



# UTAH VALLEY

## - Model A Club -

November 2016

IN THIS EDITION:  
**3RD ANNUAL PROGRESSIVE LUNCH**  
A Vintage Ride  
Through Nature's Paradise

RON  
THORNE  
COLLECTION

PARCELS  
OF  
TIME



*Line-up at Hanson's during Progressive Lunch*

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The purpose of the club is two-fold:

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

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

## 2016 Club Officers

### CLUB OFFICERS

President	Nicholas Mack
Vice President	Vern Cope
Secretary/Historian	Robert Mack
Treasurer	Diane Brimley

### APPOINTED POSITIONS

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

## A Message From Our President

### THANKSGIVING

November has one of the best holidays —Thanksgiving. I say that because eating is my best talent. Hot moist turkey rests next to creamy mashed potatoes smothered in gravy; causing my mouth to salivate. The smells of roasted marshmallows permeate the air as they cook atop mom's famous brown sugared yams. Green bean casserole lies on the table adding a splash of color next to the highly anticipated stuffing.

Families gather to enjoy great company, laughter, and turkey commas, as well as look at the Black Friday ads.

A Thanksgiving dinner is a huge undertaking. Cooking of the turkey, making the mashed potatoes, yams, green bean casserole, and stuffing, is a huge undertaking for one person. The extra time, preparation, and stress can be too much for one single person. While everyone else gets to enjoy themselves, that one person can get burned out very quickly. They say, "Many hands make light work" and that is especially true for Thanksgiving. It also applies to the Utah Valley Model A Club, "the more the merrier."

Because of this I would like to take this moment to thank all of those that have made the work light. I am grateful for the work of this year's club board. To those that have helped plan, decorate, brought food, and supported our activities, I would like to say thank you! Thank you for the countless hours that have been spent writing our award winning newsletter and our great, informative, website. To our photographers who provide amazing content that make these publications happen, I say thank you!

To our wonderful mechanics who work so hard to help us understand our cars, and how to fix them, and keep them on the roads, thank you! To those faithful members who drive so many miles to come to activities and meetings, to that member who lives close, but has such a busy schedule, yet still finds time to come and support us, I say thank you! Let us savor this year's memories and reminisce this year's fun, feasts, and fellowship!

President Nicholas Mack

## 2016 Calendar of Events

### November

- 5th - Murder Mystery Dinner, American Fork Heritage Senior Citizen's Center, 5:00 to 9:00 p.m., see club webpage for more details
- 7th - Board Meeting
- 17th - Club Meeting, Larry H. Miller Ford, Provo  
Nomination of 2017 officers

### December

- 5th - Board Meeting
- 7th - MAFCA National Awards Banquet, Reno, NV
- TBA - Annual Dinner; awards, installation of new officers
- TBA - Christmas Light Tour

## 2017 Calendar of Events

### January

- 9th - Board Meeting
- 19th - Club Meeting, Larry H. Miller Ford, Provo

### June

- 22-24, 2017 -- North West Regional Meet, Coos Bay, Oregon, Hosts: The Myrtlewood A's

