



MERRY CHRISTMAS

HAPPY NEW YEAR

THE MOTOMETER

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2017 MAFCA Newsletter of Excellence
2016 MAFCA Newsletter of Distinction
2015 MAFCA Newsletter of Merit



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UVMAC Mission Statement

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 Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are on the 3rd Thursday of each month at 7:00 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo.

2018 Club Officers

CLUB OFFICERS

Board Chairman	Reid Carlson	rcarlson1964@yahoo.com
President	Clyde Munson	bjerg_menneskene@yahoo.com
Vice President	Howard Eckstein	h_eckstein@hotmail.com
Sec/Historian	Greg Mack	gregmack02@yahoo.com
Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Photographers	Greg Mack Allison Mack Howard Eckstein	gregmack02@yahoo.com windjamer9945@yahoo.com h_eckstein@hotmail.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com



President's Message

BY CLYDE MUNSON



Another year comes to a close and the holidays are upon us. I was thinking about how my Model A might perceive the passage of time. I say my Model A, but really I am just a steward or caretaker for a time. Other people have cared for Henry before me, and hopefully, he will be well

taken care of after I am gone.

I think of him shiny and new in 1931, a poor man's car purchased with hard-earned money. I do not know anything about his first caretakers, but I do know about the family that cared for him before me. They drove him until 1966. With two adults and three children packed like sardines into his small interior, Henry carried them to work and school. Eventually Henry was passed from father to son. His fenders were pulled off and he was sloppily repainted. Then he was parked for 20 years. It's not easy for me to think of my little car sitting out in someone's driveway covered in snow, rotting and rusting, loved and then left.

In 1986 my dad bought the car and a rebirth was begun. A fresh new paint job made him shiny again, but it took many years, dollars, parts and tools to make him run like new again. There are still flaws and things that need to be fixed, but I hope to address them in time.

What would Henry say about his life as he nears his 87th Christmas? Like most of us, I think he would feel love for the families he shared his time with, experience a sense of loss as his caretakers moved on, happiness as he rolled down gentle roads and sadness as engines gave out or fenders were dented. He probably feels like he has had a full life, but can't wait for his next adventure and neither can I.



I want to thank you all for your friendship and support this past year. I wish you all a very peaceful and joyous Christmas and a happy new year.



2018 Calendar of Events

December

- 8th — 6:00 p.m. at Orem Golden Corral. There will be door prizes, an auction, and if we can get him to do it again, music by the Thompsons. If not, we'll sing a few carols together.
- No regular club meeting this month

2019 Calendar of Events

October

- 7th -11th — Canyonlands Hub Tour, Kanab, Utah. This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona.

“The city of Kanab, Utah is excited to welcome the Model A Club of America. This tour will have you driving your Model A through some of the most beautiful red rock lands of the Southwestern United States. Most of the hotels in Kanab are brand new as of November of 2017. Due to the remoteness of the area, it is highly recommended you bring a cooler for this tour and pack picnic lunches each day of touring, except Wednesday, when we will have lunch for you at one of the beautiful Kanab city parks. The committee has reserved every available RV space in the city of Kanab. There are only 40, so register early if you need RV parking! “



Registration materials will be available in **The Restorer** and on the MAFCA website in early 2019 <https://www.youtube.com/watch?v=WZzdTMNsYdw&feature=youtube>

Automotive History in the Making December

- 5th 1863 James Ward Packard born, Warren, OH
- 6th 1893 Edsel Ford born, Detroit, MI
- 10th 1914 First Dodge off assembly line
- 10th 1925 Ford debuts Tri-Motor airplane
- 11th 1940 Jeep makes its first appearance
- 13th 1977 The 100,000,000th Ford built
- 18th 1940 Buick builds its four-millionth car
- 19th 1959 Ford ceases Edsel production
- 30th 1900 Germany patents front-wheel drive
- 30th 1960 DeSoto production ends

Courtesy of Roger and Geena Davis





November's Monthly Meeting

Attendance:

Wayne & Jan Atkinson, Brim & Diane Brimley, LAVOR Cardon, Howard & Gemma Eckstein, Tony Jacobs, Greg & Robert Mack, David & Amber Morrell, Clyde Munson Larry Taylor, Bill & Colette Thompson, Richard Tucker

Guest: Do we count Ernie as a guest?

Club Business:

Clyde Munson opened the meeting and minutes were approved.

Financial Report:

In checking, we have \$162.33, and in savings we have \$2,044.82

News and Updates:

- Jan Jacobs suffered a heart attack and the back half of her heart is not getting blood. Doctors feel that she could have 2 weeks to 6 months.
- Brim Brimley has a tumor on his kidney which is cancerous. His heart doctor has okayed him for surgery.

