot rod, so he offered the car to me. I asked for as many pictures as he could take as I wanted to see everything. Dad and Greg gave me their opinions as did others. After a lot of consideration and after Mike lowered the price, I decided to buy it.

I was extremely excited to get my Model A, but was very nervous as well. What if it wasn't what I thought? What if the pictures didn't show everything? What if it had problems that I wasn't told about? Could I really afford to make this purchase? All sorts of thoughts went through my mind, but it was too late to turn back now. I had sent the money, and had the title in the mail.

Making plans for shipping a car isn't as easy as I thought, and I quickly learned that you have to be very, very flexible on the time frame. It took two weeks before I got the car; two of the longest weeks I can remember.



After being told that the driver delivering the car would call me 24 hours in advance, I eagerly awaited that phone call; but it never came. Then I was told that the phone call would come on a Saturday; no call. Then it was Sunday, but still no call. Finally I got a call saying that my new old car was coming on Tuesday. I was so excited to finally tell Natalie and my family that it was coming! We decided to have a small pizza party at my house in celebration. At 8:00 I got the call that the car was arriving at the Costco parking lot. I dropped my pizza and raced to my car, dragging Natalie behind me, and leaving my family to fend for themselves. The moment had finally arrived. Excitement, anxiety, and nervousness filled my mind as I speeded to Costco.



When I arrived at Costco it was getting dark, but I could see my babe on the top of the truck (my car, not Natalie). I must have smiled from ear to ear. I watched the driver remove the other cars as I patiently waited to hear my car come to life. I was nervous that it wouldn't start, or that it would fall off of the truck.



After the other vehicles were removed, it was time for my car. She started right up, and came alive and sounded really good. As she rumbled, my heart fluttered. I was so excited. As the driver lowered her down the steep ramp, I noticed that the wheels came very close to the edge of the ramp. I was nervous that the car would fall off. I soon realized that the driver knew what he was doing, and I had nothing to worry about.

We inspected the car, and of course, inspected the most important part of the car; the horn. Sure enough, my baby said hello! The horn sounded nice and healthy!

Natalie and I took our maiden voyage around the parking lot; the car did well. I tried to get a feeling for my new car. When I took a turn a little too fast, Natalie's door flew right open, scaring both of us. We laughed, secured the door, and excitedly headed home.

As we drove home, I began to feel excited about taking my car to the Progressive Lunch and surprising everyone in the club with my new car. (I tried to keep it a secret, but rumors were getting around that I might have a car.) This secret unveiling was quickly shattered when the car started jerking profusely on the ride home. I panicked a little but figured a GAF adjustment would quickly fix the problem. To my discouragement it didn't, and the ride home was a ride of dry heaving, pops and sputters (the car, not me). I was SO disappointed! Some of my fears had come true. As we sputtered in to the garage, she took her last breath (the car, not Natalie) and died there. Mixed emotions came over me; half excited, and half disappointed. But I knew that Greg would be there to help me figure it out.

What an experience it has been; from just looking and dreaming on KSL, to searching on eBay, to picking a car I could afford, to delivery of said car, to driving that car! Now I smile every time I walk into my garage.

I would like to thank my family, and Natalie, for their love and for the full support they have given me to achieve one of my dreams. I would also like to thank Greg, Clyde, and Howard for their help with my car, and lending me parts to get things going again. I also want to thank the club for their excitement for me, and support. How lucky I am to have wonderful family, and club members that I consider to be wonderful friends. THANK YOU.

Nicholas Mack







## 2016 MAFCA National Convention

**JUNE 19-24; LOVELAND, COLORADO**

Margaret Tobin wanted to marry a rich man so she could take care of her ailing father. *"I wanted a rich man, but I loved Jim Brown. Finally, I decided that I'd be better off with a poor man whom I loved than with a wealthy one whose money had attracted me."* Margaret and John Brown married in 1886. What she didn't know at the time was that John, through his engineering efforts, would find a substantial ore seam in 1893.

A year later they purchased a \$30,000 home in Denver. She became a socialite championing the causes of the poor, women and children. Her life was full as an activist. After 23 years of marriage she and John privately signed a separation agreement in 1909. They never reconciled, but still communicated and cared for each other.

Her nation-wide notoriety came when, as a first class passenger on the Titanic, she helped others board the lifeboats, but was finally persuaded to leave the ship in Lifeboat No. 6. Brown was later called "The Unsinkable Molly Brown" by authors because she helped in the ship's evacuation, taking an oar herself in her lifeboat and urging that the lifeboat go back and save more people. Her urgings were met with opposition, but they finally relented.

She used her fame to help others in raising money for various charities, the rights of workers and women, education and literacy for children, historic preservation, and commemoration of the bravery and chivalry displayed by the men aboard the Titanic.



### **"UNSYNKABLE MOLLY BROWN"**



#### **Molly Brown House Museum**

1340 Pennsylvania St., Denver  
Tues-Sat: 10am-3:30pm Sun:  
12pm-3:30pm

- Tours are guided and last 45 minutes.
- Museum Store
- Molly Brown & Titanic Souvenirs
- Adult Tickets \$8.00
- Senior (65+) \$7.00



## Timing A Model A —Part 2

BY HOWARD ECKSTEIN

### Practice

Now that you understand the theory of ignition timing, let's look at how we put those principles into practice.

