



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 8 No. 11

2018 MAFCA Newsletter of the Year

November 2020

IN THIS EDITION:
SPANISH FORK HISTORY TOUR
High School Photography Assign

MODEL A
COLLECTOR

PART CLASSIC
CAR, PART
HISTORY LESSON



Spanish Fork History Tour, photographer, Howard Eckstein





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.

2020 Club Officers

CLUB OFFICERS

Board Chairman	Clyde Munson	bjerg_menneskene@yahoo.com
President	Greg Mack	gregmack02@yahoo.com
Vice President	Brad Christofferson	bdc.p51@gmail.com
Sec/Historian	Amber Morrell	mystuff@live.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson Howard Eckstein	bjerg_menneskene@yahoo.com h_eckstein@hotmail.com
Photographers	Greg Mack Howard Eckstein Amber Morrell	gregmack02@yahoo.com h_eckstein@hotmail.com mystuff@live.com
Newsletter	Robert Mack	mack4759@yahoo.com

I ate too much at the Christmas Dinner

69 S. State Street
Orem, Utah 84058
(801) 785-4447

WALLABYS SMOKEHOUSE

Join us for our annual Christmas Dinner
Saturday December 12
6:00 p.m.
at Wallabys Smokehouse
69 South State Street, Orem

Model A Era Attire Optional

UTAH VALLEY
- Model A Club -

President's Message

BY GREG MACK



The other day, I went to the wrecking yard to find a part for a car I was working on. Once at the yard, the owner told me that I should head about 10 rows East then 10 rows North and the car should

be in that area. It sounded easy enough.

Well... I am not sure what he considered rows, but to me it just looked like a giant cluster of cars with no organization at all. I started counting cars as I zig-zagged my way through them. At about 10 over and 6 up something caught my eye. No, it was not the car I was looking for, but instead a different car that I had interest in. I made my way over to see if it was the make and model I had hoped. To my delight it was! I spent some time looking it over and debated on pulling some parts from it. "I could use this, and this, oh and this would be great! Stop! Focus Greg! You are short on time and on a mission for a different car, get back on track!" Problem was that in my excitement I did not keep track of how many cars I passed to get there.

I made my best attempt to get back on track and started heading in the direction I thought was right. After a few minutes of wandering and getting nowhere, I realized this was not working. It was like trying to figure out where you parked your car in the parking lot of Disneyland. With front and rear ends smashed in

and distinctive body parts missing, all the cars started to look alike and I felt I was walking in circles. I needed a new plan.

Going against what I was taught as a child and fighting every fiber of my being, I climbed on top of one of the cars for a better view. From here I could see things more clearly and sure enough, hidden behind a tall SUV, the car I was searching for was only two cars over from my location. I could not see the car from my view point on the ground, but with a different perspective, I was able to spot it quickly.

Throughout the club we have had a variety of perspectives, and although we do not always agree on things, I am grateful for each of the different points of view. It is wonderful to have the contribution and collaboration of club members to help keep the club on track, so we don't get sidetracked by something else. It is also great that we can learn from each other and find that there are about five different ways to make the same repair, all yielding the same final result.

We are members of one of the best Model A clubs in the world and this is because of you! We would not have such an amazing club if it were not for all of your contributions and hard work. Thank you all for being part of the club! I hope that we can continue making memories and having fun together for many years to come!

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2020 Calendar of Events

COVID-19 makes it very hard to schedule any activities in advance. So this year the club members will need to be flexible and expect short notice when activities are announced.

