



UTAH VALLEY

- Model A Club -

September 2014

IN THIS EDITION:
PAINTING THE MODEL A-AGAIN³
 The Day I Caught My Model A on Fire!
 Colorado Model Railroad Museum

SURPRISE!
 SURPRISE!
 SURPRISE!

2ND ANNUAL
 PROGRESSIVE
 DINNER



Allison Mack, photographer

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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).

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

A Message From Our President

LEARNING ABOUT OUR MODEL A'S

Within the past two months I've gone for a ride with three Model A owners in our club who were confused about where their timing lever should be set. The cars lacked power and according to the owners, had been overheating. When I suggested that they advance their car's spark lever, they weren't sure which way it should go. I told them that down is the advanced position. When they made the adjustment, the cars took off with new-found alacrity. Owner's smiles attended the awakening of the horses under their hoods.

I haven't always been the teacher lately. Many of our club members have told me details that have helped me with my car. The technical presentations we've had at our club meetings have taught me a lot

We have some members who are working on their cars and learning for the first time about how Model As are put together. One of them told me how they've learned enough about one assembly of the car to be able to share their knowledge with another club member who had gone over to his place to help.

A common train of conversation with our members who are learning is that they feel like they are imposing on the other club members whom they ask for help. Consequently they spend too much time trying to figure out what to do when work on their car needs to be done. I tell them that working on another member's car is a pleasure as it increases the bond between friends and both learn something.

The most effective way to help another Model A owner learn about his car is to explain the principle that the repair or adjustment will be based upon. Once the principle is understood, then the actions to take are meaningful to the learner. I like to demonstrate while explaining the principle of an adjustment or repair and then stand back to let the owner do it. My role is to be the guardian angel who will show him again if needed or confirm that the work was done correctly. Either way, the owner gains confidence and some of the fear of working on his car erodes away.

President Howard Eckstein



August's Monthly Meeting

Attendance:

Dale Bench, Diane and Brim Brimley, Elaine Carlson, Vern Cope, Syd and Tim Crockett, Gemma and Howad Eckstein, Joe Fazzio and Pat, Wendall and Carol Gadd, Cliff Godfrey, Tony Jacobs, Alan and Pat Justesen, Greg and Nicholas Mack, Clyde Munson, Ron and Ellie Sessions, Bill and Colette Thompson, Janell and Bob Todd, and Richard Tucker. The crowd was so big it was standing room only!

Club Business:

Elaine read the minutes, and since she and Reid do such a good job, they were unanimously approved. Diane reviewed the finances with the club members. Every penny is accounted for. Good Job Diane and Brim. We even had a new guest visit to check us out. I hope we measured up to his satisfaction and will return!

Up coming activities:

International Model A Day for UVMAC will be held on September 12th this year. A professional chef took a few minutes to talk to us about food safety and gave us some tips on food preparation. Since he is going to be the judge of our manifold meals you can earn a few extra points if you add bacon. And you can win the prize if you can cook rice on your manifold. See page 14 for event details.

Auto Body Presentation:

Vern is probably the reason there was standing room only at the meeting. He prepared well for his presentation and brought about 300 pounds of equipment for "show and tell." He used a fender to show the step by step the process of removing dents, using Bondo if necessary and painting. It was very impressive. Vern reviewed sandpaper types and uses. Vern recommends using a dolly and hammer when ever possible. It makes for a better finished product, eliminates possible sources of future rust and speeds up the process in the long run.

Vern recommends a two-part primer. He cautioned us to mix only what is needed and no more. Sand the primer to a smooth finish and then use a sealer.

The most important part of the painting process is a proper compressor. It needs to have a two cycle engine to keep the paint flowing evenly. This means that you will need a 220 volt circuit however. It should have a 60 to 80 gallon capacity.

Awards:

We finished up the evening with Greg giving out awards. Thompson's definitely dominated this ceremony. They earned their 13+ Award and their 500 Mile Award, Bill also received a golden wrench award. Clyde was also brought to the pulpit to receive his 1000 Mile Award. He only has 100 miles to go to receive his 1500 Mile Award!

Vern's Tips for Easier Body Work

- Buy Bondo by the gallon — you'll need it.
- Buy better face masks with two elastics to keep dust out.
- Use a two part primer.
- Get a "real" compressor with a two cycle engine.