**Principle # 1** *TDC of the Model A crankshaft is found using the pin mounted in the timing case.*

The camshaft rotates one complete turn for two turns of the crankshaft. The dimple in the front of the camshaft that you are feeling for with the timing pin identifies TDC of the crankshaft when the number one piston is at the beginning of its power stroke. See Fig 3. This is the starting point for setting up your basic distributor timing.

**Principle # 2** *The distributor shaft is always in the same relative place with the crankshaft.*

The distributor driveshaft is connected by a gear to the camshaft which is then in mesh with the crankshaft. Therefore, any adjustment made to basic distributor timing is independent of the distributor driveshaft. Once the distributor cam is properly set and secured to the driveshaft, you shouldn't ever have to move it. Refer to Fig 3 again.

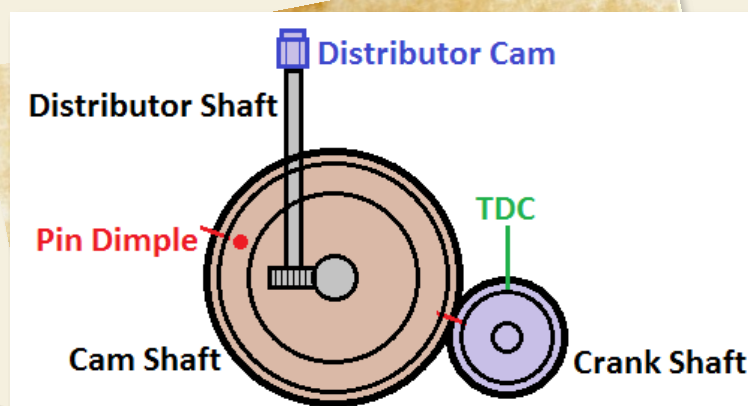
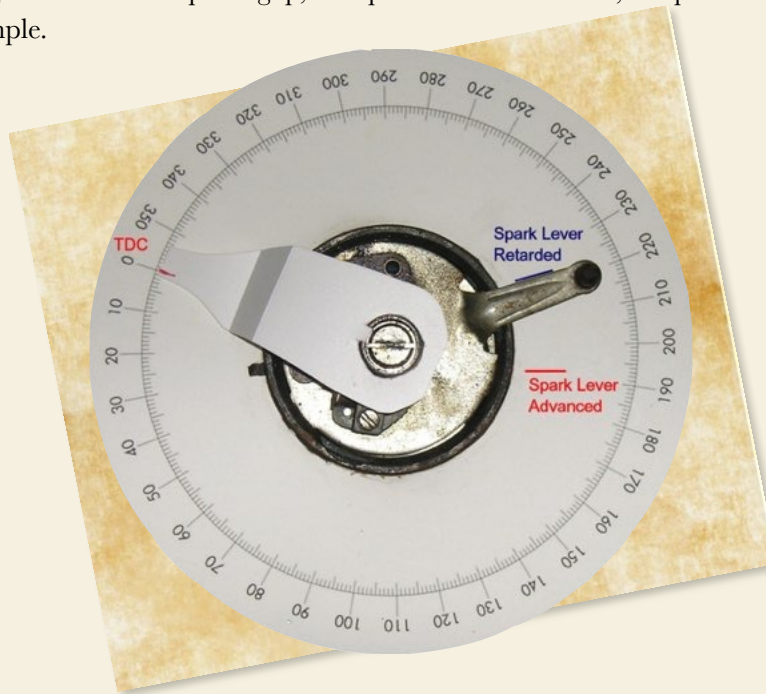


Fig 3



**Principle # 3 Always set the point cap before setting basic timing.**

It is very important that the point gap of .015 to .018 inches is set before adjusting basic timing. Even with the basic timing set right, a change in point gap will change your timing. Fig 4 shows the position of the rotor when the basic timing is set with .018 point gap, the spark lever is retarded, the points are just opening and the pin is in the TDC dimple.



**Fig 4**

As the point gap gets smaller, the cam has to turn farther before the points finally open. This causes the spark to occur too late, thus retarding the timing. Notice that changing the point gap from .018 to .008, the spark is retarded about 8°. The scale on the distributor in the picture is divided into 360°. Because the distributor rotates at half the crankshaft speed, the readings on this scale have to be multiplied by 2. Therefore 8° distributor rotation is actually 16° crankshaft rotation; in this case *after* TDC. Remember that the distributor rotates in the counter-clockwise direction, so readings in the 300s are advanced and readings in the small numbers are retarded. In each picture, the indicator shows where the points just start to open. See Fig 5.