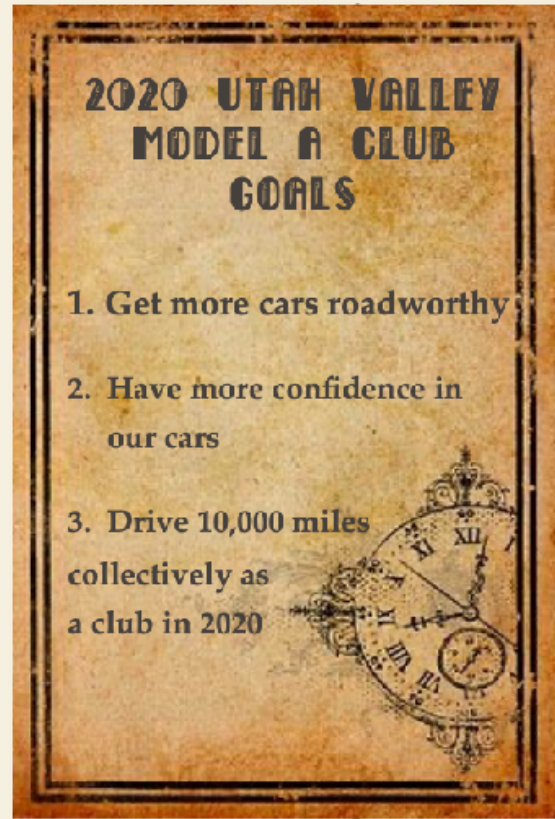
November

- 12th — **Plastic Injection Manufacturing Tour**, 9:00 a.m., we will be meeting at 523 Commerce Drive, Orem
- 19th — **Club Meeting**, 7:00 p.m. Chistofferson's garage, 3020 North 600 East Lehi, UT 84043

December

- 12th — **Annual Christmas Dinner**, Wallaby's Smokehouse, Orem, 6:00 p.m.

No Club Meeting in December



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

If you've been reading in the newsletters lately you know that **Brian and Sharon Lindenlaub** bought a 1929 Roadster. But, you may not know that **Brad and Lynne** have added a new member to their family too. **Christoffersons** purchased a 1931 Victoria.

We are sorry to hear that Wayne Atkinson has contracted bone cancer. He and Jan come up to the hospital twice a week for treatment. Our prayers are with you Wayne!

Brent and Ginger Baker's car is finished. Howard said, "it runs so well, you are two seconds younger after hitting the accelerator." They brought it to the Spanish Fork History Tour.

Brian and Sharon Lindenlaub's new car is overheating so Brian is trying to get that fixed. Otherwise they would have driven it to the Spanish Fork History Tour. Other work he has done was to remove the generator and install a new alternator.

Howard Eckstein is in the news again. He has been on the Restorers Class judging committee for about two years. Because of his expertise, he has been advanced and approved to become the Chairman of the Restorers Class Committee for the Model A Ford Club of America. Congratulations and good luck Howard!

Tony Jacobs helped **Diane Brimley** with her Model A. He fixed the gas gauge so it would no longer leak and installed a new battery.

Nicholas Mack is now in the market for a new engine. Because of his blown head gasket, Greg and Robert went over to try out the new head puller that Karl Furr machined for us. The head puller worked great, but when the head gasket was removed, two cracks were found between the pistons and the valves.



2 - Vern Cope

20 - Dave Morrell

30 - Richard Burr



October Club Meeting

BY AMBER MORRELL

Brian was asked why he didn't bring his car to the club meeting. He replied that there was a big oil puddle underneath the car. He wanted to get that fixed before he drove it.

Roger responded with, "Brian, don't you know that none of the Model As are potty trained?"

Attendance: Diane & Margaret Brimley, Brad Christofferson, Roger Davis, Howard & Gemma Eckstein, Tim Isaksen, Tony Jacobs, Brian Lindenlaub, Greg, Nicholas & Robert Mack, Curt Martinson, Clyde Munson, Amber, Dave, & Karen Morrell, Bill & Colette Thompson, Bob & Janell Todd, Richard Tucker.