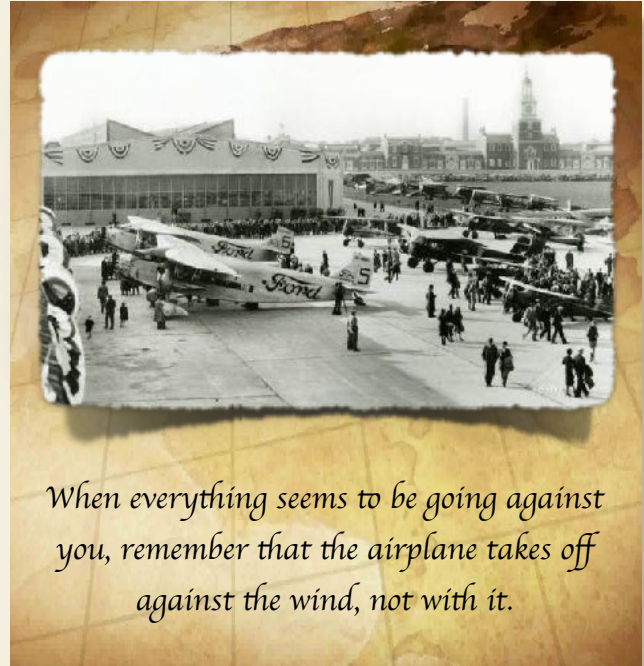
### October

- 1-6, 2017 -- 2017 MAFCA National Tour Paso Robles, California; Hosts: Bakersfield Chapter

## 2019 Calendar of Events

### October

- 7-11, 2019 -- Kanab, Utah; Hosts: Canyonlands Special Interest Group



Vern Cope - November 2  
Ellie Sessions - November 26  
"Brim" Brimley - November 30  
Richard Burr - November 30

## October's Monthly Meeting

### Attendance:

Bob Anderson, Bill and Colette Thompson, Bob and Aniece McCulloch, Joe Fazzio, Tim Eckstein, Timothy Isaksen, Karl Furr, Howard and Gemma Eckstein, Tony Jacobs, Margaret, Brim and Diane Brimley, Clyde and Jenn Munson, Vern Cope, Greg Mack, Richard Tucker, Pat and Renae Hansen, Robert Mack.

Vern conducted the meeting.

### Club Business:

**Bent Rod Award:** Pat Hansen is the newest recipient of the Bent Rod Award. He received it because of the problems he had during the Progressive Lunch this month. Pat diagnosed the cause of the fan problem he experienced during the progressive lunch that caused the fan to hit the radiator. The alternator, switching on an off, was causing the fan to pull to the side each time. Tanner's in American Fork rods radiators. Pat is using an aluminum fan now.

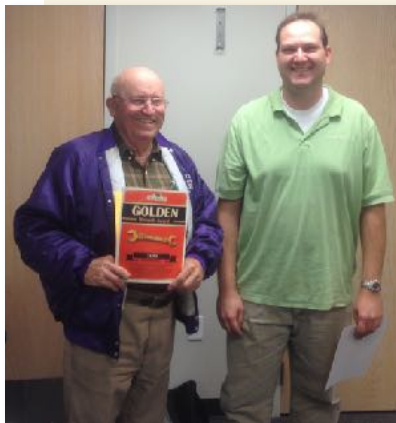
**Murder Mystery Dinner:** The Mapleton Memorial Building is booked all through October and part of November so we are unable to use that building. Mayor Hatfield has come to our rescue and scheduled the Heritage Senior Citizen's Center in American Fork. The building is just behind the A.F. Tabernacle. We will be meeting at 5:00 p.m. Come dressed to enjoy the fun.

Clyde is looking for cast members. He needs four male and four female volunteers. Bill, Nicholas and Clyde have volunteered as well as Charlotte.

**T-Shirts:** We have the final details of the club shirts. Vern showed us a sample of the shirts. They are 100 % cotton, so they will shrink. Please order your shirt sizes accordingly. We have to order 100 or more shirts to be able to get pockets, so none of the shirts will have pockets.

**Salty A's Trip:** The Salty A's have invited us to join them on a tour of Brian Thorne's car collection. Those who want to participate need to be at Harts by 9:00 a.m. We will be taking Redwood Road on the way up.

**New 2017 Officers:** Next month we will be voting for new officers. Clyde passed around a sign-up sheet for those who might be interested in volunteering.





**Golden Wrench Awards:** Greg gave out two Golden Wrench Awards to worthy recipients Tony Jacobs and Karl Furr. Tony received his for work on his car's ignition system. Karl's award was for the work he did to rebuild his front-end and replace his radiator.

### Technical Presentation:

This was the second time the women have taken over the technical presentation. Elaine talked about Model A fashions last year. This year Jenn Munson complemented her presentation by covering makeup and hair styles of the era.