2015 Calendar of Events

September

- 5th — Onion Days Car Show, Payson 12:00 noon
- 8th — Board Meeting 8:00 p.m.
- 12th — International Model A Day. Manifold Cook Off and Fall Colors
- 16th — Model T Club, Utah State Fair, will disassemble & reassemble Model T
- 17th — Monthly Meeting Larry H. Miller 7 :00 p.m.

October

- 5th — Board Meeting 8:00 p.m.
- 15th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

November

- 8th — Board Meeting 8:00 p.m.
- 19th — Monthly Meeting Larry H. Miller, 7:00 p.m. Board elections

December

- 2nd-5th MAFCA Awards Banquet, Medford, OR.
- Click on this link for activity details: www.mafca.com/downloads/2015_NAB_Reg_Package.pdf
- 7th — Board Meeting
- TBA — Christmas Dinner

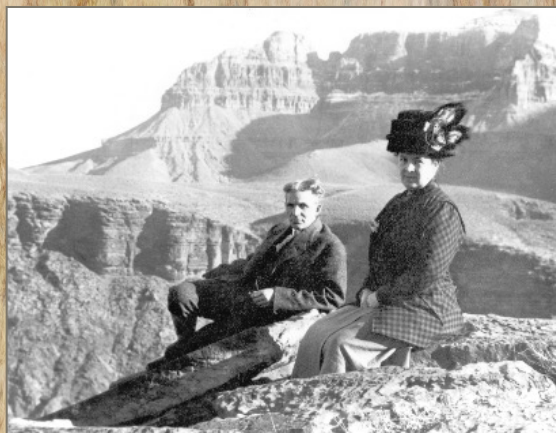
2016 Calendar of Events

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/>



The Wisdom of Henry Ford



Time and money spent in helping men to do more for themselves is far better than mere giving.

Let's Celebrate



- Pat Justesen — Sept. 8th
- Ron Sessions — Sept. 13th
- Greg Mack — Sept. 21st
- Howard Eckstein — Sept. 28th
- Carol Gadd — Sept. 30th



Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

Here's a surprise for most of us. A brand new "barn find." We will give you a hint. He has been looking for a car for quite awhile. If you can't figure out who this is, you're not reading the whole newsletter (hint).



Did you figure it out? Karl Furr sold this Model T to Lloyd and Kelly Barker. She was featured in our "The Used Car Movie."



Trophy Case

The club is getting quite a bit of exposure and its all because of YOU! Thank you for participating in the various parades and car shows. Your cars are gaining recognition!

Club Awards

- Golden Wrench** – Bill
- 13+ Award** – Bill & Colette
- 500 Mile Award** – Bill & Colette
- This is starting to sound like a broken record.
- 1000 Mile Award** — Clyde
- He's only 100 away from 1500!

Car Show & Parade Recognition

- Lindon Car Show** — Vern won a jacket
- Lindon Car Show — Clyde won his second jacket
- Payson Veteran's Cruise and Car Show** — Greg



Surprise, Surprise, Surprise!

BY CLIFF GODFREY AS TOLD TO HOWARD ECKSTEIN



Editor's Note: The following is an e-mail sent to me by Howard:

Hi Robert,

Here are some photos I took at the Lindon Car Show yesterday. Cliff surprised us all by driving his newly acquired '28 Sport Coupe to the show. The car is a real barn find and had everybody inspecting it; and that was the club members. Cliff was beside himself with pride of ownership.

Bud and Craig, under the instigation of Cliff's wife, Ellen, negotiated for the purchase of the car as a surprise gift for Cliff. Craig recounted to me the deal he made and the price paid was not the amount asked, but was a fair price for the car. Bud & Craig worked surreptitiously to get the car running.



On Fathers Day last June, Cliff & Ellen were invited over to Craig's with Bud & his wife where the three couples had a dessert of strawberries and cream. Craig told me how he became impatient and invited Cliff outside. They sat on the patio, but Cliff still didn't notice the car. At last Craig just about dragged Cliff over to the car and told Cliff the car was his. When Cliff finally understood that it really was his car, he was overtaken with emotion. Cliff's wife had paid for the car and with the help of Bud & Cliff, presented it to him as a Father's Day gift.

Since Father's Day, Cliff has been working with Craig and Bud changing the clutch to a single plate unit with a corresponding change in transmission and installing new brakes and other similar projects so that he could debut the car to the club at this car show. Cliff kept it a secret from the club so that we all could share in a singular moment with him.