News:

- The Model A Ford Foundation Inc. (MAFFI) has found that the COVID-19 reeked havoc with their budget this year. MAFFI usually collects enough money between museum patrons and Model A Day activities. With the Model A Day celebration cancelled, and the drop in museum patrons, this year they are short about \$30,000 for next year's budget. They asked MAFCA and MARC to please contact the clubs and ask that each donate as much as they could. They said that if all clubs donated \$100 they would be able to meet their budget for next year. Greg sent around a donation hat to those present. The club collected almost \$70. The club will donate the remaining \$30 to reach the requested amount. **THANK YOU TO ALL WHO DONATED!** If you weren't at the meeting, but would like to donate, please contact Diane Brimley. Her phone number is in the club roster.

Club Business:

- Diane presented our financial outlook which is good. We are down somewhat because of preparations for the Annual Christmas Party.
- The club is going to try and earn the Mileage Award that MAFCA sponsors. In January, record your mileage, or take a picture of the odometer with a cell phone so we can keep track of everyone's miles.
- Club Elections are next month! Please come prepared to participate, either by volunteering for a position, or name candidates for the vacant positions.

Past Activities:

- The club members who participated in the UVU fundraiser reported back about their experiences.
- Club Members that participated in the Fall Fishlake Tour recounted the trip. It turned out to be a small group, but those that did go enjoyed it very much. The aspens were in their peak, with brilliant yellow leaves, and the salmon were spawning. Roger Davis said it was better than the July tour. He is writing an article to report about the enjoyable time they had.



Future Activities:

- **October 17th**, Spanish Fork History Tour will start at 10:00 a.m. in the Shopko parking lot; we will learn about SF history all the way from 1850 to modern day.
- **November 12th**, Plastic Injection Manufacturing. This will be our first activity NOT held on a Saturday. It will be on Thursday at 9:00 a.m. Meet at the facility located at 523 Commerce Drive in Orem, UT. We apologize to those who have to work. The tour could only be given during business hours when the machines are running.
- **December 12th**, (Saturday) Annual Christmas Party, held at Wallaby's in Orem. Be there by 6:00 p.m., period dress is encouraged.

Tech Talk:

Roger gave a hardware presentation tonight. The spark that took Roger down this road was the Reno National Tour when he had his car in the Fine Point Judging. He didn't do it to win an award, but to learn about his car's short comings. During the judging he noticed that the tire logos, of other cars, were painted red for Firestone and the Goodyear logo was painted blue and yellow. He investigated and learned a lot. This carried over to other items that would make a Model A more authentic. Roger gave several examples of incorrect parts on his car that he replaced with more accurate hardware. He bought the Ford Model A Standard Hardware book from MAFCA that lists the correct bolts, screws, nuts etc. This started his pursuit to make his Model A as authentic as he could. He encourages us to do the same.

Refreshments:

Roger not only gave the Tech Talk this month, he also provided the refreshments. The cookies were great. It was easy to tell, they were all gone by the end of the meeting.

Let's not forget the generosity of the Morrells who offered their garage for tonight's meeting.

While driving her Model A, Diane didn't even get to the end of her street before the engine died. She used speed dial to contact her "personal mechanics." "My car died! I can't get it started! What should I do?"

Before help could arrive at the scene, Diane was on the phone again. "Never mind, I forgot to turn on the gas."

How many times has this happened to you?



Spanish Fork History Tour

BY ROBERT MACK

It was a cool morning, with a crisp light breeze. The air was crystal clear and the bright sunshine was starting to warm the day. Those were the conditions when thirteen Model As and two other collector cars met to learn about the history of Spanish Fork, while the members themselves were driving a piece of history.

Howard had created a nice booklet complete with colored pictures that introduced us to the each historical site. We started at the Hughes Pioneer Museum on Main Street. Right on Main Street, where most of us travel on a regular basis. "How could we have missed it?" and "I never knew this was here and I live in the area." were comments we heard as we walked though the gates. The museum consisted of twelve buildings that varied in age between circa 1850 to 1912. The structures were the original residences of the early community leaders. The guide pointed out a pump house and windmill that pumped water into a container above the house. This provided the convenience of running water for the home. These were common in Spanish Fork, yet this is one of the earliest wood buildings and is the last one still standing in Utah.