Awards:

Clyde received his 10,000 mile award and Nicholas received his 2,500 mile award.

Past Activities:

Mocktale Party — We had a good time, Clyde did a great job coming up with questions as well as being host. Bill's performance was fun and entertaining as well. It was nice that there were questions on all levels from expert down to basic club information as well as questions for those historians. The photo booth was fun but the background pictures were not the ones that we submitted. The turnout was not as good as we had hoped. The game show may have put people out of their comfort zone, however it did get everyone involved. Everyone stayed focused and interested to hear each question, it was nice for everyone to participate. Some members missed the mystery aspect as well as the wonderful acting capabilities of our club members.

Next year we may consider doing a radio show and record it, have club members do the reading and sound effects.

Cedar City Livestock Festival — Fun event, best part was it was all free! Bill & Collette, Reid & Elaine, Robert & Greg and Richard Tucker attended. The day started



with a parade, mostly comprised of sheep haulers and camps. The parade led off with antique tractors shortly followed by the antique cars. The end of the parade was brought up by a herd of sheep, which was quite a sight to see. A car display took place after the parade, there were members from the Salty A's, Utah Valley A's and a couple from the Cedar Break A's. During the display we all kept ourselves busy by attending the tractor & draft horse pulls, the pedal car pulls, and perusing the exhibits.

Up Coming Activities:

December 8th — Christmas Banquet – 6:00pm – Dinner at Golden Corral in Orem. We will have door prizes and raffle items, so bring some extra cash.

2019 National Tour — The tour has been moved up one day earlier, so it is starting on Sunday the 6th and going to Thursday the 10th. We will probably head down with the Salties and Beehives. We may also take a detour to Capital Reef, or through Fish Lake Forest on the way home. Going hotel rates are \$125 a night. Some hotels are requiring a MAFCA registration number to reserve a room so those planning on going need to register soon. Another option is doing an Airbnb which can save some money but may put us away from the 'action' in town. Tour groups will be assigned a tour for the day based on the hotel you are staying in.

2019 Officer Nominations:

Current Positions held: President – Clyde, VP – Howard, Secretary – Greg, Activities – Bill & Collette, Treasurer – Diane.

Clyde was honored to be nominated into the Salty A's when he visited their meeting last month. Diane wants to stay in as treasurer. The club nominated and moved that she stays. After a discussion it was brought to the club's attention that we have not quite been following bylaws. Our voting and nominating has not been by the book. After much discussion and debating, it was determined that the Presidency will remain the same.

Tech Talk:

Clyde presented on the carburetor and jets. The new jets provided from the suppliers are not the best, nor are they done to the right specs so they need to be reworked. Clyde and Howard built a flow tester to aid in reworking these jets. Club members are welcome to come learn how to use the contraption. The most common repair for the new jets are to solder them, then drill them to the appropriate size. Also, the



original jets had a concave end which, with capillary action, would keep the jet from leaking, the new jets are convex and need to be drilled. Dip the jet in flux, heat it up, dab on a tiny bit of solder, while still hot, hit it with an awl to get the solder down into the jet. The length of the jet is as important as the diameter so do not add a ton of solder to it. Once solder has cooled, drill it with the appropriate sized bit. The idle jet orifice takes a #76 drill bit, and should produce 44 & 48 milliliters of water per minute. The main jet which takes over at 30mph should flow 157-165 milliliters per minute. It requires a #65 drill bit. You can go up to a #60 but your mileage will suffer, this would work better for those at lower elevations. The compensator jet should flow about 40 milliliters less than the cap jet.

The compensator works with the cap jet so if both flowed the same, gav adjustment would make no difference. With it flowing less, the gav will have an effect. If your gav makes no difference, then your compensator jet may be flowing too much. Be careful and do not mix the compensator jet and the gav valve, they are very similar in appearance, but they are sized different and will cause the engine to start, but not run as it will flood the engine. Install The secondary well first, then install the compensator jet and make sure it is not bottoming out on the well.

Idle air mixture screw adjusts the amount of air going in, not the amount of gas. Your ignition timing and everything should be in spec before running the carburetor testing.

Black and sooty spark plugs is a sign that your main jet might be running rich, or your gav is flowing too much. If your plugs are white, you may be running a bit lean. If your car backfires and pops a bit on deceleration then you should go with a larger main jet.

If your Model A dies when doing an emergency stop it is because the fuel sloshes forward pulling the gas out of the jets, then once stopped, the fuel floods back into the jets, the float lowers and floods the bowl with more fuel and gags the engine. Float level adjustment will help with this. The float level should be about 5/8" down from the top part of the carburetor, but a more accurate adjustment is to get the tool that attaches to the main jet plug and measure the level of fuel that flows into the tool. This will compensate for float discrepancies. When rebuilding the carburetor, order an extra set of float valve shim sets to give you more finite adjustment of the float valve.