Not being knowledgeable about makeup or hair, my notes may or may not be correct. You can read more about her presentation by reviewing her handout in newsletters Ladies Home Journal section on page 19.

The dawn of color in makeup began in the late 20's and early 30's. Make-up fashion was influenced by the movies. Advancements in the petroleum industry helped the Fords but also helped make-up. Petroleum-based cosmetics were introduced in the 30's. Previously, they used cadmium, cobalt, and charcoal. Mascara was something new and dark eyeliner of the 20's was a sign of the decadence of the roaring 20's, so the movies dropped it.

Pencil thin eyebrows and big eye lashes were big. Nail color had to match the lipstick.

Why was this so important for women? With the stock market crash they couldn't afford new clothes etc., but she could afford a few items of makeup. The government subsidized the cosmetic companies to keep costs low, and raise the morale. Foundation was put on thick. Cornstarch was used when they couldn't afford rice powder.

Gemma and Margaret were great make-up models. Vern jumped in to augment the beauty in the room! Great job Jenn, but I think no matter what you do for Vern it won't be enough.



# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Pat Hansen** heard Joe's car complaining while they were on the progressive dinner circuit and stopped to see what was happening. It turns out that they had blown a head gasket. Normally we would be disappointed, but Pat was happy. While looking under the hood at the gasket, he noticed the fan blades had been shaving away the fins of the radiator; a much more expensive repair than a new gasket. He caught it just in time!

Thanks to **Clyde Munson**, Nicholas Mack has new electrical wiring for his Tudor. He burned some of the wires recently in an abrupt stop that cause the brake wiring to burn. Thanks Clyde!

For those who don't know,

**Nicholas**

**Mack** and

**Natalie Wade**

FINALLY got married! Natalie tricked him into it by kicking him out of his house when she didn't renew her apartment contract. He had

to move home and sleep on an air mattress. That didn't last long! Good job Natalie!

**Howard** has been helping others work on their cars, but apparently he needs to rearrange his priorities and work on his own coupe. On the trip to Salt Lake to join in with the Salty A's, he overheated badly and lost some of the solder in his engine block. The water was pouring out just as fast as it was put in.

We received more news from **Bob and Janell**

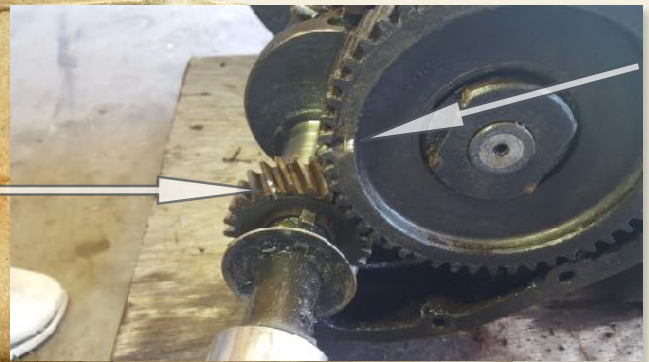
**Todd** who are serving as Palmyra Temple Missionaries. Part of their letter, with pictures, are included in this month's newsletter.

Watch for it, it is quite interesting.

**Carlsons**

are home for a few days then they are off to tour China. They said we should not forget

about them. They will be back to club meetings and activities soon. On their trip home, they stopped at Greenfield Village in Michigan and then at the Model A Ford Museum in Hickory Corners. Carlsons said they really enjoyed visiting the museums.





# Third Annual Progressive Lunch

## I SHOULDN'T HAVE EATEN THAT ELEPHANT

Okay, I've got a problem. I drive a Phaeton, I'm 6'3" and weigh 270 lbs. and we're participating in a progressive lunch. Under normal conditions, people don't get into the front seat of a Phaeton. It's such a tight fit they put the car on instead. And now, I am planning to stuff myself at each stop of our tour of food heaven. You guessed it, I'm in big trouble, with a capital T and that rhymes with me!