Our next stop was a visit to the Spanish Fork Sri Sri Radha Krishna Temple. This was a new experience for most of us who know very little of the Hindu Religion. We had our customary Model A line-up and picture in front of the temple. Inside we learned more about the philosophy of Hinduism. The interior of the upper floor was very beautiful. The intricate designs were a testament of the skill and craftsmanship of their creators. Outside, the fountain and pond were a natural gathering place. The pond was teeming with large Koi.

Next, we traveled through the Spanish Fork river bottoms, where cottonwoods were ablaze with bright yellow leaves. This narrow, winding road, surrounded by small farms is reminiscent of the years in which the Model A was in its heyday. This pleasant drive took us to our next destination, the Spanish Fork Pioneer Cemetery.

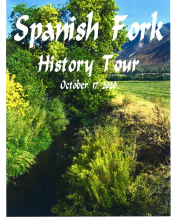
This was another hidden treasure. The small cemetery is the final resting place of 191 pioneers. Some of these pioneers had only recently immigrated from Europe. Over half of the graves belong to young children. Many of these died before completing their first year of life. The first interment occurred in 1851, while the last remains were buried here in 1971. The grounds were well kept and the identical headstones were organized into neatly placed rows. The cemetery was brought to life by several plaques spaced through-out the cemetery that told stories of the deceased.

Our last stop was a visit to the Leland Milling Company. It is a bit out of place, being situated in the middle of housing subdivisions. Originally it was outside of town with a race that brought water through town to the mills. An employee met us on site and told us the history of the mills and its founders. An exclusive trip to the basement proved just how old some of the structures were. It's ambiance, complete with stone cold walls, creaky uneven stairs and an over abundance of spider webs would be appropriate for a haunted house.

The lack of time prevented us from spending more time exploring the history of Spanish Fork. So we drove past the impressive Sugar Beat Factory that was moved in 1916 from Napa, Idaho. The beat processing operated between 1916 and 1952. The other stop we missed was the Islandic

Being a Model A club however, meant that an obligatory stop at a favorite hamburger joint was necessary. There we enjoyed a sandwich and, of course, ice cream.

We want to thank Howard, Amber, and Dave for taking the time to organize this great tour. It made us all reflect on the hardships the early pioneers endured. They left an amazing legacy to reflect upon.



Jones-Hughes Pioneer Park



Sri Sri Rahda Krishna Temple



Leland Milling Company





A High School Photography Assignment

BY TIM ISAKSEN

When my youngest daughter was in the 8th grade (1996), she elected to take a photography class in school. At that time the family lived in the uncrowded south end of Silicon Valley in a town named Morgan Hill. It was named after a man, Morgan Hill, and not after a hill in town. Morgan Hill was, for a time, where the “painter of the lights,” Thomas Kinkade, called home.

He made downtown Morgan Hill the subject of one of his paintings (see artwork below).

Our house was on a ridge above town and had a view of the valley where the center of town was located and also a view in the opposite direction of a lake area.

My daughter, Tracy, had regular assignments to snap pictures with a 35mm camera, of course, so she would have some film to develop into negatives and print the photographs during class time.

One day, Tracy asked if I could get the “old car” out and drive some place so she could take pictures. We drove a little over a mile to the south end of Lake Anderson where a bridge crosses the lake inlet. She took several snapshots, and to my surprise I was rewarded with a framed picture of my 1930 Ford Model A Coupe for my birthday. The picture has been displayed in my office ever since.



“Morgan Hill” by Thomas Kinkade



Tracy’s photo for her photography class



Model A Carburetor Adjustment

BY RUSSELL BAETKE, FROM MARC TECHNICALLY SPEAKING

You say you don't look under the hood, you don't know what a carburetor looks like, you don't even want to get your hands dirty and never have. You may not have thought of it this way, but if you have ever started the engine and driven a Model A, you have done a carburetor adjustment. You hire a mechanic (or your buddy) to adjust the carburetor, but you still do more important carburetor adjustments than the mechanic under the hood will or can.