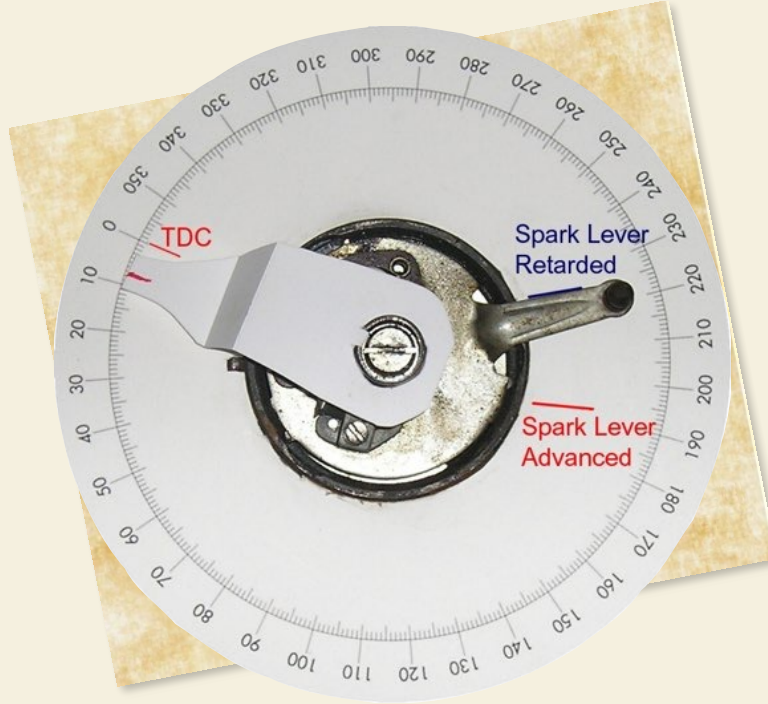
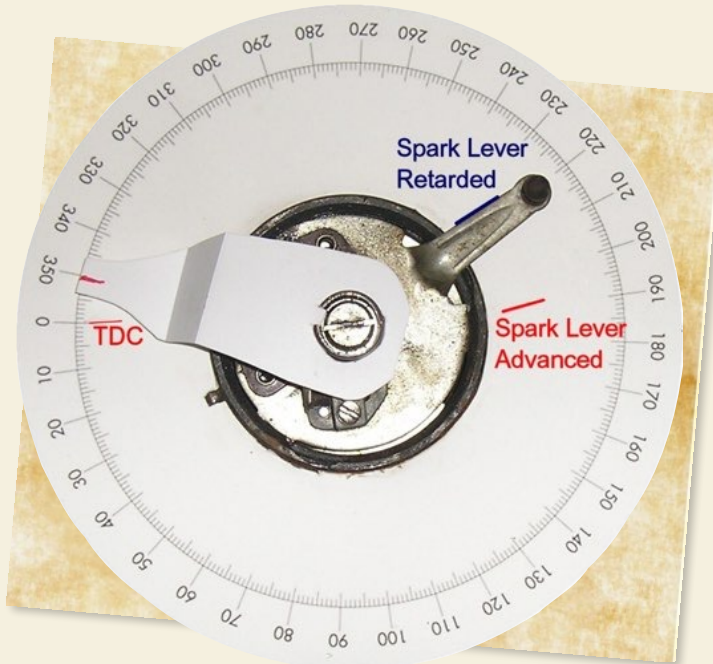


Fig 5

On the other hand, too big a gap will have the effect of advancing the spark since the cam doesn't have to turn as far to open the points. In Fig 6, the points were set at a whopping .024 inches which advanced the spark about 9° or 18° crankshaft rotation.

Fig 6



*Part 3, the last installment will continue in November's Motometer*



# Improving Miles Per Gallon

BY PETE AMSLER

*Editor's Note: A special thanks goes out to the OhioPenn Model A Club for the use of this article.*

If you are humbled when your "A" buddies brag about getting 20 MPG or better, chin up as 10/15 MPG is about average or about 1/2 the average of your daily driver. If you are getting less than 10 MPG here are several options:

**OPTION 1** – Lie about it! This is very effective if you seldom drive the "A" and acceptable to most gear heads.

**OPTION 2** – You should road check your speedometers calibration. Many "As" are equipped with 4:11 gears instead of the standard 3:78 ratio. Jack up one wheel, chalk mark the tire and fan pulley and count the engine revolutions to one wheel revolution.

