



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 7 No.1

2018 MAFCA Newsletter of the Year

January 2019

IN THIS EDITION:
THE COMBUSTION CHAMBER IN YOUR MODEL A
Ladies Fashion Journal

MISSION
ACCOMPLISHED
ANNUAL DINNER
PARTY

2019
CLUB
EVENTS



Happy New Year



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.

2019 Club Officers

CLUB OFFICERS

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How many boxes
of these Thin Mints
do I have to eat
before I start
seeing results?



President's Message

CLYDE MUNSON



Here we go again, another trip around the sun. It is strange how we as people assign special significance to the changing of the calendar on the wall. We tend to give a new hope

and a new outlook to the new year. We make plans and decide we will change the way we have always done things.

We embark on a new year like we are embarking on a Model A tour; full of excitement and hope. Much like driving a Model A, our journey through life is full of a mixture of smooth roads and pothole filled streets, sunny days and rain storms, comfortable cruising and breakdowns. While we are planning a tour, we tend to look at it only for the best parts, with a small amount of worry for what could happen. Looking at the new year is viewed much the same way, with excitement and hope.

The reality is in both situations, stuff is going to happen and that stuff can be looked at as good and

bad. The good or bad can sometimes be a choice of how we perceive it. There are two phrases or principals I like to think of to guide how I look at life. One is a Zen phrase "nichi nichi kore koujitsu." It means every day is a good day. The other is engraved in a rock in my living room. The rock says "If you are lucky enough to have a Model A, then you are lucky enough."

The Zen phrase is a reminder that each day and each experience is something to treasure. Joy and pain are things to appreciate and learn from. The statement on the rock is true as it is written but it also can be changed to encompass more than just a Model A. If you are lucky enough to wake up today, then you are lucky enough.

As we embark on a new year, it is good to realize, much like touring in a Model A, that life is the most fun when it is running smoothly, but the breakdowns sometimes make for the best stories. That said, my hope for all is that this year will be full of smooth roads and beautiful scenery.

(Thanks to Rich Townsend for a rock etched with wisdom)

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2019 Calendar of Events

February

- TBA — Crandall Printing Museum; Provo

May

- TBA — Progressive Lunch
- 27th - 30th — 2019 NCRG Roundup, Santa Rosa, California, hosted by the Sonoma A's.

June

- Spring City Heritage Days
- 10th - 14th — Midwest Regional Meet, Des Moines, Iowa

July

- 20th — Mapleton Pioneer Day Parade

September

- International Model A Day, Iron Chef Cook-off



October

- 6th -10th — Canyonlands Hub Tour, Kanab, Utah. This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. Registration materials are available on the MAFCA website in early 2019 <https://www.youtube.com/watch?v=WZzdTMNsYdw&feature=youtu.be>

November

- Radio Show/Mocktail Party

December

- 5th - 8th — MAFCA National Awards Banquet, Claremont, California, hosted by the Pamona Valley Chapter

See page 17 for some of the ideas and activities the board is working on for this year's activities.

Automotive History in the Making December

- 1st 1919 Edsel Ford takes over as President of Ford Motor Company
- 3rd 1899 The first time the word "automobile" was used. It was printed in The New York Times
- 7th 1985 General Motors introduced Saturn to compete with foreign imports
- 12th 1900 Henry Ford built the first commercial vehicle.
- 14th 1934 Packard and Nash merge
- 16th 1953 Chevrolet introduces the Corvette
- 20th 1946 Kaiser automobiles unveiled in New York City
- 23rd 1912 Aermore Manufacturing Company patents the exhaust horn

courtesy of "MyQuarterMile.com"

Happy Birthday

Brian Lindenlaub — 12th
Jenn Munson — 18th

May this New Year be full of joy. May your resolutions last as long as your cravings for unhealthy food, and may you feel the magic of the New Year in your heart.



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Kenneth Johns has been keeping **Tony Jacobs** and **Howard Eckstein** busy working on his truck. They have spent some time getting the carburetor tuned up and installed. It's a good thing the three of them are working on it; it has been a tricky install. Many hands make light work?

Tim and Syd Crockett sent a family Christmas card to show how their family has grown through the years.