One of the first things to check when rebuilding the carburetor is the throttle plate. If the shaft it is mounted to has any play and allows for air to leak through, the shaft will need to be replaced. It can be drilled out and a larger shaft installed, but be sure to use a drill press not a handheld drill.

When installing the fuel line to the carburetor, do not push the line in too far as it may damage the mesh filter as well as cut off fuel flow. If ferule area is pitted, never use teflon tape, use an o-ring to help it seal.



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Wayne and Jan Atkinson have hit the road again. This time they've headed to Nevada to enjoy the warmer temperatures. So, we won't see them for another six months.

Jan Jacobs had a heart attack recently. Half of her heart is starving for blood. Prospects look grim. Please keep these two in your prayers.

A secret contributor sent photos in to the MAFCA webmaster. **Ecksteins** and **Macks** were highlighted on The Model A of the Day for November 10th and 11th.

We heard from a ghost of the past — **Dale Bench**. He hasn't been able to drive his Model A for awhile. He had shoulder surgery that had to be redone. During the healing process, he can't drive his "A." A couple of weeks ago he got married. He and his new wife are selling their current homes and buying one together.

Ecksteins when to Tucson to enjoy basking in the highlights, while Howard gave his spark plug presentation at the MAFCA awards banquet. While down there, he accepted an award for the club. The *Motometer* received MAFCA's Newsletter of the Year Award! What a surprise.

When Garth presented the Newsletter of the Year award for you, he announced the following observations: Nine years ago he had the same assignment to select the newsletters for recognition. Back then, most entries were typewritten and mimeographed. Modern publishing software and electronic distribution has given rise to multi-colored and nicely done issues. This year, there were 55 qualifying entries out of which our chapter's *Motometer* was chosen as the best.

This is an award for the entire club! Hats go off to all those who contribute to its success; photographers, authors, "President's Message," "Automotive History in the Making" proofreaders, and more. Thank you for your hard work!



1931 Standard Coupe owned by Howard & Germain Eckstein of Gram, Utah taken on Highway 40 just outside of Elv, Nevada. On the way to the convention in Reno.



1929 Plymouth owned by Robert Mack of Mapleton, Utah. Passing under the Reno Arch during the Grand Tour at the Reno convention.





Model A Trivia Game 2018

BY SYD CROCKETT

When you are young, your mind is active, alert and absorbing the information needed to deal with life and the people around you. It's a totally different experience when you grow old. Memories seem to fade as if life were a history book that happened a long time ago. Unfortunately, your ability to hold on to facts, experiences, and that history book drops like a rock off a cliff.

Well, imagine for a moment a group of older folk who want to keep life, laughter, and history alive. Their goal is to continue 'remembering' while making life enjoyable, so they work on restoring old cars that they remember from childhood. These folks, come together once a month as a club, and plan activities, hoping with our failing memories to keep the past alive.

So it was on November 3, 2018, that the Utah Valley Model A Club members dressed in 30's garb, drove their Model A vehicles to the Provo Towne Center Mall and enjoyed snacks and an evening of trivia.

The first hour of our evening was spent mingling, having fun pictures taken of us by Don and Cora that suggested we were visiting Paris, Greece or Rome, and eating. We gathered around tables relishing the delicious potluck sandwiches, meatballs, vegetables, cheese balls, and salads. Ian, (Clyde's son) was the drink tender creating drinks such as Blown Head Gasket or Oil Change (chocolate milk), Leaky Radiator (green Hawaiian Punch with Sprite), Blue Oval (blue Hawaiian Punch with Sprite), Town Sedan (Martinelli's with raspberries), for our enjoyment.

The final activity of the evening was a Trivia Question Faceoff. With Clyde Munson administering trivia questions, each table of five became "the competitive team." Anticipating "quick" responses, each table was given a buzzer to press before answering the questions.

Club members competed against each other by answering questions in three categories, 1) the Model A, 2) famous people and events of the Model A era, and 3) club members and their cars. Some questions were easy, while others stumped the entire group. Here are some sample questions the teams had to answer:

- What color of green can be found on Howard's wheels?
Answer: apple.
- What is the body style of Bill and Colette's car?
Answer: Special Coupe.
- The lever on the left side of the steering column on the Model A does what? Answer: adjusts engine timing.
- In 1929, a two door sedan left the Ford factory with the rear mounted spare, how many lug nuts were on the car? Answer: 23.
- The Saint Valentine's Day massacre occurred on a what day in 1929? Answer: February 14.
- Wholly happy birthday Batman! This cape crusader was born on September 19, 1928. Answer: Adam West.