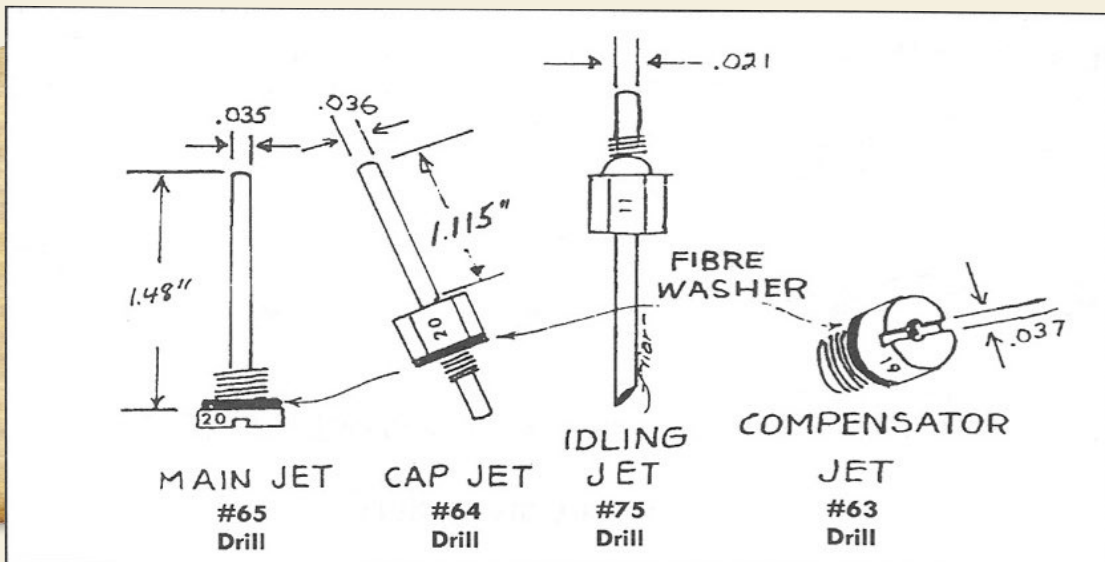
**OPTION 3** – Installing the aftermarket air filters reduces mileage by about 1/3, worsening as they become clogged in a few miles. They eliminate dirt contamination but rich mixtures dilute the oil causing excessive wear. The

rich mixture is caused by a pressure drop downstream from the filter. Some owners overcome this by using a larger cartridge such as CA3445, and I have seen some install a vent line from a drilled port just ahead of the choke valve to another to the top of the float chamber, plugging the original float chamber vent. This looks OK.

**OPTION 4** – Carb jet orifices **MUST** be to specs (see chart). Most old jets have been opened up by improper cleaning, flow increase horrendously if a few thousandths over spec. Always check new jets before installing.

**OPTION 5** – Invest a couple social security checks in an aftermarket overdrive and/or 3:45 gears. The payback in increased gas mileage is about 354 years, reduces RPM from 10 to 30%, less power on hills and reduces braking efficiency.

If none of the above work, then go back to **OPTION 1!**





# International Model A Day



BY GREG MACK



For the past few weeks Utah County residents have noticed something peculiar about the 80 year old cars driving around town. No, it is not the cars or the drivers they are finding peculiar, but the smell. Some cars are leaving a pleasant aroma, and others well.... the burning does not smell like oil or exhaust, but more like burning food. Club members have been preparing and testing their manifold recipes for this year's Iron Chef competition.



We had such a great time last year that Howard decided to up the ante and invited a professional chef to judge our meals. With bragging rights on the line, everyone has been trying diligently to nail that winning recipe.



Iron Chef participants met at Hearts gas station in American Fork where they prepped their cooking platform and hyped up their secret recipe's, being sure not to disclose what they were hiding under their hood. After all participants were present we fired up our 'skillets' and headed for the canyon. We did not make it far before we lost our first contestant... Nicholas' 'kitchen' and staff gave out before reaching the mouth of the canyon.





After transferring Nicholas' newly acquired Tudor and its passengers to Carlson's rescue trailer they got back on the road. Nicholas left his meal on the manifold to try and take advantage of what heat was still available, a smart move that kept him in the competition.



Upon arriving at the canyon's guard station, some took advantage of the pull out to rotate their dish, while others continued on as to not burn their meal. The majority of participants then stopped at the entrance to Timpanogos Cave. While some members tended to their meals, others diagnosed the condition of their ovens (some running rough or much too hot). All the while park guests and onlookers admired the cars and looked on in wonder at what these crazy folks were doing under their hoods.



From there we made our way to the final destination of Mile Rock campground. It was here that we were all too eager to show off what we have been concocting under our hoods. The preparation table was crowded with hungry Model A'ers frantically trying to finalize their masterpieces and present them to the judges. Aside from taste, we also made our best attempts to impress through presentation by garnishing and plating our meals. Although for some of us, the garnish was merely there to hide the burnt marks.





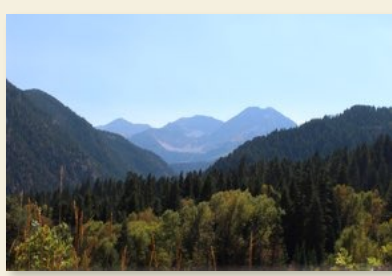
Dishes consisted of traditional tin foil dinners, eggs and hash-browns, beef, chicken and even candied apples. The judges, Ethan Kawasaki and Cora Ius, unanimously and enthusiastically agreed on Crockett's perfectly cooked salmon on rice, quite a feat on a Model A manifold! They were awarded the trophy of a UVMAC toque and apron that they can proudly wear whenever they are in the kitchen.



After eating way too much food, which seems to be a common occurrence on Model A excursions, we headed up to Tibble Fork reservoir. Unfortunately by the time we made it to our favorite photo op spot, our 14 cars had dwindled to only 6 cars. Although the pictures were not nearly as impressive as they could be with 14 cars, we still got some good shots.



Another special treat we had was the company of Mike and Amy Turley. Mike and his brother (living in Las Vegas) purchased a 1929 Sport Coupe. Mike gets to use the car during the summer months and his brother takes it down to Vegas for the winter months. We want to extend a big welcome to the Turley's!