Jan Jacobs is taking one day at a time, and is doing well considering. Tony said the one thing that is taking it's toll, is her memory lapses.

The Jacobs are in the news a lot this month. This time the one making the headlines is **Tony**. We think Tony is the one losing his mind. He is selling his Phaeton. If you are interested in an immaculate car, you may want to talk to him.

Brian and Sharon Lindenlaub are off to distant lands this month. They are heading to the Philippines to start their mission. Bet Gemma would love to escort them to their new home and her old one.

Speaking of missionaries **Bob and Janel Todd** report that, in addition to working at the temple, they have been learning more about Tahiti. Their latest excursions have taught them a lot about pearls (a major export of Tahiti) and how the islands have formed (through volcanic activity). They will be home this fall.





Annual Dinner Party

**MISSION:
ACCOMPLISHED**

If we boil it down into simple terms, the mission of the Utah

Valley Model A Club is twofold: 1. promote the Model A hobby, and, 2. build camaraderie among those who like Model A's. We did this by holding our seventh annual Christmas dinner.

We had a good time meeting together at Golden Corral where everyone could stuff themselves with foods they liked best. Many went through the buffet over and over again until family members had to roll them out the door to their cars.

In addition to eating, we had a lively auction where we made enemies by outbidding each other for coveted auto memorabilia and wall decor. Our president cleverly saved an item he wanted until last, hoping that everyone would have picked up something or run out of money by that

time. Unfortunately the opening bid was \$50, which crushed Clyde's hope of obtaining it. Luckily for him, they withdrew their bid. Mingled among the auction, door prizes were awarded to lucky club members.

Bill Thompson and Howard Eckstein gave several awards to deserving individuals who donated time and energy to the well-being of the club, then Howard treated us to a PowerPoint presentation highlighting the club's activities for 2018.

Instead of singing Christmas carols, we sang happy birthday to a couple of club members. Nicholas Mack even recreated Marilyn Monroe's happy birthday rendition when she sang to President Kennedy. I think, for the first time, Clyde was embarrassed.

At the close of the night everyone gathered up their treasures wishing each other a Merry Christmas and Happy New Year.







The Combustion Chamber in Your Model A

BY HOWARD ECKSTEIN

The combustion chamber is the business end of your engine's cylinder and piston combination. This is where the air and fuel are ignited and the rapid expansion of burning gasses pushes the piston down with varying degrees of force depending on the position of the throttle and density of the air.

The advent of the flat head engine goes back to the turn of the 20th century and has proven to be an effective configuration for many engines over the years.

Ford used the flat head design for the Model T starting in 1908. The heads used with the Model T engines were made with a domed combustion chamber that covered the piston and valves. **Fig 1** shows two Model T heads which were used from 1911 through 1927.



Fig 1

The Ricardo Principle

Sir Harry Ralph Ricardo of England was one of the foremost designers and researchers in the early days of internal combustion engines (**Fig 2**). By 1919, after a few years of successful engine developments, he realized that turbulence in the combustion chamber increased flame speed and thus produced greater power. To maximize this turbulence, Ricardo brought the bottom of the combustion chamber close to the piston, thus creating a "quench zone" which squeezes the air and fuel mixture into the open area above the valves where the spark plug is situated. See **Fig 3**. This design became known as the Ricardo Principle.



Fig 2

Although flat head engines existed prior to 1919 as evidenced by the 1908 Model T, the refinements in design in line with the Ricardo Principle led to the shape of the combustion chamber we now recognize in the Model A.

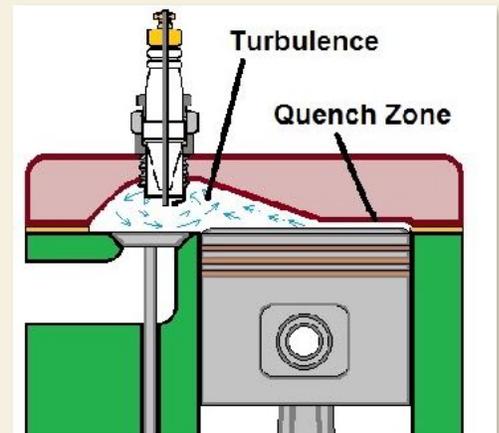


Fig 3



Design Considerations

When the Model A engine left the factory, the distance between the bottom of the quench area of the head and the top of the piston was about 1/8 inch. With this dimension, the benefits of the quench zone were realized and the engine ran quietly. When a Model A engine has been rebuilt with the block and head resurfaced, this can result in deviations from the factory standard, thus affecting the performance of the engine and causing it to be noisy; sounding like it has a knock.