Laughter filled the room as puzzled faces pondered their given questions. Looking about the room for help, often members 'mouthed answers' or acted out hints. For example, when a question was asked about "Hoover," helpers made vacuuming motions. By the end of the evening, it was obvious which members had studied the era of the late 20's & early 30's.

Fun memories, fun times, and another great evening was recorded in the history books of the Utah Valley Model A Club.





UTAH VALLEY



**CENTERFOLD OF THE MONTH
1930**



**NICHOLAS & NATALIE MACK
55-B TUDOR**



Farewell Good Friend

RALPH "BRIM" GERALD BRIMLEY 1946- 2018

We've lost a dear friend and Model A hobbyist. He and Diane became members of the Utah Valley Model A Club in August 2013 and have been active ever since. They have served as Treasurer for the last few years and have done a good job overseeing the club's funds.

Brim was the silent one that got the job done when asked. He shied away from the limelight and fanfare, letting others step into the spotlight. We will miss "Brim" and his quiet demure. His obituary reflects well on his life. "Ralph (Brim) Gerald Brimley, 71, passed away peacefully at home in American Fork, Utah on November 26, 2018. He was born November 30, 1946 in Salt Lake City, Utah to Gerald and Thekla Brimley. He graduated from Skyline High School in 1965, and then served in the army for two years; he served at Fort Hood during the Vietnam war; he attained the rank of sergeant and received awards for sharp shooting. He married Kay Bowthorpe in 1969, they had 5 children, and then later divorced. Ralph worked for more than 30 years for the United States Postal Service; he started as a clerk and retired in 2004 as a postmaster. After he retired, he worked part time for Enterprise as a driver. He married Diane Griffeson February 2, 2002, and they were sealed in the Mount Timpanogos Utah Temple on February 22, 2003.



Ralph was a caring, lovable, and sweet man. He had a unique and infectious sense of humor, and you couldn't help but like him. Ralph was a member of The Church of Jesus Christ of Latter-day Saints; he served as a counselor in a bishopric, on the stake high council, as a scout master, as a priesthood assistant at the Heritage Care Center, and as a temple worker at the Mount Timpanogos Utah Temple. He loved cars and trains; driving lots of different cars for long distances, participating in the Utah Valley Model A Club with his Model A, building model trains, and anything to do with real trains. He had a witty sense of humor and loved to make people laugh. Ralph and Diane enjoyed traveling, camping, and spending time with their family."

Farewell good friend.



Technical Notes

BY LYNN SONDENAA, VOLCANO A'S

Oil & Grease Drips

My Model A really enjoys marking its territory. It must have learned that from my wife's dog! Why it even marks its territory inside its nice warm garage! The Model A pickup that is, and not the dog. It will drip grease, engine oil and transmission OIL. Sometimes I get a drip towards the rear of the Model A. The cleaner I need my shop the more the Model A will leak!

My temporary fix is the following; NAPA Auto Parts sell a product called "Drip Pan." It is just an oversized cookie sheet. I use the large size which is 25" X 47" under the engine and transmission. I also use the medium size which is 18" X 25" under the universal joint area. These work good to contain the oil and grease drips making clean up faster and easier.

Another good idea is to use old cookie sheets. These are usually 10" X 17". I use one towards the rear of the Model A. I have discovered that if I place one there the leak will stop, but the minute the sheet is removed the Model A will drip. I also have another cookie sheet I use when I am working on small parts such as carburetors, distributors, water pumps and starters. The lip is high enough so small parts are contained and any gasoline, grease, or oil is contained and will not leak all over the work bench. I also use some of the round 2" deep by 9" diameter cake pans. These items are readily available in the kitchen, when the wife is out of the house, or they can be purchased at garage sales for a few bucks.

Gas & Battery Storage

If you want your Model A to start and run good after it has sat in storage for one to three months the following procedures should be followed to eliminate gasoline or electrical problems.

First, either drain the gasoline from the tank or fill the tank full and add a fuel stabilizer such as "STA-BIL" or "Sea-Foam". In my Model A, I add 2 1/2 ounces of fuel stabilizer and 1 1/2 ounces of Marvel Mystery Oil. The Marvel Oil will help to lubricate the float valve, valves and valve guides in the Model A. Today's unleaded gasoline does not have the lubricating powers of the leaded gasoline. New cars often have aluminum heads with bronze bushings and guides which don't need near the lubrication as their predecessors of cast iron and steel valve systems.

If your fuel tank is not full there will be room for condensation to form, which in turn will cause water in the gasoline. The ethanol gasoline attracts moisture and when not used or sloshed around for 30 days can form a gel or gum like substance. This can plug the carburetor jets, micro screens or float valve.