In the end everyone had a good time and enjoyed the delicious food. Even Nicholas (who broke down 3 times) enjoyed the day.



Okay Howard, how are you going to top our manifold cooking adventures for next year?







## The Tool Box

Listed below are tools club members are willing to loan. Of course it is expected that if you borrow them you return them in good condition and in a timely manner.

- **Brake wedge adjusting wrench** - Clyde
- **9/16 8 point socket** – for main bearing bolts and stubborn transmission plugs - Clyde
- **Offset head torque tool** – tighten the head without removing the distributor - Clyde
- **Timing gear nut socket** - Clyde
- **Carburetor jet wrench** - Clyde
- **Distributor bushing reamer** - Clyde
- **Distributor cam wrench** - Clyde
- **Brake arching machine** — still collecting all the parts necessary to operate it - Mack's
- **Spring Spreader** - Greg
- **Borescope** - Dale

## UVMAC Mercantile

### *The Used Car*

30 minute DVD;  
only four left  
\$10.00



### *Club Logo Sticker*

\$2.00

### *License Plate Toppers*

\$10.00



### *IMAD Patch*

Complete your;  
set only five left  
\$3.00



\$15.00



\$45.00

### *Club T-Shirts & Jackets*

Your car on club logo. Contact Vern for details



## Garage Day October 10 2015

## Steering Box Rebuild

Some of our club members have cars with excessive play in their steering boxes. Bring your car and needed parts to the clinic and we'll work together to get them back up to snuff again. If you don't have steering box issues, come anyway to learn something you may need to know in the future. Call Howard or Clyde in advance to talk about the parts your car may need.

**Clyde Munson's Garage**  
1080 N. 60 E. American Fork 10:00 a.m.



## Service in Style

BY GREG MACK

We are truly blessed to live in the greatest country in the world, and we owe a great debt of gratitude to those who have served our country to preserve and protect the freedoms that we enjoy so much. For many of us we wonder how we can express this gratification to those who have sacrificed so much. Although a 'thank you' and a handshake are a nice gesture, classic car owners had the opportunity to take this a step further during the first annual veterans car show and cruise held at the Central Utah Veterans Home in Payson. Car owners young and old gathered together with various makes, models and years of classic and vintage cars to give veterans a day to relax and reminisce of days gone by.

The day started with a cruise to Utah Lake, any and all able veterans were invited to ride along. The cars were filled with eager faces and you could feel the excitement in the air as we cruised through the fields of West Lake in style. We enjoyed the view of Utah Lake from Lincoln beach and soaked up the fresh air while riding down the open road. There was a lot of smiling, laughing and even singing as they expressed their excitement and gratification. Some did not say a word, but the look on their faces spoke volumes about the fun they were having.

After returning to the veterans home, car owners started getting set up for the car show. I noticed that there were some gentlemen sitting near the entrance that did not get the chance to go on the cruise and offered to make

another trip for all those who wanted to go. The offer was warmly accepted and an additional two trips to the lake were made. The last rider that I took to the lake was especially happy as he had once owned a Model A and the ride reminded him of his car. He was pointing out various components of the car and told me how they were similar or different from what his car was like. At times he was at a loss for words and just soaked up every minute of the ride.

After returning to the home for the final time we were served lunch and spent the rest of the day admiring the other cars and trucks. Although this was a big day for all who participated, it was but a small drop in the bucket for the sacrifices these men and women have made for us. A special thanks goes out to all those who helped make this event happen, and to all the brave men and women who have given their best to keep this country free and safe!

Next year it is my hope that we can make this a club event. All proceeds go towards the veterans home and is greatly appreciated. What better way can we serve our veterans for the service that they have given to us and this country? This is a great opportunity for us to help out!

**Editor's note:** Greg didn't mention that he was singled out at the awards ceremony for being the only driver to make sure all veterans got to the lake.





# How My Car Connected with the Younger Generation



Every time I go to a car show, I notice that most of the people who own the 80-odd year old rolling stock are from my generation or older. I worry that someday all us older guys will go to that big car show in the sky and nobody will be around to keep our Model As running.

In July of 2014, I decided to repaint my car for the last time. When this paint job needs to be redone, I'll be in *my* 80s and I won't feel up to painting it then. Gemma and I were in a rush to finish final assembly in the three days leading up to the July 24<sup>th</sup> parade in Mapleton Utah. I asked a friend if he and his boys would come help me put the body back on the frame.



After the body was back in place, he offered his assistance in putting the car back together so we could make the parade. Of course I was thrilled at the prospect of having his help.

He showed up the next three days with his 12-year-old son, David, with him. At first I wasn't sure what to do with David, since all my attention was going to be with his dad and whatever I was working on. I showed David the seat frame that needed to have new wood installed. He didn't have the advantage of having taken it apart because Gemma had done that previously. I handed him the bolts, showed him how it went together and turned him loose.



I thought it would keep him occupied for a while. Within half an hour he announced that he was done with the seat and asked what was next. It didn't matter what I gave him to do, I only had to explain once what the procedure would be and turn him loose. It was soon evident that David is a mechanical genius.