The shape of the open area of the combustion chamber over the valves is carefully engineered to facilitate air flow for maximum efficiency. Not only must it assist in the movement of the air coming through the intake and leaving through the exhaust systems, but also directs flame propagation across the chamber and down the cylinder as the gasses expand upon ignition.

The placement of the spark plug over the intake valve puts it in the coolest part of the chamber; thus increasing the expansion of the fired charge. In addition, the location of the spark gap in the middle of the charge is beneficial. This is accomplished by the design of the plug where the skirt protrudes past the surface of the combustion chamber. This is illustrated in **Fig 3** where the spark is placed in the turbulent gasses rather than near the top of the chamber.

High Compression Heads

The original compression ratio of the stock Model A head is 4.2 to 1. A police head was produced which was 5.2 to 1. Some of these are still in existence and are identified with a letter B cast on the top.

There are many aftermarket heads that have been produced over the years, each intended to improve Model A engine performance. Some are quite elaborate, including overhead valve configurations.

Two of the high compression heads catalog houses sell, which are made for Snyder's, are sold in two configurations: the 5.5 and 6.0 to 1 versions. The features that change the compression ratios of these heads are the shapes of the open



Fig 4



areas over the valves and the blue colored quench zones shown in **Fig 4**. The volumes of the combustion chambers become smaller as the compression ratios are increased.

The stock head in this illustration was produced prior to October 1929. Afterwards, the large center hole was opened in the head and gasket.

The author has installed a 6.0 to 1 head in his car and has found it to be a boon to safety on today's streets.

Factors That Matter

The shape of the combustion chamber is not the only factor affecting the performance of an engine. Ignition system health and carburetor jets play an important role in power output.

The elevation where you drive your car makes a difference in the air density available to your engine. **Fig 5** shows a chart of the normal air pressure and boiling point of water at differing elevations. Changes in the barometric pressure due to the weather will also alter the ambient air pressure. You will notice that the boiling point of water lessens as elevation increases. This is due to the decrease in air pressure. As a result, Model A owners who live in higher elevations tend to complain more about radiator problems and overheating.

Elevation feet	Air Pressure psi	Boiling Point degrees F
10,000	9.2	190
9,000	9.6	192
8,000	10.2	195
7,000	10.8	197.5
6,000	11.3	199.5
5,000	11.8	202.5
4,000	12.4	204
3,000	13.0	206
2,000	13.5	208
1,000	14.2	210
SeaLevel	14.7	212

Fig 5

This change in pressure will affect the air fuel ratio delivered by the carburetor which in turn causes variations in the performance of the engine. As air pressure decreases, so too does horsepower.

To compensate for the change in air pressure at different elevations, the GAV (Gas Adjustment Valve) can be used to lean or enrich the air/fuel ratio; however its range is limited.

Where a car is kept in higher elevations, carburetor jets with slightly smaller orifices are helpful. **Fig 6** is a chart of orifice sizes recommended for the Model A carburetor for average elevations.



JET ORIFICE DIAMETERS

JET	DIA	DRILL
Main	.035"	#65
Cap	.036"	#64
Compensator	.037"	#63
Idle	.027"	#75
Secondary Well	.052"	#55

Factory Specifications for Average Elevations

Fig 6

the fuel in the float bowl. Much has been published about the Model A carburetor, so we will just take a refresher here.

As air rushes through the venturi, it is compressed at the narrowest area; then suddenly allowed to expand once past that point, causing a negative pressure and an increase in air speed beyond the restriction. It is this negative pressure or vacuum and air speed that lifts fuel up the jets to be metered by the size of the orifices. If the float level is too low, the fuel has to be pulled up farther causing the mixture to be lean. If the float level is too high, a rich condition exists.