We started our tour of titillating delicacies at Joe Fassio's mansion. This first stop was filled with a variety of hors d'oeuvres. Everything looked so good I had a full plate even before I made it around the table.



After a few pictures of the Model A's lined up in front



of Joe's home everyone jumped in their cars for a nice ride to our salad stop. Everyone but me. I had to gingerly squeeze between the steering wheel and the seat. At least my stomach didn't touch the steering wheel once I was seated.

Along Geneva Road Pat and Renae pulled over. His car seldom has problems, so many were surprised when he was the first roadside patient. It turns out his fan

blade was digging into the back of his radiator. He took off the fan belt and made a bee-line for his house, the site of our next stop — salads.



There too I found it hard not to shovel my plate full of all these delicious looking salads!

We stayed for awhile giving people a chance to use the restroom and tour Hanson's home which was one of the first in the Lindon area.

A short while later we all climbed into our A's and headed to the Munson home where we were to enjoy our main course. It took me a bit longer to get into the Phaeton, but with several twists and turns I finally sandwiched myself between the seat and the steering wheel. This time however, the cloth of my shirt was dragging against the steering wheel. Okay, I'd better take it easy with the food at Munson's.



Everyone made it to Clyde's and Jenn's home without incident. Soon the grill was lit and burgers and hot dogs were



sizzling over the flame. Ahh, the smell conjures up images of hot savory food

mouth water. We all loaded our hamburgers and hotdogs with all the toppings, along with chips and other side dishes. Before long I felt that slightly uncomfortable feeling when I eat a little too much. How can this be? I still have another stop. The most important stop of the whole afternoon — Dessert! I can't quit now!

It was much more difficult (okay, I had to hold my breath) to get into the car this time. And, to make matters worse my stomach was dragging against the steering



wheel.

Driving to Eckstein's for dessert proved to be more of a challenge. It's not bad enough that I had to deal with manual steering, now I had to battle with the resistance my stomach was providing against the wheel as well.



Howard and Gemma came through again. They provided us with a delectable treat from Mexico — Tres Leches Cake! I couldn't believe it when they asked me if I wanted



cake and I said, "Just a small piece, please."



What in the world was I saying? A small piece? I could normally eat the whole thing by myself!

Howard could see through my feeble attempt at modesty and gave me a "man-sized" portion anyway. I secretly gave Howard a manly nod of appreciation.





We all enjoyed every bite of an amazing climax to our progressive lunch. The cake didn't disappoint, it was divine! After chatting for some time, we decided it was time to head our separate ways. I noticed, however, that none of us were moving as fast as we originally had when we started out at Joe's.

To tell the truth,



I was dreading our departure. If I couldn't fit between the seat and the steering wheel before, what was it going to be like now? Could I do it? Would all this food be worth the misery I was now going to put myself through?

Well, it took several attempts to get into the



Phaeton.

I had to tighten my belt and hold my breath, but I finally made it in the car. At stop lights I would let out my breath and let my stomach hang over the steering wheel, but we

eventually made it home without walking.

When we arrived home, I breathed a sigh of relief. Would I do it again? Ah, no? Yes, I would! After all, I have a whole year to lose enough weight to start the routine over again.

Look out Murder Mystery Dinner, here I come!





# A Vintage Ride Through Nature's Paradise

BY CLYDE MUNSON

In the waning days of August, members of the Salty A's, Beehive A's and the Utah Valley Model A Clubs took a tour of Southern Utah. Our tour was carefully and expertly planned by Denny Sprecher. We were given a booklet of maps on how to reach our first destination which was Richfield and all subsequent stops along the way.

Members of the two northern clubs met in Salt Lake and travelled south together, picking up other cars along the way. The first stop was in Goshen. This occurred after several members of the club had joined the convoy. However, the best laid plans went a bit awry, as an aerial view would have given the impression of the car club doing a dramatic rendering of *It's a Mad, Mad, Mad, Mad World*, rather than our usually organized line of Model A's heading down the highway, one after another.