During the time Bud & Craig were getting the car ready to give to Cliff, there was a problem. For three weeks, Cliff kept trying to make a purchase of another car which is in Colorado. Cliff's friends had to call the seller to tell him the story of the surprise they had planned and to stall off Cliff whenever he called about making a deal. That the seller cooperated and helped to keep the lid on, ensured the surprise.

Cliff will never know this, but I was aware of the gift after it was presented to him, but before he revealed it to the club. I was sworn to secrecy by Bud who told me the story. It is a source of gratification to me to see the love of these people for a friend. If you could have seen Cliff's glowing grin all day yesterday, you would have joined in his excitement.

In attendance at the show with Cliff were Bud, Craig and their wives. It was a big day for them, too."



Repainting the Model A — Again³

BY HOWARD ECKSTEIN

I've had my Model A since 1965. My dad bought it for me for the top-dollar-of-the-day price of \$350. Someone had painted the whole car black using a mop and a bucket. It wasn't long



before I decided to paint it.

I liked two-tone tan and brown, so in 1968 I obtained a compressor and a spray gun from Sears and bought lacquer in the colors I liked. I had the unfortunate idea that it had to be sanded to the bare metal. The black mop job was as thick as glue and I bought paint stripper and went after it with a brush and a putty knife. I finally got it prepped and



painted and drove it around with pride for a few years while that lacquer paint job slowly wore out.

Then in 1972, a movie company repainted it in tan and brown lacquer for a TV commercial.



By 1987, I had moved to Utah and the climate here destroyed that lacquer paint. By this time, I decided to repaint the car the original colors I sanded off nearly 20 years earlier.

Fortunately there was enough color on the inside of the car that I matched it myself using paints I bought in a acrylic enamel.





The years went by and I watched the car slowly deteriorate from then until now. That's when I told Gemma, "I've got to repaint that car before it rusts completely away". I took it to a restoration garage where I was quoted \$6000 to weld in patch panels and paint the car. I told Gemma I could do the whole thing for about \$2000 myself. And so we did.

would have done at a fraction of the cost. The only caveat is it looks like I did it.

Gemma and I moved the car into the garage, jacked it up and immediately de-rimmed the tires and took the wheels to the sandblaster and painter. I used to work in a powder coating company and I knew that I didn't want my wheels powder coated. I wanted them painted. Someday I'll rant about that at a club meeting and explain why.



We stripped off all the parts that were attached to the body and fenders and set them aside. With the help of some friends, we lifted the body off the frame and set it up on saw horses so I could do the body work without the fenders in the way.

After we had sanded everything using 220 grit sandpaper to work out the scratches and lumps, we went over it by hand with 600 grit before laying down a coat of primer. This had to be sanded in the same manner as described so the paint had a smooth surface to sit on.



We rented a commercial garage for \$600 for a month, borrowed an air compressor from Joe Fazzio, bought \$460 worth of paint and supplies, ordered a bunch of new parts from the catalogs, and reupholstered the front and rumble seats with \$400 worth of fabric and batting. And did a lot more than what the \$6000 bid





After painting the light green over the whole body, it was masked and dark green painted on the top. Because paint is not completely opaque, we painted the whole car the base color so the dark color would look even in shade.



Then the fenders and aprons were painted black.

The next step was to gather a bunch of friends again, along with Richard Tucker from the club to lift the painted body with new body blocks onto the frame without scratching anything. It went together just fine.



I took a long time to reassemble the car. A family from the neighborhood came over 3 nights before the Mapleton Parade on July 24 to get the car completed. New running boards, new bumpers, new bolts, new upholstery and new paint make the car look great. All it needs now is apple green pin striping.





Second Annual Progressive Dinner

Lunch

“Progressive Dinner.” Those words are music to my ears because that means I get to do three of my favorite things, not necessarily in order of preference: 1) EAT, 2) drive around in our Model A, 3) Be with friends! It’s pretty hard to come up with something better.

We started off our day by congregating at Janell and Bob Todd’s home within sight of the Temple in Provo. The Todd home is a milestone for the club. We had more cars there than anytime previously. The most cars we’ve had at any one event was eleven. Today we had thirteen cars show up. We also had an added bonus. Clark and Teresa Christensen from Provo joined us and will be joining the group. Welcome!