Each jet operates in a different speed range due to the effort required to bring fuel up into the rushing air column.

The cap jet takes over after the throttle is opened enough to allow the fuel in the tall idle jet to drop back to the float level.

At high speeds, vacuum is lower but air volume and speed is increased. Under this condition the main jet adds fuel over that available from the cap jet.

Part two continued next month

You can check your jets by using a set of Jeweler's drills. These are small drills in sizes 60 through 80 and are easily obtained at hobby stores or on the internet. If you are using new jets from the catalog houses, it is prudent to check the orifice diameters before installing them.

Understanding the Carburetor Jets

The amount of fuel mixed with air in the carburetor depends on four main factors:

- 1.Length of the jets.
- 2.Orifice size of jets
- 3.Float level
- 4.Air density

Fig 7 shows where the jets are located and the proper level for

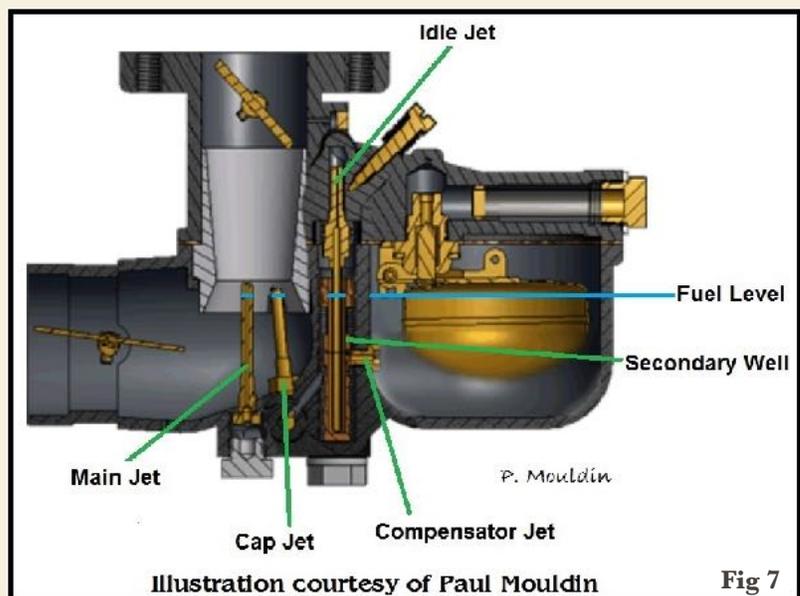


Illustration courtesy of Paul Mouldin

Fig 7

CENTERFOLD OF THE MONTH
1929



BILL & COLETTE THOMPSON
49-A SPECIAL COUPE



Our Trip to the MAFCA National Awards Banquet in Tucson Arizona

BY HOWARD ECKSTEIN

In 2017, at the National Awards Banquet in Oklahoma City, I was asked by Mike Liebert of the Tucson Model A Club if I'd consider giving a technical seminar in Tucson during the last week of November in 2018.

My immediate thought was that I'd have to pay my way there to give the seminar. As I was finishing this thought, Mike opined that I would be there anyway to receive another writing award. This bit of flattery came as a surprise. I suppose if I'd thought that I'd be getting another award, it would have been presumptuous of me; but since Mike suggested the idea, I hesitated, and then asked what he wanted me to talk about.

After a short discussion, I suggested that he and his team look over the articles I've submitted to *The Restorer* and have them choose which one I should elaborate on at the seminar. A few weeks later he wrote to tell me that they'd like me to do one on spark plugs.

I spent the intervening months preparing the seminar in a multi-media format, complete with a display of spark plugs on the market today for the Model A. Our chapter and the Salty As in Salt Lake City indulged me by sitting through the presentation as I practiced and timed it. I ended up deleting about 25 slides due to going overtime.

Gemma and I rented a car and drove to Chandler, a suburb of Phoenix, where we visited my sister and stayed the night. On the following day we finished our drive down to Tucson and checked into the hotel. It was nice to be recognized by some of the national board members; although I think they just wanted a chance to visit with Gemma. Nobody asked me about my car, but they wanted to know about Gemma's dress that she competed with in Loveland Colorado in 2016.