A carburetor like Zenith, and others of the Model A era, were not automated to compensate for all the driving conditions like our modern types. You, as the operator, must provide, as best as you can, the adjustments necessary to help the carburetor meet the need of various driving conditions. All the mechanic under the hood can do is set the idle. That is done sporadically as needed, but you, the operator, adjust the carburetor with the Gas Adjusting Valve (GAV) on a continuing basis as you drive. Well, you should! I know, there are many out there who set it once and forget it. The car runs fine, who bothers? So they think. Don't want to bother? Okay. You don't expect much and you don't get much. Don't blame the car.

Rotating the GAV is key to getting the most out of your car. It is as simple as reaching over with your right hand to the knob on the dash. Rotate it counter-clockwise to enrich the fuel mixture. Rotate it clockwise to lean the fuel mixture.

When do I turn it? Which way? When you start a cold engine, rotate the GAV counter clockwise until it keeps running without the choke and the hand throttle. As you drive and the engine warms, turn the GAV clockwise to lean the mixture. For low speed stop and go driving, experiment with the setting to find good peppy pick up performance. Count the turns open and file for you're driving reference. This may or may not agree with the old Ford driving manuals. It doesn't matter. This setting, and others, may not seem critical to you in the beginning. As you gain experience the differences will become more and more apparent. Soon you will naturally reach over and adjust the GAV as naturally as you shift gears.

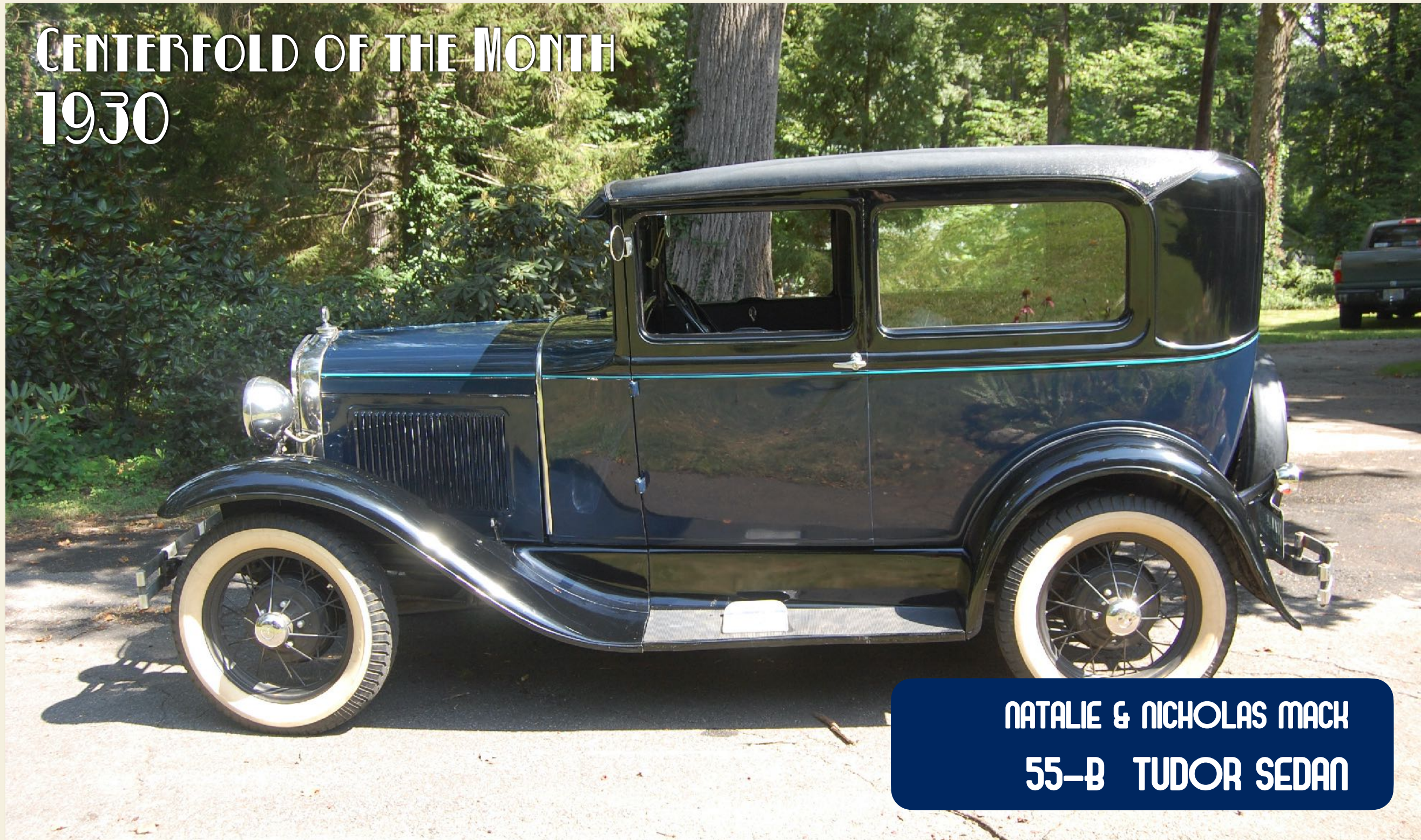
If you enjoy touring you will want to find your cruise lean setting. Then again, why bother with getting good gas mileage, the trips are short, gas is still relatively cheap and it's easier to discuss your poor gas mileage with your tour buddies (misery loves company). If you are thrifty and curious try this. Pick your cruise speed and turn the GAV clockwise. You should find a point where you feel a power dip. Experiment around this setting for maximum fuel economy. At this setting there is less power for acceleration and hill climbing. Reach over to open the GAV (counter-clockwise) for more power. What is happening here is that for "low speed stop and go" and "high speed power" the engine needs a rich fuel mixture, but for better fuel economy at cruise, the engine should be set lean. Trouble is the carburetor isn't smart enough to figure out when to do what. It needs you to tell it with the GAV. By now you should be fairly impressed with what engineers have accomplished with modern carburetors. Modern carburetors do it all for you!