Second, the battery should be disconnected or a battery maintainer charger be connected to the battery. It will bring the battery to a full charge and then it goes into a "stand-by" mode. These are not battery chargers, but maintainers. They are not designed to charge a dead battery.

Disconnecting the battery is the safest practice. The battery terminal posts and cable ends should be cleaned with a solution of baking soda and water. They should also be sprayed with a protector & sealer to prevent corrosion. The battery terminal posts should have the felt treated corrosion arrestors placed on them. It would also be a good idea to coat the electrical contacts with dielectric grease. This will prevent corrosion on all electrical connections, such as distributor body contacts, spark plugs, light bulbs and wire connections. If you follow the above practices your Model A will be in fine condition and ready for next year's driving season.



The Continuing Adventures of Don Black

BY DON BLACK VIA WAYNE ATKINSON

It was right around 1956, a year after I graduated from high school when the respected Model T expert, Dan R. Post, called and asked if I was interested in a Model T adventure. I readily agreed that I was! Then he told me that he had run a teaser, a humorous ad in the Model A Ford club's monthly news, which essentially read, "Looking for early, totally original Model A Town Car. Must have original water in bud vase!" And would you believe it, but a friend in San Diego called Dan and told him that he thinks he saw an old Model A Town Car out in a field next to an old garage or barn! Dan almost broke up with laughter, explaining to his friend that the ad was only a joke! So now Dan felt like this would be an excellent reason for "an emergency tour" driving his nationally known 1914 Model T speedster, known as "the yellow peril!" The car had been featured on the cover of several magazines, and was the main reason for the almost sudden awakening of the Model T "speedster craze!"

I asked Dan if he was serious about driving that far in his very open, topless, totally original 1914 chassis and engine speedster from Arcadia to San Diego, California; a little over a 100 mile trip one way! He answered, "Yeah. Won't that be a blast?"

Early the next day we began a true high adventure; a private Model T tour to San Diego before the freeway was built. We made it safely at a constant 50 to 55 miles per hour. Dan's friend gave us directions to the Model A, which took us out in the country. From a distance we could see the treasure coming into view. It was a Model A Town Car alright, but as we approached it, we saw a scraggly-haired, blond farm kid standing next to the black town car with a burning cutting torch in his hand, The front door of the car was opened wide, and the boy was focusing the torch at the lower hinge of the door, when I yelled out in a controlled panic, "Stop! Wait!"

After pulling up to the car, we asked the kid if we could buy the car. He assured us that we could, but had to pay as much as he was promised for the value of the metal at the wrecking yard, which he guessed to be right around \$68.00. But then he added that if we bought it, he wanted \$85.00 for it. Dan about broke his arm going for his wallet, and within almost seconds, we (since we agreed earlier that we were into this high adventure together) were suddenly the proud new owners of a pretty good-looking and complete Model A Town Car. Then, to add more excitement to the already grand excitement of it all, the kid ran into the house and brought us the California pink slip of ownership, and this wonderful adventure was sealed.

We told the kid that we would be back in a few days with a trailer, and he surprised us when he calmly said, "Nah, you don't need a trailer. It runs pretty good." What? It runs? We were two very happy, excited old car guys. It was a running Model A Town Car. But then the fun and excitement even grew from there. On the official identification numbered title, it showed that the year of manufacture was 1928, though the first Model A Town Car was from 1929. We had ourselves a treasure for sure.

So we gassed her up, put water in the radiator, and fired her up pretty easily. To our surprise, it sounded pretty darn good! I was obviously elected to be the official driver, and as midday arrived, we thought we better start heading out *ondele pronto*, as we had a long trip ahead.

We should have noticed that the radiator was leaking. Unfortunately, we didn't discover the leak in the radiator for some time. I suppose building up the water pressure a bit exposed the ensuing problem and we realized that we couldn't rely on a little water now and then, as it was losing larger amounts far too fast. So we pulled into a roadside restaurant and checked their trash bin for, and fortunately found a discarded five gallon tin can. We assumed the problem was over, but what we didn't know was that the large tin container had held cooking oil for the restaurant. We soon discovered that, as the car heated up from the loss of water and began to spit it out the radiator, it hit the air and kicked back to the



windshield. Now it just wasn't water limiting my vision, but something with a distinct oil base was added to the dilemma. I took a small piece of towel, and reaching around the left window post, attempted to wipe the smudgy mess *as we drove*. This worked fairly well for short distances, but soon another challenge surfaced. It was getting dark, and we soon discovered that the tired old headlights didn't work.