The following morning was Wednesday, the day of the seminars. While still up in our room I checked our little Chrome Book (a poor man's laptop) to be sure the videos in my slide show were working OK. We went downstairs to the first seminar which was about the

electronic judging forms used for fine point judging. Gemma and I left half way through as we both felt like it was beyond our needs.

The second seminar was given by a docent from a local museum on the history of Tucson. It was very informative and we learned a lot about the area and what happened there in the past 4000 years.

Finally it was my turn. I quickly set up my equipment and barely had time to check it out before I was introduced and given the microphone.

The room was filled with about 60 men my age who were attentive and asked good questions. Soon the first video came up in the slide show and to my bewilderment, it failed to play! I fussed with it for a minute while I apologized



for the situation. I soon realized that I would have to reestablish my wifi connection to make it work. The wifi in that hotel is user hostile, and getting it to work while 120 eyes were looking on was more than I was willing to do. Realizing that none of them had seen the video and therefore wouldn't know what they were missing, I talked them through the principles portrayed in the films.

All in all, the seminar was a success. To my surprise, a man came forward with a bag of old and unusual spark plugs to share with me after the seminar was over.



Later at one of the national parks, I spoke with an attendee about the video disaster. He said that they would have waited while I got it working. "After all, where were we going to go?" he asked. I thought, "To go get coffee!" Later another attendee told me I did the right thing to skip over the video and maintain the continuity of the presentation. So two opposing opinions show that whatever we decide to do, half of the people will think we did the right thing. Rick Black, who is the MAFCA webmaster, asked me to send him the links to the videos that didn't play so he could put them on the homepage.

Dave Brockman, who once served on the MAFCA board approached me and asked if I'd do a seminar in Visalia, California in 2022! I told him to call me later when the date gets closer.

After the seminar, I drew a deep breath and asked Gemma if she'd like to see Tombstone. I'd never been there before, so we took off for a two hour trip south. Gemma was unaware of the story of Tombstone and the gunfight at the OK Corral. It's a staple of western lore that every kid with a cap pistol during my distant youth reenacted at least once a month with our playmates.



Tombstone is a small town in the middle of nowhere that has become a tourist trap. Actors dressed in the garb of yesteryear roam the streets to add to the atmosphere. I saw the OK Corral sign from half a block away, but we spent all our time in the shops and never made it over there before time to drive back to Tucson before dark.

We were about 20 miles from the Mexican border and Gemma wanted to go see it. I told her that such an undertaking would be against our best interests for safety; especially with the immigration business going on down there. I imagined how I would have to explain to some suspicious authorities that Gemma is not from Latin America. Fortunately it was getting dark and that prevented us from going there. On the way back to Tucson, we had to pass through a border patrol check point. Gemma was happy that she at least got to meet a border patrolman.



While traveling back to Tucson, we stopped at the mission San Xavier del Bac to have a look around. I remember visiting all the missions on the El Camino Real in California during my childhood, so this was a treat for me. Gemma was surprised that she didn't have to pay sales tax on the souvenirs she bought in the gift shop. The saleslady told her that she was on Tohono O'odham Nation Reservation where sales tax is not levied.

The awards banquet was to be held on Friday evening, so we had all day Thursday and Friday morning



to explore the area. We went to the Saguaro National Forest where I was able to use my Old-Age-Get-In-Free-Card. There were at least a zillion cacti springing up from the dry desert floor.

I asked the Ranger how to extract water from the barrel cactus. He replied, "I wish John Wayne had never done that in the movies!" He said if you were to cut one open (with difficulty) and reach in to get some of the pulp right after a good rain storm and squeezed the fibers hard enough, that a little water would come out. But it would be so acidic and full of chemicals that it would cause dehydration due to the body rejecting it leaving you worse off than if you didn't try to drink it.



The Saguaro cacti grow to a maximum of about 30 feet by which time they are around 150 years old. They don't sprout the arms until



they approach 80. We also saw plenty of the prickly pear cacti which are used as a vegetable in traditional Mexican cuisine.