So you have a nice cruise lean setting and have to stop. One of two things might happen. The lights turns green and your car just barely pulls away from the light when you try to go. That's easy to fix. Open the GAV to your low speed power setting. Get back to speed and close it for cruise. Gee, is that a lot of trouble? Now you are learning to appreciate the improvements in technology. Remember that that was the best in those days. You are driving history. Love it for what it teaches.

The second thing that can happen is the engine stalls when you stop. That is a common problem caused by a faulty idle setting. Contrary to popular opinion and conventional wisdom, the idle speed is set too fast. I repeat, too fast. Reduce the idle speed and reset the idler needle. You can test this. When idling, the GAV should have no effect on engine speed as you rotate it to extremes in either direction.

If these techniques don't work as described, it is time to go into the inner sanctum of the carburetor. It's time to get your hands dirty.

CENTERFOLD OF THE MONTH
1930



NATALIE & NICHOLAS MACK
55-B TUDOR SEDAN



Model A Collector

BY BRAD CHRISTOFFERSON

I am not just a Model A enthusiast, I am now a collector. I love my 1930 pickup and have no intention to sell it, but it has its limitations. I have been sad that I can take only one (maybe two) others in the pickup with me. I have seen the sedans that other club members are enjoying with families and that is what I hoped to experience. I really wanted kids and grandkids to be able to enjoy the experience of riding in a piece of history and spending time with Grandpa.