I mentioned to his dad that having them both helping out was a blessing for me. Then he said, "David's mom and I have been looking for an opportunity like this so that we could find an outlet for his interests; it's a blessing for us to work on your car."

Gemma and I wanted to express our gratitude for helping us make the parade, so we bought a 130 piece mechanic's tool set in a carrying case and took it over to their house and gave it to David. I've never seen a kid more tickled than to have gotten that tool set.

The starter didn't work when David and I tried to run the car during assembly. So after the parade, I invited him over to help me fix it. We used his tools and got the starter working after which I took him home in the Model A.

That boy's smile never dimmed while working on my car; maybe the future for the Model A hobby isn't so worrisome after all.

Howard Eckstein





# The Fashion Journal

## ROMANY REVERSIBLE TOP RINGS

by Janet Gundlach  
compliments of MAFCA  
fashion committee

ROMANY RINGS were made for both men and women. They were advertised as two rings for the price of one and with the touch of the finger, the stone would reverse. They were considered great value and nice gifts. Women also had necklaces with reversible stones.

An internet company is manufacturing new Romany style necklaces.



**Romany Rings**  
REVERSIBLE TOP  
**FOR MEN**

ONE SIDE      OTHER SIDE

OPEN  
*A touch of the finger reverses the top*

ROMANY Men's Rings are massive, sturdy and bold. Each ring has a reversible top. Displaying either side of the top gives the effect of a different ring. ROMANY Rings are really two rings in one. Yet they sell at singlering cost.

Many ROMANY Men's Rings have an interchangeable initial attachment. Any initial desired can be permanently placed on one side of the reversing top.

For value ROMANY Rings are really unbeatable. They make the perfect gift to any man. Combining two rings in one they are not only beautiful to look at—but serve a useful purpose. Look over the rings shown on this page.

No. 220—\$25.25  
14kt White Gold  
Synthetic Ruby  
shows  
Raised Masonic  
Emblem  
on other side

No. 221—\$29.25  
14kt White Gold  
Genuine Black and  
White Cameo  
shows  
Raised White Gold  
Initial  
on other side

No. 222—\$25.50  
14kt White Gold  
Raised White Gold  
Initial on Genuine  
Black Onyx  
shows  
Synthetic Ruby  
on other side

No. 223—\$24.00  
14kt White Gold  
Plain Signet top  
shows  
Synthetic Ruby  
on other side

No. 224—\$29.25  
14kt White Gold  
Raised Masonic  
Emblem shows  
Genuine Black and  
White Cameo  
on other side

No. 227—\$26.25  
14kt White Gold  
Raised White Gold  
Initial shows  
Raised Masonic  
Emblem  
on other side

No. 226—\$26.50  
14kt White Gold  
Synthetic Emerald  
shows  
Raised White Gold  
Initial on Genuine  
Black Onyx  
on other side

No. 227—\$24.00  
14kt White Gold  
Plain Genuine Black  
Onyx shows  
Signet on other side

**A Touch of the Finger Reverses the Top**

ONE SIDE      OPEN      OTHER SIDE

A slight pressure of the finger on the top of the ring will reverse these MEN'S ROMANY RINGS.  
Those with initials are easily interchangeable

The Masonic Rings as illustrated above are made in any emblem desired, on special order requiring two weeks delivery. All White Gold Rings on this page are made in Green Gold

**ROMANY RINGS**  
REVERSIBLE TOP **FOR MEN**

A TOUCH OF THE FINGER REVERSES THE TOP

ONE SIDE      OPEN      OTHER SIDE

SS-167—\$29.50  
14kt White Gold  
Reversible Top  
Genuine Black Onyx

SS-168—\$28.00  
14kt White Gold  
Reversible Top

SS-169/BW—\$33.75  
14kt White Gold  
Reversible Top

Top: Fort Dearborn Gift Book and General Catalog, 1930

Bottom: Oskamp Nolting Catalog, 1931/1932

## Romany Rings

REVERSIBLE TOP  
FOR WOMEN  
OPEN

ONE SIDE

OTHER SIDE

*Double Value    Double Beauty*  
*Single Cost*

Every ROMANY RING is two rings in one. Each ring has a reversible top either side of which, when displayed, gives the effect of a different ring. A touch of the finger turns the top over.

The workmanship, finish, and stones in ROMANY RINGS are of the finest quality. Every ring is guaranteed in every way. There is no bigger ring value on the market today.