On the following day we met up with the rest of the MAFCA crowd who had arrived in busses at the other Saguaro National Forest. It's really one park divided in two and is several miles apart on the east and west sides of Tucson.

While there, Gemma bought a ticket to see an aquarium full of stingrays. I waited outside since I've

seen them before. There were caretakers and signs telling the public how to behave around these special creatures of the sea. When Gemma came out she said they were called *pigi* and were a delicious fish to eat. They come up once in a while in fisherman's nets in the Philippines and are highly sought after for dinner. She remarked that in her islands they are eaten and in America, they are kept in aquariums!



Finally it was time for the banquet. Just before going in, Garth Shredding pulled me aside to tell me that Robert from our chapter won Newsletter of the Year and that he had failed to let Robert know. He offered his sincerest apologies and asked if I'd receive it for him. I immediately stepped outside and called Robert to let him know. Of course he was surprised and at the same time disappointed to find out so late; otherwise he would have come to claim this award personally.

After dinner, the awards were given out. When it was my turn, Doug Clayton, Publications Director, called me up and introduced me as having won the Bill Reeder Award for the third time. He said that among the MAFCA board I'm known as "the professor". Later I went up again to receive Robert's award for Newsletter of the Year, the highest award for newsletters.





Finally it was time to go home. We spent Saturday with my sister's family and left early Sunday morning for home. By the time we reached Flagstaff, heavy snow covered the roadway making it slippery and slow going. As we descended below the snow line, the road dried out and it was smooth sailing to Kanab. We ate lunch there and looked over the town where the National Tour will be held in October of 2019. I decided to take the short cut from Highway 89 to Interstate 15 by way of state highway 20. This is a 20 mile drive over three mountains, the highest being 7750 feet. Every inch of this road was covered in ice and snow and hadn't yet been plowed when we were there. Snow was our constant companion all the way to Utah County, requiring over 16 hours to get home; a trip that took under 12 hours a week earlier.

We saw at least three cars that had slid off the road on our return trip. I was relieved when I returned the rental car without a scratch (I don't buy their insurance) the next morning.

Going to these MAFCA events is a lot of fun since we get to see people we've come to know on the national scene and to see different parts of the country. We've been to Medford Oregon, Loveland Colorado, Reno Nevada (twice), Oklahoma City and Tucson Arizona. Who would have thought that having a Model A can open up the country to us.

A Brave Man

True bravery is arriving home late after a guy's night out, being assaulted by his wife with a broom, and still have the guts to ask, "Are you still cleaning, or are you flying off somewhere?"

A Sneak Peak into the Board Room

ACTIVITIES

The club's board members are working hard to come up with some fun activities for this year's Model A adventures. Here are some of the ideas they are toying with. Let them know if there is an activity you would like to throw in the hat.

1. Think of unique places we can visit similar to the Tatton Baird Hatter.
 - a. Maybe look into Eric Dowdle art studio
 - b. Provo Printing Museum
 - c. North Park Pioneer Museum
2. Memorial Day weekend – Spring City
3. Sanpete County Fair – third week of August
4. Filming another movie, not in March!
5. Gimmick Rally
6. Driver training & car games
7. Garage Day
8. Tour to Fish Lake

Other activities discussed in the past:

1. Camp Floyd; 40 mile round trip: Meet at Macy's in Lehi, take Hwy 73 to Fairfield
2. Around Utah Lake; 75 mile trip to the old Sinclair garage; that would be a great backdrop for pictures of everyone's cars. Stop at Family Tree Restaurant for their huge scones.
3. Cheiftain Museum; located at 100 West 100 South in Santaquin; 50 mile round trip: Reservation only, free but donations welcome
4. Lehi Railroad Depot Museum; open on Saturdays from 10 a.m. to 2 p.m. and is free to the public.



The Ladies Fashion Journal

USING BEADS TO ENHANCE ERA FASHIONS



Early Bead History

Beads have been made by every culture and have been revealed in archaeology sites.

October 12, 1492, Columbus recorded in his logbook the natives of San Salvador Island were given glass beads. This is the earliest written record of glass beads in the Americas. His ships carried glass beads along with other European trade goods. The Spanish explorers in 1527 and in 1539 carried glass beads for trade with the native inhabitants of Florida.