For about the last year I have been contemplating getting a sedan and looking at Tudors and Fordors, but when I saw a Victoria - that design spoke to me. I came to find out they are not very easy to come by so I have been watching classified ads and various other websites to see what was available. I couldn't find any locally on KSL.com so I looked on various other platforms to see what I could discover. There have been a few available in the country and I made a bid on one, located in Seattle, a couple months ago on Ebay. It was in good condition but needed some work, and I wasn't willing to outbid my competition for it. I found another one that looked really clean and well cared for in Charlotte, NC, but thought it was too far away - I wouldn't be able to see it first before I made a

decision as to whether to buy it. After speaking at length with the owner and looking at many, many pictures and stewing over it for a time I decided to purchase it. We could have had it shipped, but Lynne and I decided to take a cross-country adventure to go pick it up. I had already set aside some vacation time, because we were supposed to be going to Italy for a couple weeks in the middle of September for an anniversary trip. That plan was scuttled by the corona virus, so we had been looking at other near-by getaways.

We made this our "Plan B" trip. We hitched up the trailer and left on Tuesday Sept. 22 for North Carolina. After 4100 miles and 6 days, we got back to Lehi with our 1931 Model A Victoria we call Charlotte (in honor of where she came from). It has been fun to already take many family members and others for a ride. Howard and Clyde have come to help me get the brakes adjusted and give her a once-over of all the other systems. There are a couple things that need to be done but generally the car is good-to-go. I look forward to getting her out to stretch her legs and enjoy some fun activities with the club. I hope to bring her to the activity Saturday as we explore Spanish Fork.



Part Classic Car, Part Rolling History Lesson

BY KURT ERNST

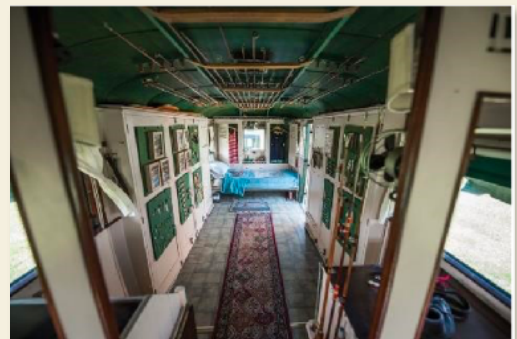
J.M. Keely's 1931 Ford Model A De Luxe Coupe and Custom Trailer

The life of a traveling salesman could be a harsh and lonely existence, especially in the depths of the Great Depression, but hitting the road with a well-appointed house trailer, office, and mobile showroom surely made things a bit more palatable. In October, of 2016, RM Sotheby's offered up an interesting time capsule of 1930s American history at its Hershey, Pennsylvania, sale, when a 1931 Ford Model A De Luxe coupe and custom trailer that once served as fishing and marine supply salesman J.M. Keely's mobile base of operations crosses the auction stage.



From the company's headquarters in Miami, Florida, the J.M. Keely Sales Company offered up nearly anything the active fisherman or boater might need, from rods and reels to tackle, outboard motors and even portable generators. It's not clear when the business was founded or even if the Model A and trailer combination offered represents Keely's first attempt at a mobile showroom, but the business employed traveling salesmen (later in step vans) into the 1950s. A J.M. Keely Sales Company, likely related

to the Miami-based original, was registered in Fort Lauderdale, Florida, in 1958, but the business is listed as inactive today. The once-grand J.M. Keely Sales Company showroom in Miami, has been razed, and today the corner property is nothing more than a vacant lot.



It's clear that quite a bit of thought went into the construction of both the Model A tow rig and the custom-built trailer, which itself used many components liberated from the Model A parts bin. While the car's 201cu.in. L-head four-cylinder engine, rated at 40 horsepower, remained in stock form, the rear axle, hubs, brakes and wheels were borrowed from a Ford Model AA truck. A stouter



transverse leaf spring replaced the original light-duty unit used on coupes, and the rear frame was reinforced to accommodate the addition of a Glenn Curtiss Aero Coupler trailer hitch, which utilized a horizontally mounted tire and wheel to cushion against bumps and vibration.