At the Todd’s we started our day of engorgement with hors d’oeuvres. They were so good I had a hard time not going back for seconds. But I wanted to leave room for the rest of our stops. As an added treat, Bob and Janell invited everyone to go pick peaches (some the size of baseballs) and grapes to take home. They were such gracious hosts and yet they had a temple assignment in the afternoon so they wouldn’t be joining us for the rest of the feast.





It was difficult to round everyone up and get them away from the tables, but the bell rang so we all began to drift towards our cars. The only problem was there were a large number of area neighbors who were busy taking pictures of the Model A's.



We finally left and made our way to Joe's Fazzio's home in Mapleton. He couldn't have picked a better atmosphere for our salads. The room was decked out with old gas pumps, oil memorabilia, and other gear-head antiques. He even had a gas station diorama! The salads were provided by Elaine Carlson and Becky and Allison Mack. Joe and Pat provided everything else we needed. Again it was hard to push away from the table and move on. And, wouldn't you know it. We had the same problem when we were ready to leave. Neighbors were out taking pictures of all the cars.



Our drive from Joe's home to Brimley's took us all the way across the county. Brimely's home, located in Spanish Fork was our next stop for the main dish. The enchiladas and Mexican rice were exceptional! Many of us could have sat there and eaten all day long, but at long last the bell rang again and we were off to our last stop.





Howard and Gemma Eckstein provided dessert. Last year they introduced us to a delectable delicacy called tres leches cake. It is made from sweeten condensed milk, evaporated milk and heavy cream, thus the origin of the name. And they didn't disappoint us this year, our tastebuds had another rendezvous with this club favorite!



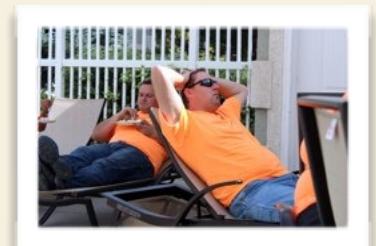
By the time we were all done eating there was no way any of us would dare go for the dip in the pool, which is where we enjoyed our dessert. We were so full we would have sunk to the bottom like an anchor and stayed there until they drained the pool this winter.

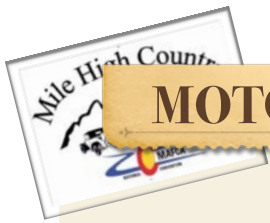


The food was absolutely wonderful, the rides to and from locations great, but the best part of the whole event ... the people we shared it with.



A big thank you to all who helped make this event such a success! Special Kudos go to Todd's, Brimley's, Joe and Pat as well as Ecksteins who acted as hosts. Until next year....





2016 MAFCA National Convention

JUNE 19-24; LOVELAND, COLORADO



If you are a rail buff or a model railroad enthusiast this is a stop you MUST make!

The entire main floor is filled with an HO scale layout that is the scale equivalent of 20 miles. Immaculate detail is given every aspect of the layout from scenery

to weathering of cars and locomotives to lighting, buildings and people.

The bottom floor consists of a gift shop that would intrigue the rail buff as well as model railroading supplies, cars and locomotives, DIY books etc.

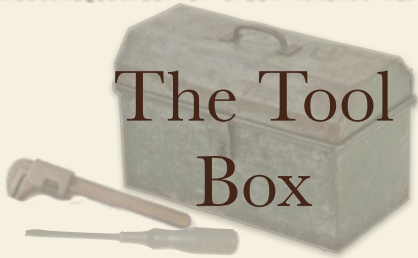
If you have your own model railroad layout this will be the source of great inspiration to you. It is located in Greeley Colorado, 37 miles from the Convention headquarters.

Take a look at the pictures. They tell the story, better than any narrative could!



COLORADO MODEL MODEL RAILROAD MUSEUM





The Tool Box

Listed below are club members who have tools that they are willing to loan to other members. Of course it is expected that if you borrow them you return them in good condition and in a timely manner. Thank you, everyone, for your willingness to help others

- **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** — we are still collecting all the parts necessary to operate it - Mack's
- **Spring Spreader** - Greg



International Model A Day and the Iron Chef

September 12th The manifold cook off. Come prepared with a tinfoil meal that can be wired to your manifold. We will drive up American Fork Canyon and Tibble Fork and EAT while we enjoy mother nature's handiwork!