I mentioned that Dan's speedster was basically created from an original '13 T touring, including the fine detail of original gas headlights. Dan desperately wanted to keep this whole drive home idea going, and suggested that by driving as close to me as possible, his headlights would light the way for us both. Off we scooted down the darkened highway, stopping every ten minutes or so to add more water, and wipe oil off the smudged windshield. Then we would fire them up again, and proceed forward into the dark of night.

I soon discovered the effects of original gas headlights on a dark night, The beam was indeed bright, but it didn't concentrate faithfully out in front of the car, Rather, it was a bright, bouncing up and down light; bright for a moment on the pavement ahead, then near total darkness. So with the headlight issues, and stopping every once in a while to refill the nearly empty radiator with our rare blend of water and oil, we slowly continued to wind our way northward until about midnight...

As we pulled over to the dark side of the highway, we learned that it was an active construction area with large equipment parked all around the road. As we started the old "add water routine," the whole area lit up with a very bright flashing red light. A the highly respected member of "chips" (California Highway Patrol Service) was faithfully on duty coming out of his dark hiding place among the construction vehicles, and our adventure was about to come to a very sad, forced close.

The young officer, who was very kind, said, "What's going on fellas?" He shined his flashlight on us, and then all over the two old cars parked off the highway among the road equipment. We gave him our sad yet truthful story. He then asked for registration and other ID regarding the Model A, but we didn't pass that test very well. We could only show him the old "pink slip" or title of ownership of the previous owner. He looked things over pretty carefully, then said in a kind, yet authoritative voice, "If I began to write up a citation of broken laws regarding this vehicle, the cost of the citation would be more than the cost of the restoration!" Then he told us to park the car way back in the dark among the construction vehicles and go home. He told us to come back in the very early morning with an appropriate towing rig. We sincerely thanked him for his kindness, and I almost happily took my place once again in one of the two narrow, original passenger bucket seats (that Dan found from an early limo). We were once again on our way, on a dark, very chilly middle of the night, with the only windbreak coming from the monocle windshield, which was helping only on the driver's side! What a night!

We returned very early the next day, loaded the town car on a car trailer, and cruised on back in total comfort in Dan's beautiful Cadillac coupe de' ville (a true sign of social status in those good ole' days).

As we drove comfortably back, we talked about this treasure, and he asked if I was interested in taking it on. I convinced him that this kid who recently graduated from high school would love to. I was, however, still gathering up pop bottles now and then (right around 13 cents a gallon) and using the money to buy a few gallons of gas to go cruising in my recently acquired, totally original 1936 Ford Phaeton (the ultimate Ford four-door convertible) that I quickly complemented with six-inch lowering shackles all the way around. (I got the car from the back row at "Norm's Used Cars" for \$50 bucks, plus tax. It had amazingly low mileage, and for years I never realized why those older cars on the lot had one rear wheel jacked up, and idling in reverse. Norm sold a lot of low mileage cars. Yes sir! The customer came first, and I was fortunate enough to get a low mileage one too!



The Ladies Fashion Journal

ADDING WOW TO YOUR MODEL A ERA FASHIONS



Do you have an era dress, suit, or sports outfit, but not sure how to complete it or what accessory would add that WOW facto? There is help for you. The MAFCA *Fashion Guidelines, 2D-1 and 3D-1* describe the use of accessories, either worn or carried, that will complement and complete your overall appearance. How do you decide which accessories to use?

Begin by reviewing literature documenting era fashion. The MAFCA *Fashion Guidelines*, the *Fashion Files*, *A Book of Fashion Facts*, *Stepping Out in Style DVD*, the *Quick Reference Guide for Daytime Wear*, and *Jewelry DVD* are available on the MAFCA website, www.mafca.com to guide you in the right direction. The *Restorer* magazine is also a great source of ideas and pictures for fashion.

First, decide where the major garment would have been worn. For example, a woman wearing a 1930 daytime dress for shopping would have considered accessories such as a purse with items such as a handkerchief, compact, lipstick, and coins.



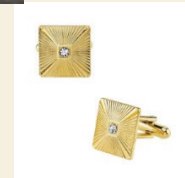
Jewelry worn for daytime would be a simple pearl necklace and earrings or perhaps a necklace made of celluloid or Bakelite.



Eye wear could also be an accessory. The proper use of a few of these everyday accessories can make outfit go from ok to WOW!



Another example is a man's wearing a wool daytime suit. He could accessorize with a wrist or pocket watch, cuff links, tie clasp or tie pin, a briefcase, an umbrella or cane, wallet or coin purse, pen and pencil set, a pocket knife, or cigarette case or pipe. There are many options when it comes to even men's accessories.



Accessories for evening wear add sparkle to an "ensemble". For example, women's jewelry was made of gold, crystal beads, pearls, rhinestones, precious gems. Evening purses of beads, rhinestones, satin fabric, or soft leather add elegance to the overall appearance.