 No. 358—\$18.75 14kt White Gold Mounting; Genuine Cornelian Cameo shown Genuine Diamond and Real Onyx on other side Sizes 4 to 7	 No. 659—\$18.75 14kt White Gold Mounting; Crystalline Emerald shown Genuine Diamond and Real Onyx on other side Sizes 4 to 7	 No. 340—\$22.50 14kt White Gold Mounting; Genuine Amethyst shown Genuine Diamond and Real Onyx on other side Sizes 4 to 7	 No. 693—\$27.75 14kt White Gold Mounting; Synthetic Ruby with Genuine Diamond shown Real Onyx with Diamond on other side Sizes 4 to 7	 No. 808—\$25.50 14kt White Gold Mounting; Genuine Onyx with Diamond and raised Eastern Star shown Genuine Black and White Cameo on other side Sizes 4 1/2 to 7 1/2	 No. 641—\$17.25 14kt White Gold Mounting; Genuine Cornelian Cameo shown Synthetic Ruby on other side Sizes 4 to 7	 No. 332—\$21.00 14kt White Gold Mounting; Synthetic Ruby shown Genuine Diamond and Real Onyx on other side Sizes 4 to 7	 No. 313—\$24.75 14kt White Gold Mounting; Genuine Diamond and Real Onyx shown Genuine Garnet on other side Sizes 4 to 7
 No. 466—\$24.00 14kt White Gold Mtg. Genuine Black and White Cameo shown Genuine Diamond with Real Onyx on other side Sizes 4 to 7	 No. 697—\$27.75 14kt White Gold Mtg. Genuine Diamond and Real Cornelian Cameo shown Genuine Diamond and Real Onyx on other side Sizes 4 to 7 1/2	 No. 623—\$21.00 14kt White Gold Mtg. Genuine Cornelian Cameo shown Genuine Diamond with Real Onyx on other side Sizes 4 to 7 1/2	 No. 625—\$27.75 14kt White Gold Mtg. Genuine Diamond and Real Cornelian Cameo shown Genuine Diamond with Real Onyx on other side	 No. 789—\$27.00 14kt White Gold Mtg. Genuine Diamond with Emerald shown Genuine Cornelian Cameo on other side Sizes 4 to 7 1/2	 No. 645—\$21.75 14kt White Gold Mtg. Synthetic Ruby shown Genuine Diamond with Real Onyx on other side Sizes 4 to 7		

<b>14kt White Gold ROMANY BIRTHSTONE RINGS—Price \$10.50 each</b>											
January	February	March	April	May	June	July	August	September	October	November	December
\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50	\$10.50
754/1 Garnet shown Genuine Cameo on other side	754/2 Amethyst shown Genuine Cameo on other side	754/3 Bloodstone shown Genuine Cameo on other side	754/4 Jade shown Genuine Cameo on other side	754/5 Emerald shown Genuine Cameo on other side	754/6 Moss Agate shown Genuine Cameo on other side	754/7 Ruby shown Genuine Cameo on other side	754/8 Sardonyx shown Genuine Cameo on other side	754/9 Sapphire shown Genuine Cameo on other side	754/10 Gen. Opal shown Genuine Cameo on other side	754/11 Topaz shown Genuine Cameo on other side	754/12 Zircon shown Genuine Cameo on other side

All ROMANY RINGS are mounted with brilliant sparkling snappy diamonds.

Fort Dearborn Gift Book and General Catalog, 1930



## ROMANY Rings & Pendants FOR WOMEN Reversible Top

Every ROMANY RING and Pendant has a reversible top, either side of which when displayed gives a different effect, a touch of the finger turns the top over.

The workmanship and finish in ROMANY Rings and Pendants are of the finest quality. The mountings are delicately pierced and yet very substantially constructed. They are guaranteed in every way.

There is no bigger value on the market today.

ILLUSTRATIONS ARE ACTUAL SIZE

*Double Value  
Double Beauty  
Single Cost*

OPEN

ONE SIDE

OTHER SIDE

OPEN

ONE SIDE

OTHER SIDE

OPEN

*Two for  
the  
Price of One*

REVERSIBLE RINGS

REVERSIBLE PENDANTS

 <b>SS-140—\$28.00</b> 14kt White Gold <i>Reversible Top</i> Synthetic Zircon <i>shown</i> Genuine Onyx and diamond on other side	 <b>SS-141—\$30.50</b> 14kt White Gold <i>Reversible Top</i> Genuine Cornelian Cameo with Dia- mond <i>shown</i> Genuine Onyx with Diamond on other side	 <b>SS-142—\$25.50</b> 14kt White Gold <i>Reversible Top</i> Genuine Onyx with Diamond and raised Eastern Star <i>shown</i> Genuine Cornelian Cameo on other side	 <b>SS-149—\$32.25</b> 14kt White Gold <i>Reversible Pendant</i> Genuine Crystal with Diamond <i>shown</i> Genuine Cornelian Cameo with Diamond on other side 16 inch neck chain	 <b>SS-150—\$34.75</b> 14kt White Gold <i>Reversible Pendant</i> Genuine Black Onyx and Diamond <i>shown</i> Genuine Crystal and Diamond on other side 16 inch neck chain
 <b>SS-143—\$30.50</b> 14kt White Gold <i>Reversible Top</i> Genuine Diamond and real Onyx <i>shown</i> Genuine Cornelian Cameo with diamond on other side	 <b>SS-144—\$24.75</b> 14kt White Gold <i>Reversible Top</i> Genuine Crystal with Diamond <i>shown</i> Genuine Cornelian Cameo on other side	 <b>SS-145—\$30.50</b> 14kt White Gold <i>Reversible Top</i> Synthetic Ruby with Diamond <i>shown</i> Genuine Onyx with Diamond on other side	 <b>SS-151—\$34.75</b> 14kt White Gold <i>Reversible Pendant</i> Genuine Cornelian Cameo with Diamond <i>shown</i> Genuine Black Onyx with Diamond on other side 16 inch neck chain	 <b>SS-152—\$39.50</b> 14kt White Gold <i>Reversible Pendant</i> Four Genuine Aquamarines with Diamond <i>shown</i> Genuine Cornelian Cameo with Diamond on other side 16 inch neck chain
 <b>SS-146—\$23.00</b> 14kt White Gold <i>Reversible Top</i> Synthetic Ruby <i>shown</i> Genuine Onyx with Diamond on other side	 <b>SS-147—\$24.75</b> 14kt White Gold <i>Reversible Top</i> Genuine Amethyst <i>shown</i> Genuine Onyx with Diamond on other side	 <b>SS-148—\$20.50</b> 14kt White Gold <i>Reversible Top</i> Genuine Cornelian Cameo <i>shown</i> Genuine Onyx with Diamond on other side	<p style="text-align: center;">These Pendants Put Up In Attractive Gift Box</p>	