UVMAC Mercantile

The Used Car

30 minute DVD
only four left



Club Logo Sticker

License Plate Toppers

\$10.00



IMAD Patch

complete your set
only five left



\$15.00



\$45.00

Club T-Shirts & Jackets

Your car on club logo. Contact Vern for details



Golden Wrench Award

BY BILL THOMPSON

When I bought this car in 1961 it had all four shock absorbers on the car. The 2 front shocks were connected with original arms and tubular links. The shocks were worn out and doing no good at all. The 2 rear shocks were missing the arms and links and therefore were also inoperative. They were froze up so they also were useless.

When I began to restore the car 4 years ago, I removed the shocks and stored them until last October. At that time I sent them to Robert Paul in Yoder, Colorado to be rebuilt. His services are really in demand. It turned out one of my shocks could not be rebuilt so he provided a core for a small fee and sent them back in April cleaned, painted, and ready to install.

I cleaned up the front shock links and arms and reinstalled the front shocks. I ordered some used original rear shock arms from Bert's Model A Store in Denver and cleaned them up and painted them. I also ordered some 'dog bone' type replacement shock links for the rear shocks and installed them as well.

For the first time in 54 years my Model A has 4 working shocks and it is amazing how much difference they make in smoothing out the ride of a Model A. The Model T didn't come with shocks and Henry Ford wasn't going to put them on the Model A either but after Edsel took him for a ride he changed his mind and made them standard equipment on all Model A's.

My mentor was fordbarn.com and restoration books ordered from MAFCA.

Some observations I made and things I learned while doing this shock absorber project:

1. There is a difference between the different shocks as to their position on the car. When they came back from being rebuilt they were clearly marked as to position they should be installed on the car.

2. Once they have been rebuilt by Mr. Yoder they have been correctly adjusted for their intended location and should never be adjusted again.

3. They are guaranteed for one year and should never need fluid added to them.

4. The original tubular shock links are a pain to reassemble and install. Filling them with grease will help to hold all the small pieces in places while they are reinstalled.

5. The front shocks can be installed without removing the tires but the rear shocks are much easier to install if the tires are removed.

6. The replacement 'dog bone' shock links are a snap to replace. This style was the normal link for the V8 cars and the tubular links were discontinued when these came out.

7. Unless you are really looking for the original look for fine point judging the 'dog bone' link is cheaper, just as durable, easier to install and work just as well if not better than the original tubular links.





Passenger side front shock



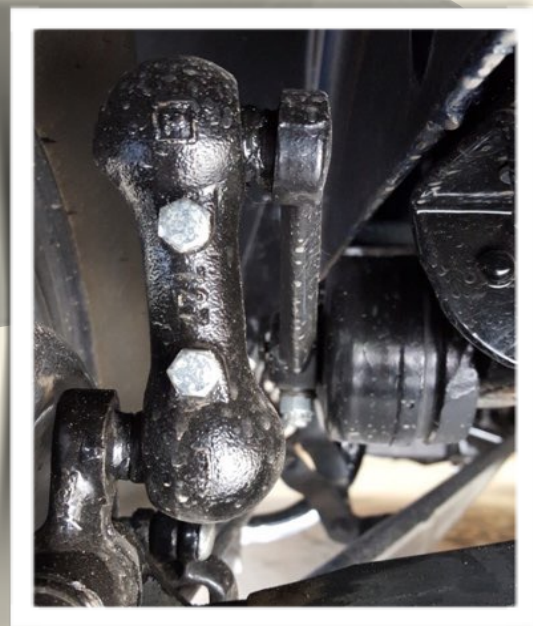
Driver side front shock



Passenger Side Rear Shock



Driver Side Rear Shock





The Day I Set My Car On FIRE

BY HOWARD ECKSTEIN



In June of 2014, I started bodywork on the Model A. I was welding patch panels behind the doors on both sides of the car. Knowing that wood is behind part of the area where I was welding, I had a jug of water on hand to cool the welds as soon as they were done. This system worked well for the patch behind the driver's door. I did the same thing for the patch behind the passenger's door with what I thought was similar success.

Then, after welding the patch on the passenger's cowl for a few minutes, I heard what I thought were kids playing nearby. I had on my goggles and was focused on my weld. Finally I looked over to the doorjamb and saw flames. I grabbed the jug and threw water onto the fire that was going in the rumble seat and had started burning the upholstery in the front. The cabin was already filling with roiling black smoke.