A man's tuxedo may be accessorized with a black cane with sterling silver and engraved handle, a silver cigarette case, and cuff links with stones. When the right accessories are chosen to complement the main garment your overall appearance looks natural.





For sporting outfits, either men's or women's can be accessorized with sporting equipment or items used in the game. For example, a tennis ensemble would have a tennis racket and perhaps a rack bag, a score card, a sports towel, or a tennis ball. A horse woman would have a riding crop, a saddle, a feed bag, or perhaps a horse blanket to add depth to the riding pants and tall boots. These accessories help to "sell" the image you are working to portray.



When deciding on accessories use the following helpful hints

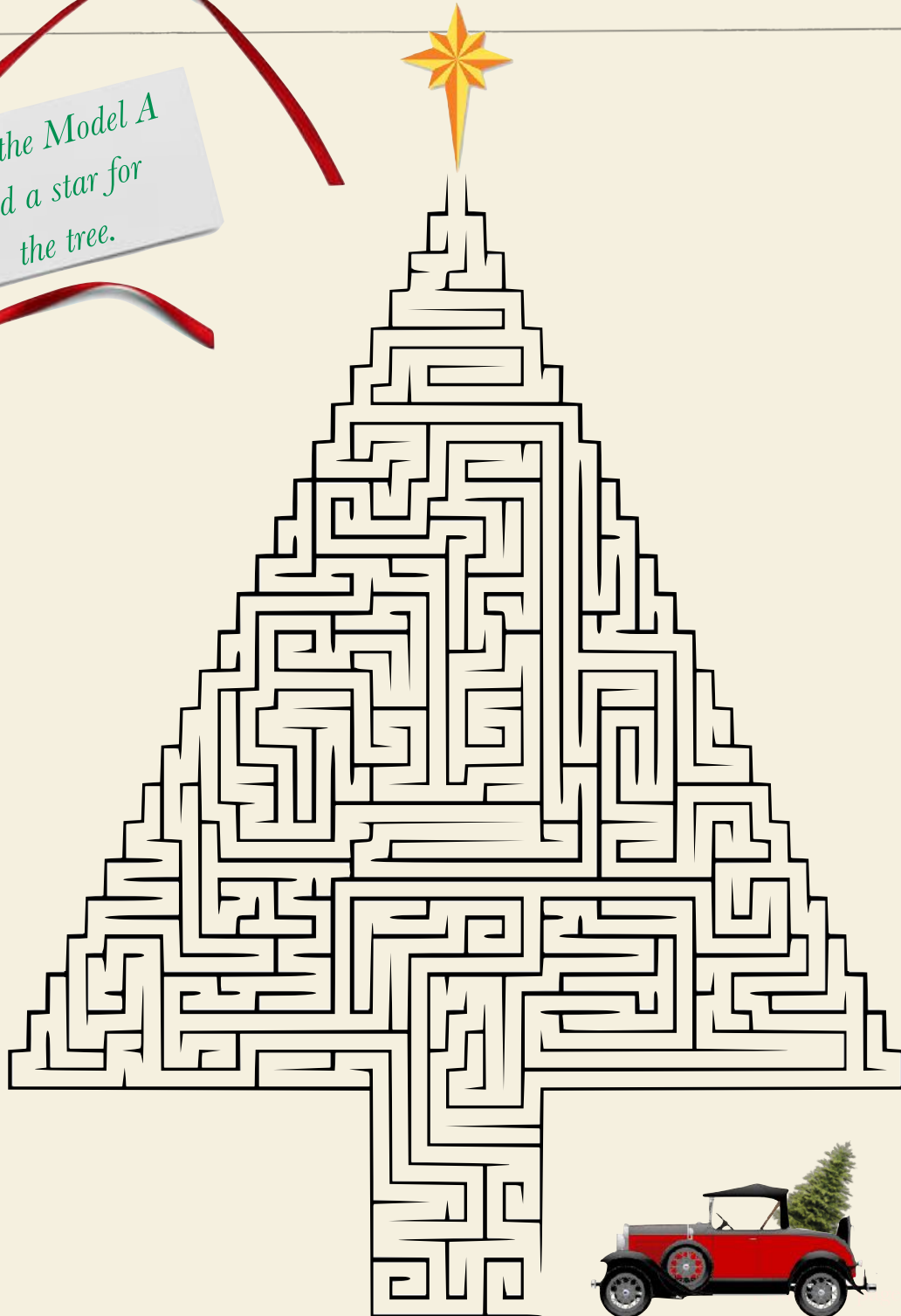
- 1 Match accessories to time of day or evening for the main garment
- 2 Purses look best when coordinating in color, style, and materials of the hat and shoes.
3. If the main garment has patterns, large weave, or strong colors, the accessories should not complete with the garment features, but look best when they complement.
4. If your main garment is plain in color or style, consider accessories that will add texture, highlights, or accents.
5. Make the ensemble look complete with the accessories, i.e. a woman would usually carry a purse when leaving the home. A woman's ensemble without a purse would not look complete.
6. Accessories in good condition will add value to your overall appearance.
7. If you are entering fashion judging bring documentation of the originality of an accessory with you, unless the item is featured in the MAFCA *Fashion Guidelines*.
8. Unusual accessories will add curiosity to the ensemble. However ensure the accessory is appropriate. A man, carrying a piece of medical equipment with his wool suit, would look out of place and would detract from overall appearance. However, a man in a doctor's white office coat would look appropriate carrying a doctor's bag.