**14K White Gold Romany Birthstone Rings—Reversible Top**

January	February	March	April	May	June	July	August	September	October	November	December
											
\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50	\$11.50
SS-153/1 Garnet Genuine Cameo other side	SS-153/2 Amethyst Genuine Cameo other side	SS-153/3 Bloodstone Genuine Cameo other side	SS-153/4 Jade Genuine Cameo other side	SS-153/5 Emerald Genuine Cameo other side	SS-153/6 Moss Agate Genuine Cameo other side	SS-153/7 Ruby Genuine Cameo other side	SS-153/8 Sardonyx Genuine Cameo other side	SS-153/9 Sapphire Genuine Cameo other side	SS-153/10 Opal Genuine Cameo other side	SS-153/11 Topaz Genuine Cameo other side	SS-153/12 Zircon Genuine Cameo other side

*All Diamonds Mounted in ROMANY RINGS Are Brilliant Sparkling Stones*

Oskaup Nolting Catalog, 1931/1932



**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



"MAFCA's election of directors is now going on. By now you should have received the ballot along with your 2016 membership renewal form. I know most of those running and must say what a great group to choose from. It is very helpful to the office staff

when both the ballots and renewals are returned early so we get these in as soon as possible.

October 7-10, MAFCA will be at Hershey. We are moving to a better location and the new spot will be on the Chocolate Field Row CF 78-83. This year, Alex Janke will be presenting seminars daily at 10 am and 1 pm and you will have an opportunity to meet Technical Director Jim Cannon and me. Come on by, we'd love to meet you, kick a few tires and learn something from Alex's seminar.

Now is the time to begin planning your trip to both the National Awards Banquet and National Convention. The Awards Banquet is December 2-5 in Medford, Oregon and the convention is June 19-24 in Loveland, Colorado. Hotel reservations are now able to be made for both events. Check out the information on the [future events page](#) of the website."

**August 26** - It is with great sadness that we report the passing of our Chapter Coordinator, Jill Sullins. She died peacefully on August 25, 2015 with her family at her side.



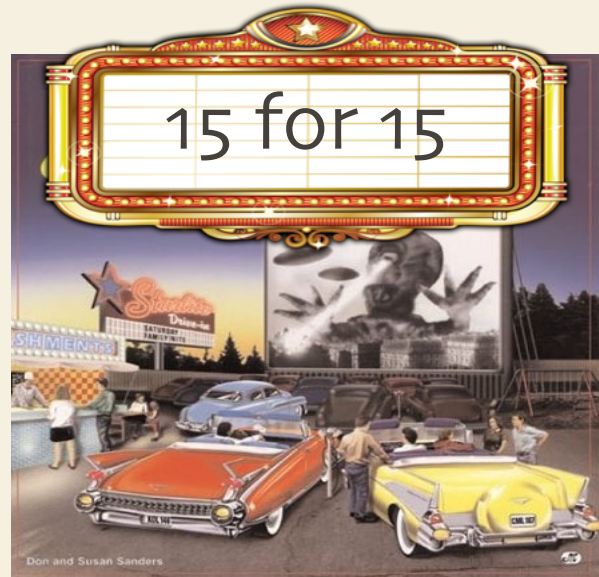
**Dec. 2-5th: National Awards Banquet** in Medford, Oregon. Hosted by Rogue Valley A's, Henry's Lady, and Sis-Q A's.



**June 19-24th, 2016: MAFCA National Convention**, Loveland, Colorado. In the tri-city area, Loveland, Greeley and Fort Collins.

**June 22-14th 2017: Northwest Regional Meet.** A 3-day event with a boat load of things to see and do. Plan to "Sea By The Bay in Your Model A."

**September 10-17, 2017: Pacific Northwest Tour**, Olympia, Washington. Hosted by Lion's Gate Model A Club.



Remember the Good ole' days? Of course you do, they're right NOW! We're experiencing the good days right now with the Model A Ford Club of America and the Utah Valley Model A Club. So get your friends involved and let's invite new members to join both clubs!



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