There was a man standing nearby with his dog who was staring at my burning car. I yelled at him "Get a hose!" He ran away and I never saw him again. Out of water, I ran back to where my hose bib is and started filling my jug. I said out loud: "God, don't let my car burn to the ground!" I ran back to the car where the flames were now larger and involving more of the stuff in the rumble seat.

Suddenly a woman appeared from nowhere holding two fire extinguishers. "Can you use these?" she asked. I

took them, thanked her, pulled the pins and immediately fought the fire and put it out. That woman saved my car. She lives across the compound on the third floor with her picture window facing my car. She saw it burning and tried to get my attention. When I didn't hear her, she rounded up her 2 fire extinguishers and came running. She answered my prayer since that was the only way I would have been able to control that fire.

In the rumble seat were 3 cans of spray paint, a half-full two-gallon jug of motor oil, and a can of lacquer thinner. The oil jug was melted down to the level of the oil which did not ignite. Neither did the thinner nor the paint.

I later bought two new extinguishers and a bouquet of roses which Gemma & took up to the lady and heard her version of my story.

My takeaway from this is:

1. God knows what you need before you pray for it.
2. If you think it's too late, pray the prayer anyway.
3. Take everything out of the car before welding on it!
4. Have a fire extinguisher around when welding.
5. Always thank the angels who step in and save your bacon.





Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

Crowds See Market History Made; Phones, Cables Swamped

SEPTEMBER 19th, 1928 — "Billy" West Anderson was born in Wala Wala Washington. In High School he participated in the speech and drama teams. When drafted into the Army he served as an announcer on American Forces Network television. He is best known as Batman in the first Batman movie. His stage name is Adam West.



SEPTEMBER 8th, 1930 — Artist Chic Young debuts the *Blondie* comic strip for the first time. *Blondie* focused on the adventures of Blondie Boopadoop—a carefree flapper girl who spent her days in dance halls. The name "Boopadoop" derives from the scat singing lyric that was popularized by Helen Kane's 1928 song "I Wanna Be Loved by You." Chic drew the cartoons continually until his death in 1972.



SEPTEMBER 2nd, 1929 — Margarine Union & Lever Brothers merge to form Unilever. This was the largest merger up to this time. The businesses initially aimed to negotiate an arrangement to keep out of each other's principal interests of soap and margarine production, but ultimately decided on an amalgamation instead.



SEPTEMBER 17th, 1931 — Since 1931, Earl Webb has held the major-league record for the most doubles hit in a single season — 67. It is one of the longest-lasting records in baseball, despite the fact that when it was set, the season was eight games shorter than today's 162-game schedule.





The Men's Fashion Journal

MEN'S FASHIONS 1928-1931



Men's fashions have always been a challenge for me and I'm sure for many of you too. It seems as though there just aren't enough of them around. A gentleman from the Model A era would save a long time to have enough money to buy a good suit. It usually was the suit that would also go to Church on Sunday, town meetings, weddings, and ultimately he would be buried in it.

These dapper men were very conscientious about their clothes. When dressing for a special occasion the men were just as discriminating as the ladies of the era. They coordinated their outfits from head to toe. And they chose wisely when it came to business wear, formal or informal wear, day or evening wear and lounge or country~ wear.

Styles for Men Spring and Summer 1930 was the inspiration for the following men's correct dress guide for all occasions.

FOR BUSINESS WEAR

Coat: Single or double-breasted sack coat, two or three buttons.

Waistcoat: Single or double-breasted, material to match coat. A double-breasted waistcoat should only be worn with a single-breasted sack coat.

Trousers: Same material as coat with or without cuffs.

Overcoat: Single or double-breasted Chesterfield, raglan or ulster for inclement weather.

Hat: Derby or Fedora.

Shirt: Soft of striped or fancy material.

Collar: Turn-down collar to match, or white.

Scarf: Four-in-hand.

FOR INFORMAL DAY WEAR

Coat: Single-breasted one or two button sack coat of black, Oxford or dark brown material.

Waistcoat: Fancy, either single or double-breasted with or without collar.

Trousers: Striped Cheviot trousering, the dark stripe to match the color of coat.