Different members of our touring group stopped at different small towns in Sanpete County for lunch, refreshments and gas. Eventually, however, we all made our way to our final destination for the day, the city of Richfield.

The next morning, the tour was greeted by what appeared to be an absolutely beautiful day. Those that did not drive their Model As to Richfield unloaded their







cars from trailers and the group readied to leave Richfield, with a total of 19 cars ready for adventuring.

The first part of the drive took us around the scenic Fish Lake Loop. Along the way, we stopped at a lodge that was obviously built prior to modern building codes or levels. Standing in a large hall in the lodge and looking out the large windows that faced the lake we decided that if the rest of the tour had similar scenery, we would definitely see some amazing sights. With breaks taken, snacks eaten and condensers replaced, we moved on through the small towns in the area. Eventually, we reached Bicknell for lunch, after a local pizza proprietor had asked us to stop by and take a picture in front of his establishment.



After lunch, we made our way to the Anasazi State Park and Museum in Boulder, Utah. There, we looked through the exhibits detailing the lives of a long-lost Native American Tribe. As a group, we went out to look at the actual ruins, which was exciting. Unfortunately, the lovely weather turned on us, and made the picturesque ruins a little more exciting than we were originally planning. A deluge of near biblical proportions came down, sending everyone scrambling for any available covered areas.



When the weather let up to the point we were no longer worrying about floating away, we moved on to the destination of the day, Escalante, Utah. Whilst on the road, some members of our party decided to take a side tour along the Burr Trail, while the remainder of the tour travelled Grand Staircase road. Depending on how much you like feeling peril, this road was both terribly exciting and breathtaking or, since you could look over the side of our car, and see a 2,000 foot vertical drop, capable of inducing no small measure of vehicular consternation. The beauty of the area was offset by a challenging road, which now was slick with rain. It was at times a white knuckle experience.



In Escalante, we were treated to a dinner provided by the Wild West Retreat. The dinner was hosted in an old theater and was very delicious. While enjoying being dry and having a great meal, the tour discussed the next day's plans. Meanwhile, all of the Model A's parked along the street attracted a local who happened to have a Model T. The lady asked what our group's plans were for the next day and the tour told her that our itinerary included going to Kodachrome Basin and Bryce Canyon. The lady informed us that due to the local storms the roads in Kodachrome were rendered quite messy to drive on. She then let the tour know that there was a vintage airplane and car show at the Bryce Canyon airport. The tour decided to head directly to Bryce Canyon the next morning.

With a chill in the air, we departed Escalante and made our way to Bryce Canyon. Upon reaching the Bryce Canyon airport, we were directed around the humble terminal to the car show. The organizers of the show were thrilled to have us join the fun, as our numbers nearly doubled the total count of cars being shown. While the members of our clubs walked around the cars from the area, the treat of the Bryce Canyon car show experience was watching two vintage planes take off and perform daring maneuvers in air.

After some time, the clubs headed over to Bryce Canyon to continue the tour, after agreeing to return to the show to do a second display with the planes. We later discovered that the second fly by never actually happened, because soon after we left the airport a downpour effectively ended all flying attempts and also made driving rather....interesting.







Our clubs were not halted by the rain however, as we continued through Bryce Canyon. We had discussed going through to the top of the canyon first and then driving through to look at the different sites and vistas that the park offered, but much like the first day of tour, staying together was easier said than done.

At our stops along the way, we were greeted with some amazing scenery as the low fog hung like silvery smoke along the beautiful formations in the canyons. We also saw and were seen by many tourists who wanted to take pictures with our cars and ask questions about them.



Day four of our tour had us traveling from Richfield back home. Keeping up with our pattern, various members of our tour group found many different ways back towards Utah and Salt Lake County, taking all sorts of little side roads.

All in all, it was a great time with some amazing scenery. True, it would have been nice to experience this part of Southern Utah without all the rain showers, but that is part and parcel with car tours and we still had a wonderful time. We were grateful to travel in safety and genuinely enjoyed each other's company. As touring season ends, we are looking forward to next summer and to more adventures (but hopefully a bit less rain) with our Model A Fords and Friends.