Accessories may be small or large, but used appropriately they can add that WOW factor to your overall appearance.



The Kid's Corner

FOR KIDS YOUNG AND OLD





Classified Ads

Mark Layton has two engines, a transmission, wheels, rear end, and new parts from Mac that he didn't use. Call Mark at (801) 361-7300.



Vern Cope has purchased a roadster pickup so he is selling his old truck. \$11,000. Vern can be reached at (801) 377-0657.



Stevan Davis is selling his dad's coupe. It is a 1931 Deluxe Coupe. Stevan can be reached at: (801) 836-5678. Both Joe Fazzio and Howard Eckstein have worked on the car and can give you additional information if interested.

Many members are finding the parts they need for their cars from **Tony Jacobs**. He has quite a collection. In fact, he is building a Model A just from the parts he has collection in the past. So, if you need a part for your car,

give Tony a call before you go out and buy one from someone else. Call him at: (801) 796-0396.

Will Redd's friend, Venna Rice, is selling her dad's early 1930 Briggs Deluxe Fordor. He was a Ford dealer for many years



in Draper. The car has 143 miles after restoration. \$20,000 She can be reached at: (801) 694-1400.



Chad Burrell is selling his 1931 Tudor. This car runs and drives great, it is not completely restored yet, still needs some finishing touches primarily on the interior and roof trim. It is a great car and has had a lot of work done on it over the years. The engine has been rebuilt and runs great. New brakes, powder coated rims, new generator, wiring, and many, many other things; too many to list here so feel free to give him a call at (435) 659-5805.



Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



News from the Board

DOUG LINDEN, PRESIDENT



Where has the time gone, it's December already and many of us in the colder climates have already had snow. We had two snow storms in November so I sure hope that isn't a sign of things to come; it could be a long winter.

This will be my last posting as President for the Flying Quail. I have thoroughly enjoyed serving as MAFCA President, but most importantly I had the pleasure of serving with an amazing group of people on the board who had the best interest of MAFCA in their thoughts and actions. My thanks go to David White, Kay Lee, Alex Janke, Garth Shreading, Jay McCord, Jim Cannon and Dan Foulk for their dedication.

By the time this gets to you the national Awards Banquet (NAB) will be underway. The Tucson Model A club had been planning for this event for over a year. At this meeting we will install our newly elected members to the board AND we will welcome a new President to lead us for 2019. If you have never attended a NAB these are much smaller national events is both size and length and are so much fun. Why not plan to attend next year.

Speaking of next year, the details of the Canyonlands National Tour are now being distributed.

Where has the time gone, it's December already and many of us in the colder climates have already had

If you sign-up for the early bird newsletter the registration form was included in the last issue. The Jan-Feb issue of The Restorer will also have all the information you will need is register for what is sure to be an amazing event.

Just a couple of reminders: Have you sent in your dues? If not please send it in or renew online at the MAFCA website. You don't want to miss an issue of The Restorer. Have you visited the MAFCA store? The holidays are almost here and there are lots of items available that would make great gifts.

I would like to wish you and your family a wonderful Holiday season and a most Happy New Year.

Happy Model A'ing, President Doug Linden

Jim's Tech Tip

by Jim Cannon, MAFCA Technical Director

Care of Nickel Plating



If you have a 1928 or '29 Model A, and it has nickel plating (as original), you may have noticed that the nickel is a bit more work to maintain than chrome. Don't let it go too long or you will have a hard time getting the finish back.

The best cleaner that I have found for nickel is a polishing paste in a tube out of Germany called "Happich Simichrome Polish". It also does a great job on chrome. Apply it with a clean cloth, work it in and clean the metal well, then polish with a microfiber cloth. Not only does it polish, it leaves a protective film on the metal to keep it looking nice longer.

Most of our Model A parts suppliers, such as Bratton's, Snyder's, and Mac's, sell it. Check with your favorite parts guys.

Have a Model A Day!
Jim Cannon



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