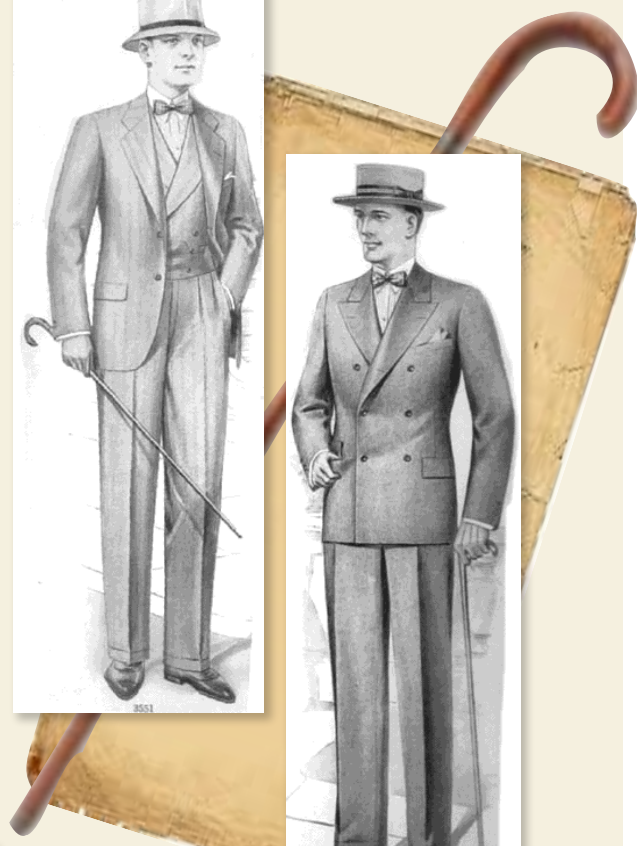
Overcoat: Single-breasted fly front or double breasted shapely of solid color material.

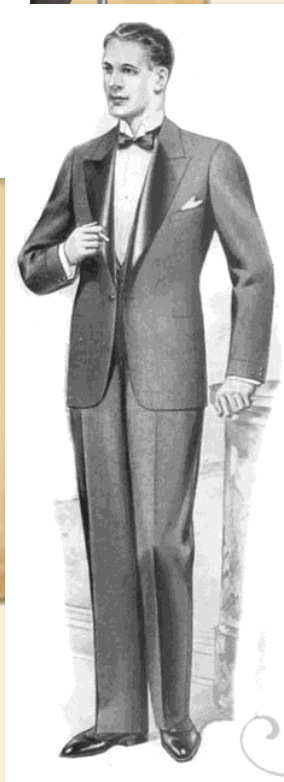
Hat: Black Derby

Shirt: White pleated bosom.

Collar: Wing.

Scarf: Bow tie of black with white stripes or four-in-hand the same color.





FOR FORMAL DAY WEAR

Coat. Single-breasted frock, one or two-button style of either black, midnight blue or Oxford.

Waistcoat. Either single or double-breasted of either the same material as the coat or of fancy material in pearl gray or white.

Trousers: Striped Worsted.

Overcoat. Single or double-breasted shapely of either blue, brown, black or Oxford, or a Paddock overcoat.

Hat. Derby or Silk.

Shirt: White pleated bosom.

Collar. Wing.

Scarf. Either black and white stripe bow or four-in-hand the same color.

FOR INFORMAL EVENING WEAR

Coat. Tuxedo, single or double-breasted.

Waistcoat. Black single or double-breasted.

Trousers: The same material as the coat.

Overcoat. Black or Oxford Chesterfield or double breasted overcoat with velvet collar or Paletot.

Hat. Soft Felt or Opera

Shirt. stiff bosom or white pleated.

Collar. Wing or polk.

Scarf. Black bow.



FOR FORMAL EVENING WEAR

Wedding, Ball, Formal Dinner, Theatre Party, Reception or Opera.

Coat. Evening dress coat.

Waistcoat. White washable, single or double-breasted.

Trousers: The same material as coat.

Overcoat. Inverness, Chesterfield or double-breasted Paletot with velvet collar.

Hat. Silk or Opera

Shirt. Stiff bosom or plain.

Collar White wing or polk.

Scarf. White bow.