# Brake Shoe Arcing

BY LYNN SONDENAA

What exactly does the arcing mean and what relationship does it have with the brake shoes? An arc is a part of a curve (brake shoe & lining). Arcing is a term used to describe the process of grinding or sanding the newly relined shoes to conform to the surface of the brake drum. New linings will have slight high and low areas. Also the ends of the brake linings are fitted to the brake circumference. This process will distribute pedal pressure equally over the entire surface of the brake lining. Thus you will have better braking. Brake shoes and linings need to be in full contact with the brake drums to provide the greatest force for stopping.

Figure 1 shows a brake shoe that is not arced (left side) and one that has been arced (right side). Figure 2 shows an extreme arcing of a brake lining and shoe. This photo shows where the brake shoe was damaged by the excessive arcing.

I use a 2-inch wide vertical belt sander that is connected to a vacuum system, and I wear a respirator to arc my linings. Brake shops and some clutch shops can perform this operation. For a period of time it was hard to find places to arc brakes due to the asbestos, but now that asbestos is outlawed in brake linings it is easier to find places that arc brake shoes. Remember arcing is just fitting the linings and shoes to the circumference of the brake drum.

Brake shoes that are used without arcing will have the high spots do all of the braking.

This will cause higher friction temperatures and either ruin the linings or cause them to wear out faster.

Courtesy of the [Volcano A's](#)



Figure 1



Figure 2



## Parcels of Time

BY BOB AND JANELL TODD

Dear Friends and Family,

Parcels of time in seven day packages...what a precious thing a week is! This week has certainly not been filled with our normal activities. We were given permission to go to Hershey, Pennsylvania to the annual meet of the Antique Automobile Club of America.

It is almost impossible to describe the scope of the Antique Automobile Club of America's event held each year at Hershey's in Hershey, Pennsylvania. We were told that between 100,000 and 200,000 people attend each year from over 30 countries and we can believe it!

We have included some of the photos we took while there. This is a photo of Janell in front of a 1949 Cadillac that was for sale in the 'Car Corral', which probably was about 2 miles long in the Hershey Park. Isn't she beautiful (Janell) not the car!

There were literally thousands of vendors and 'flea market' participants from many, many places with old car parts spread out for you to see over hundreds of acres. It is easy to get lost in this maze of activity!

The highlight of the event was the car show which is held outdoors on Saturday. Literally thousands of cars are brought onto an immense field, all arranged by year and type of car. This photo was for early open Model T cars from 1908 through about 1915. This owner is carefully 'polishing his brass' a very common practice that occurred here as the cars were ready for judging.







These two photos are of an early 1931 Model A standard Roadster.

Bob met the owner of this car who was waiting for the judges to come and inspect his beautiful work. In the conversation that ensued, Bob explained that he was restoring a '31 deluxe Roadster and the two had a good conversation.

Bob also explained, as part of the conversation, that he and his wife were serving as Temple Missionaries in the Palmyra Temple in New York for The Church of Jesus Christ of Latter-day Saints. Bob then asked him if he liked to read and he indicated that he did and Bob was able to give him a copy of the Book of Mormon that he had been carrying in his backpack.



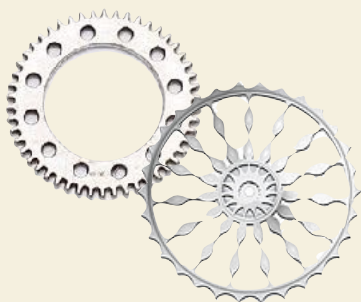
This third photo shows a 1930 Model A Ford panel truck which was also impressively restored.



The first photo on this page is of a 1927 Springfield Phantom Rolls Royce, which has been beautifully restored.



This second photo shows the engine of this beautiful Rolls Royce.



A nicely restored 1910 Stanley Steamer.