Types of Beads

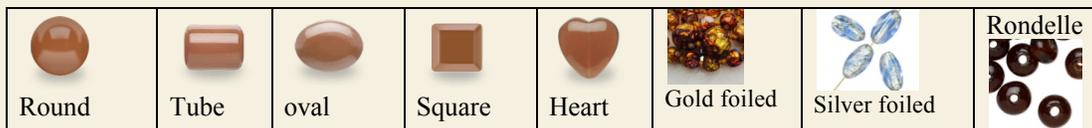
Most often, it was an old-fashioned stone drill bit pumped by hand or even an awl that created the hole in the natural bead or stone so that it could be strung.

Natural Beads are made from natural materials such as bone, teeth, stone, wood and fossilized bamboo, skeleton of sea creatures, shells, abalone, coral, mother -of-pearl, pearls, dentalium shells, horns of many animals, and ivory from tusk of elephants until it was banned.



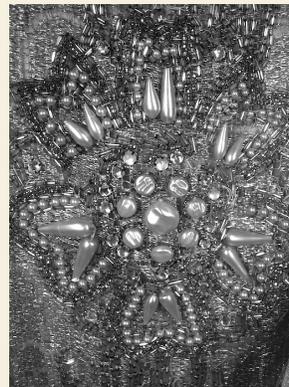
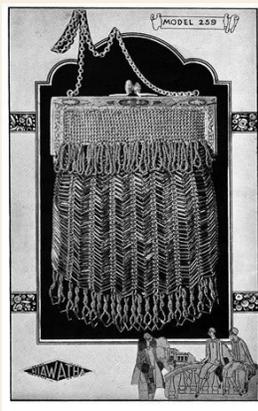
Man Made Beads made by hand from hollow tube of blown glass or wound beads from a heated glass rod to make glass beads, crystals, bugles, Swarovski crystals, cubes and Delica and seed beads. Beads come in imitation pearls, turquoise, steel, pewter, enameled metal, silver, gold and cloisonné. The AB (aurora borealis) beads were made after the model A Era.

Glass beads were available with metal foil, known as silver or gold foiled lined. These were made with a thin layer of gold or silver leaf or foil sandwiched between two layers of clear glass. The first glass layer is usually drawn or wound, while the second layer of glass is folded around the metal leaf. In the early 1800s, the mercury glass beads were originally made with mercury to give them a metallic luster. By the 1900s, the mercury was replaced with a silver nitrate solution, made of silver nitrate, water and sugar, but the name stuck.





During the Model A Era, you would find beads hand sewn on evening dresses, lace, head gear, purses and in the jewelry worn for daytime and evening. Great care should be taken with the cleaning of any dress, lace, gloves or outfit that has vintage beads attached to it, to not ruin the color or appearance of these hard to find vintage items.



Reference: The Beading Book by Julia Jones
Antiquedress.com
Indians.org/articles/beads.html
Firemountain Gems Catalog
Hiawatha Book of Bead Bags --1927