GLOSSARY

- Bow tie** — a man's tie; ties in a bow
- Chesterfield** — a fitted overcoat with a velvet collar
- Cheviot** — hardy hornless sheep of the Cheviot hills noted for its wool
- Derby** — a hat that is round, black and hard with a narrow brim, worn by some British businessmen
- Fedora** — felt hat with a creased crown
- Hamburg** — felt had with a creased crown and rolled brim
- Inverness** — a kind of full sleeveless cape, fitting closely about the neck
- Jodhpur** — pants tight on the lower legs but flared at the hips, worn with knee-high boots while horseback riding.
- Knickerbockers** — trousers ending above the knee
- Opera** — a man's hat with a tall crown usually covered with beaver or silk
- Oxford gray** — a very dark gray color
- Norfolk jacket** — loose-fitting single-breasted jacket
- Paletot** — an overcoat
- Sack coat** — man's hip length coat with a straight back; the jacket of a suit coat; an outer garment that has sleeves and covers the body from shoulder down, worn outdoors.
- Tuxedo** — semiformal evening dress for men
- Ulster** — loose long overcoat of heavy fabric; usually belted
- Worsted** — a tightly twisted woolen yarn

LOUNGE OR COUNTRY WEAR

Golf, Riding, Motoring, Etc.

Coat. Norfolk or sport, single-breasted.

Waistcoat. Single-breasted of same material as jacket or fancy for riding.

Trousers: Same material as sack coat.

Breeches: Knickerbockers or Jodhpurs may be of contrasting material.

Overcoat. Full box raglan or deep arm-hole slip-on.

Hat. Soft Felt, cap or straw in Summer.

Shirt. White or colored.

Collar. Same as shirt, soft or semi-soft, low, turndown.

Scarf. Four-in-hand, bow or once-over.



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



"Fall brings great Model A weather and it's also brings MAFCA's election. You will soon be receiving your ballot for election of MAFCA directors. Please take some time to read their bios in Sep/Oct Restorer or here at mafca.com and return the ballot. In your ballot

envelope, you will also find next year's membership renewal form. It really is helpful when our members return these as early as possible. Many don't realize that returning them in a timely manner can save MAFCA hundreds of dollars.

Tire kicking is always a great way to spend some quality time with friends and National Tours, Awards Banquets, and Conventions offer a great opportunity to do just that. Coming this December 2-5 is the National Awards Banquet in Medford, Oregon, followed by our National Convention in Loveland, Colorado June 19-24, 2016, and then September 10-17, 2017, the National Tour in the Pacific Northwest. Why not grab a few chapter friends and be part of one or all?

I recently returned from a long Board of Directors meeting. Among the topics discussed was a chapter support program in which new members to your chapter may be eligible to receive a discounted membership to MAFCA. Watch for coming details on this in future Restorer magazines.

This October MAFCA will be introducing a new book on the Tudor. This book brings the best Restorer articles on the Tudor into one place. I want to thank Les Andrews and Alex Janke for their hard work in putting this book together.

September 19th: Model A Days at the Model A Museum in Hickory Corners, Michigan. Contact [Anne Neely-Beck](#), (478)945-3736 for more information or questions.

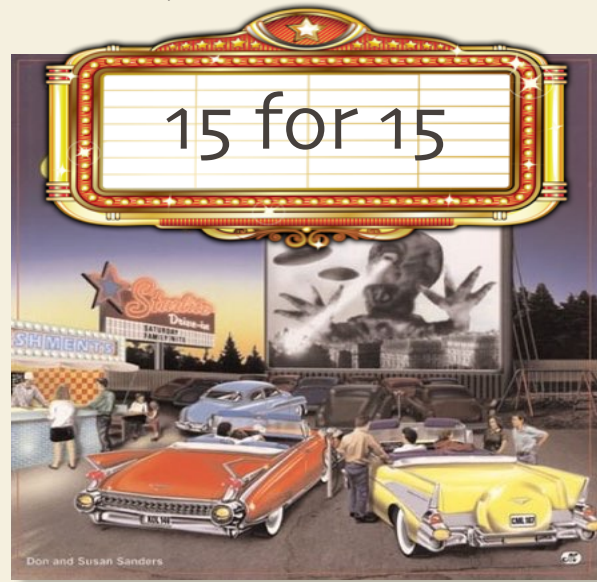


September 19th: International Model A Day, across the world. Clubs can order patches from [Bruce Adams](#), coordinator. Proceeds from the patches go to the youth scholarship fund.

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 ti-city area, Loveland, Greeley and Fort Collins.



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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