Before day's end, Janell's Fitbit recorded she had walked over 13,000 steps! We hope you enjoy some of the photos!





# The Ladies Fashion Journal

## HANDOUT FOR JENN MUNSION'S FASHION SEMINAR

### HISTORY OF 1930'S MAKEUP



Just look at the early talkies of the 1930s and the beautiful women who graced the screen like Myrna Loy, Greta Garbo, Mae West, Jean Harlow, Constance Bennett and of course the unforgettable Carole Lombard.

They all have a certain 'look' and one clear thing they all shared was the pencil thin eyebrow. The heavy kohl eye-shadows of the 1920s vamp made way for newer and lighter shades. Cream eye-shadows began to appear from the big cosmetic names like Max Factor who also launched the decade with his Lip Gloss and later in 1937 - Pancake water soluble makeup. Helena Rubinstein launched the first commercial water-proof mascara in 1939.

Lipstick sales went through the roof and there wasn't a magazine on a stall that didn't have a pouting face staring back using products from Coty, Tangee, and Max Factor. The British Daily Mail reported in 1931 that 1,500 lipsticks were being sold to women for every 1 being sold in 1921! Mascara was now in every girls makeup kit - a cake or bar with a brush to apply (liquid mascara did not appear until Helena Rubinstein's Mascaramatic in the 1950s).

As Hollywood gained traction and makeup artists began using the techniques that helped make a woman beautiful on stage with clients and through increasingly popular fan magazines, more advanced makeup techniques began to be utilized. Adopted from theatrical makeup sticks, the eyeliner pencil to some extent took over from the heavy kohl look of the 1920s. Now women began to contour the eye, tracing a triangle effect from the tear duct out to and beyond the natural edge of the eye - thus widening an adding further feminine emphasis to the face. The lips lost the rosebud effect of the previous decade and adopted a thinner line, but now with a host of color palettes to choose from. Popular lipstick colors included dark reds, maroons and raspberry tones.

- **Eyes** - blues, greens, pinks, purples applied lightly and in pear shapes beyond the natural eye.
- **Eyebrows** - plucked out of existence and redrawn in pencil thin lines - arched more attractively upwards.
- **Lips** - the cupid's bow was replaced by thinner horizontal lines with upper lips enlarged and fuller. Popular colors are raspberry reds and maroon.
- **Lashes** - mascara became an essential for every woman. False lashes were also introduced and became popular as well.
- **Rouge** - The triangle was the new look and contouring faces was in vogue.
- **Nails** - The Moon Manicure was really the primary way that nails were done. It's important to note that LIPS and NAILS were supposed to match each other. Nail edges were sharply rounded (nowadays called coffin nails), long and never squared. (See example)
- **Foundation** - Heavy coverage (foundation and most makeup of this era was oil based and went on pretty thick. It was followed by a good dusting of translucent powder or rice powder to keep smears and runs to a minimum.



## Ron Thorne Collection Tour

BY PAT HANSEN

On October 22nd the Salty A's invited our club to join them on a tour of Ron Thorne's car collection. We met at the Hart's in American Fork at 9:00 a.m. with absolutely beautiful driving weather. We had five A's and a couple of modern chariots. Clyde, Pat with his son and father, the Brimley's, the Thompson's, the Eckstein's with a couple of Gemma's friends, and Greg Mack. All was going well as we headed off to South Jordan traveling through downtown American Fork to Pioneer Crossing and on to Redwood Road west of Lehi. We had many long admiring glances as the cars cruised along.

As we were climbing a hill out by Camp Williams we lost a few in the rearview mirror. It seems that Howard's car decided to blow off a little steam. Howard can expand on the details. We gathered a few gallons of water and coolant that others were carrying and sent them back with the Thompson's to give to Howard.

The main group headed on to Ron's place to join up with the Salty A's. Howard and the others that stayed to help joined us later as he managed to get his wounded thirsty coupe to our destination.