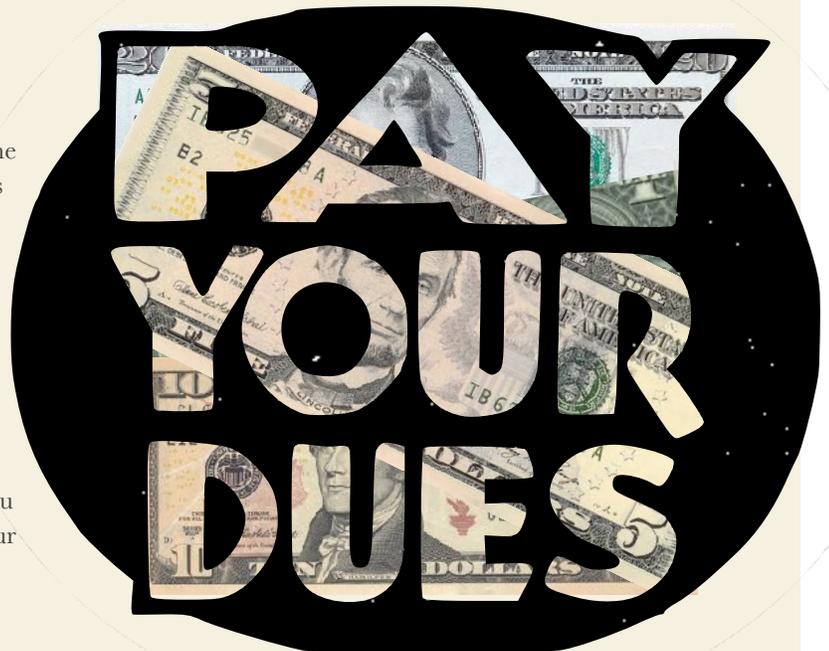
Membership Renewals

Its time to pay your dues.

The club relies heavily on the dues and donations the club receives. The majority of funds the club acquires are from you, members of the club. Awards, activities and monthly mailings are all paid for by your dues. The door prizes that were given out this year at the Christmas party were paid for through dues.

Dues paid between now and March are \$20.00 for each voting member. After March, dues are late and are \$25.00, so please get your dues in as soon as you can. Diane Brimley is our treasurer. Please pay your dues directly to her so she can give you a receipt.

Thank You!



2019 National Tour

October 6-10, 2019

Join with other MAFCA members from across the US, Canada, and worldwide as they tour through the red rock country of southern Utah and northern Arizona. This hub and spoke tour with visits to Bryce Canyon, Grand Canyon, Zion and the Escalante/Grand Staircase National Monument. This



area is home to three national parks, two national monuments, three state parks and miles and miles of red rock vistas, filled with slot canyons, buttes and spires. Prepare to be amazed at

Mother nature's handiwork and bring your "Golden Age Passport" with you!



The Kid's Corner

FOR KIDS YOUNG AND OLD



FIND THE DIFFERENCES

There are nine changes between the two photographs. Can you find them?

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

Answers on page 23



Classified Ads

Mark Layton has two engines, a transmission, wheels, rear end, and new parts from Mac's 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.

Joan Bird, from Delta is selling her husband's 1930 Tudor with a Model B engine and hydraulic brakes. It has a two-barrel down draft manifold, Mallory distributor. e She is asking \$12-13,000 and can be reached at: (435) 864-2145.



Tony Jacobs has lost his mind! He is selling his gorgeous Rose Beige phaeton. All the details can be found on the Facebook Marketplace, or call Tony directly at: (801) 796-0396.





Model A Ford Club of America

Established 1957

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News from the Board



2019 MAFCA Board of Directors

Left to right: Bill Truesdell, Bill Myers, Doug Clayton, Mike Kelley, Doug Linden, Kay Lee, Alex Janke, David White. Not shown: Dan Foulk

At the National Awards Banquet meet in Tucson, the 2019 MAFCA Board was introduced.

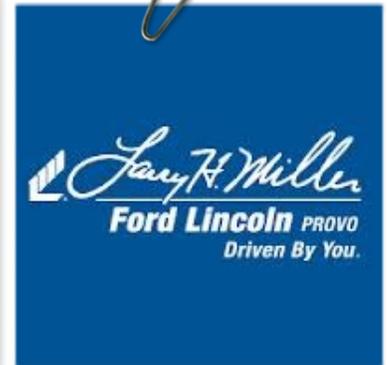
Elected are: : President **Doug Clayton**, Vice President **David White**, Secretary **Kay Lee**, Treasurer **Alex Janke**, Chapter Coordinator **Doug Linden**, Membership **Mike Kelley**, Advertising **Dan Foulk**, Publications **Bill Truesdell**, Technical **Bill Myers**.

Answers to puzzle on page 21:

1. Snowbank on left side
2. Window missing on building to left of the station
3. Shadow in the middle of the road is different
4. Sign above service bay is gone
5. Model A front license plate missing
6. Light next to door gone
7. Barrels between Model A building is missing
8. Santa on the roof



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I HAVEN'T LOST MY MIND.. HALF OF IT JUST WANDERED OFF, AND THE OTHER HALF WENT LOOKING FOR IT.