For those that came it was a great treat. Ron's collections were fabulous. He specializes in Ford and Mercury Woodies and old V8s. He had several buildings with dozens of beautifully restored and original cars in each building. He even had a couple of A's in the mix.

The walls were adorned with grand collections of license plates, hubcaps, signage, and even old bicycles. Ron was very cordial and introduced each section of his collection and let us roam around.





I got to experience a great interaction between generations as my father was identifying the cars by their different lights, grills, and other varied body styles while my 14-year old son, Joshua, listened and verified against the posted information on the different cars. My dad nailed every one of them. I guess it must be in our blood. I think that is one of the greatest joys of our great hobby is being able to unite old and young in something they both can enjoy.

After our grand tour down memory lane we thanked Ron and gathered by Howard's car as it wept coolant down the road. There was a sizable crack in the water jacket of the block. It was determined that the best option was to trailer it home to minimize any further damage. Arrangements were made to get a

trailer while the club members had lunch at Village Inn. A special thanks to Ron Thorne and the Salty A's for inviting us to join them. This trip was a real pleasure and treat to see so many wonderfully maintained automotive treasures.



## It's that Time of Year!

**DON'T BE  
CAUGHT DOIN'  
A DO-DO.**

**YOUR DUES  
ARE DUE!**



## Classified Ads



- Karl Pope knows of a 28/29 chassis with hydraulic brakes, rebuilt motor and tranny for \$3,500; (801) 374-8083
- Six 5.25/5.50-17 wheels. Call Tony (801)796-0396.
- We are saddened to hear that Clark Christensen is selling his coupe. Call him if you are interested (801) 362-0210. Hopefully it can go to a good home like Wendall Gadd's Fordor did when Roger Davis bought it. So if you know of anyone who might like it, have them call Clark.



If you would like to have an item included in the Classified Ads, call Robert at (801) 489-9808 .





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 had a successful visit to Hershey again this year. Many members stopped by to say hello or attend a seminar or renew their membership. By the way, remember to renew by December 31 to avoid the \$5 late fee. The crowd was smaller this year than previous years, probably

due to the hurricane impacting a significant portion of the Southeast.

It is only a month until our National Awards Banquet in Reno, December 5 through 8. I hope to see you there!

A member of our local chapter was over this week and while working on his car, he complained about the club. He has been a member for several years and said it was too cliquish.

So I asked him what he had done for the club.

He looked at me and said, "What do you mean?"

So I asked, "Have you ever led a tour?"

"Well, no".

"Have you volunteered to hold an office?"

"Well, no".

"When did you last go on a tour?"

"A couple of months ago."

"So who are the people you think are in this clique?"

He named off a group of folks.

Everyone in that group has served as a chapter officer and led multiple tours and showed up regularly for all tours; in other words, those who participate. My point is if you join a chapter – JOIN the chapter. You will have more fun and get to know everyone. Chapters

help folks get their cars running and keep them on the road, but the real fun is the fellowship. Join your chapter by volunteering your time and talents.

This year seems to be flying by and the National Awards Banquet in Reno is only three months away. Registrations are coming in for the event on December 5 thru 8. I urge you to attend, as the banquets are always fun and relaxing. Reno, Nevada has excellent weather this time of year. Reno is located just east of the Sierra Nevada Mountain range and offers spectacular views. Our website has more information and registration forms [mafca.com/2016NAB.html](http://mafca.com/2016NAB.html).

Two great Christmas ideas! The latest revision to the Restoration Guidelines and Judging Standards is at the printer and will be shipping soon. It makes a great present. We are also pleased to offer the First 50 Years of The Restorer Magazine on a flash drive. If you have always wanted a complete collection of The Restorer Magazine, this is your opportunity.

There is still time to order MAFCA Christmas Cards to send out to family and friends, plus we have a great selection of wearing apparel and publications. Take a look at our web store or call the office. Your Board of Directors is dedicated to serving our membership. Please contact us with your ideas and concerns. I can be reached at [president@mafca.com](mailto:president@mafca.com) and I will respond.



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