Like the Model A De Luxe Coupe offered, the trailer also relied upon a Ford AA truck rear axle, carrying over the heavy-duty hubs and using vacuum-operated brakes. Electricity came from 110 volt “shore power,” onboard storage batteries (charged by a dedicated six-volt generator in the Model A), or one of Keely’s Onan generators, depending upon the location. Outfitted as a mobile showroom for the company’s wares, the trailer accommodated life on the road with a bed (and a frame that allowed the addition of a second bunk bed), a kitchen (with sink, gas stove and icebox) and a desk. Excluding the included chamber pot, the trailer contained no bathroom, although an on board 25-gallon tank did provide water for washing, drinking, and cooking.

With J.M. Keely himself behind the wheel, this rig traveled the roads of south Florida and the Gulf Coast, selling wholesale fishing and boating supplies to a network of regional dealers. Though the exact years in service remain a mystery, the weather-beaten combo was pulled from a pole barn in Key West, Florida. The custom Model A and the unique trailer were damaged by Hurricane Andrew, a category five storm that devastated Florida and Louisiana in 1992, so the restoration must have been a lengthy and complex endeavor. The end result is a unique window into Depression-era America.



Those with a particularly keen eye will note that the trailer’s door handles and window cranks are Model A parts. It’s quite likely that the Ford parts were both cheap and readily available when the mobile showroom was constructed, adding to its sensible function-before-form mission.

The Model A and trailer are offered complete with vintage fishing and boating gear; the sale even includes road maps and company letterhead used by Keely on the road. Uniquely positioned to appeal to collectors of the Ford Model A, vintage trailers and vintage fishing/boating supplies, the lot is being sold by RM Sotheby’s with a reserve price attached. A previous attempt to find a buyer, at Auctions America’s 2012 Auburn sale, resulted in a high bid of \$70,000 which failed to meet the then-established reserve price.



Article courtesy of Script A’s News, originally appeared in Hemmings Motor News



Under No Circumstances

BY FORD MOTOR COMPANY - MAY 25, 1927

Ford Motor Company

Manufacturers of Automobiles, Trucks and Tractors

Detroit, U.S.A.

TO ALL FORD DEALERS:

May 25, 1927

IN REPLYING REFER TO

ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES OR ANY OTHER CAUSES BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

As stated in our telegram to you we have released to the papers an official announcement of the new Ford car.

Attached is a copy of the complete announcement for your further information. UNDER NO CIRCUMSTANCES, are details of the new Ford car to be given out to anyone.

At the proper time you will be fully advised of all our plans for the public showing of this new car. At that time you will be given a complete plan of operation and schedule of our plans for cooperating with you.

Very truly yours,
FORD MOTOR COMPANY

W. Ryan
Manager of Sales



2021 Northwest Regional Meet

BOISE, IDAHO

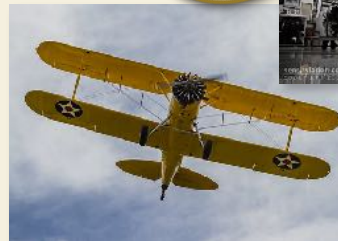
The NWRM next year will be held in Boise, Idaho June 21st - 25th. This was the first meet the Macks had been to, so they were pleasantly surprised how friendly everyone was. They had a great time with tours, car games, seminars, and the swap meet. They are going again, come join in the fun. Mark your calendar now!



YANKE CAR MUSEUM



HOST HOTEL



WARHAWK AIR MUSEUM



OLD IDAHO PENITENTIARY



Stay tune for more information. It will be posted in the newsletter when it becomes available.



Advertisements of the time, such as Braun’s in 1928, refer to nail polish colors as Light or natural (meaning colorless) described as “Goes with all costumes, best with bright colors. Day (medium) Example: Rose, “Charming with pastels, smart with dark green, black and brown”, Coral, with white, pink, beige and grey, and Evening (dark) Ruby and Cherry. I was unable to find any reference to “Frosted” shades.

Other companies also refer to day and evening colors but they include pinks, burgundy as well as many others. They were supposed to complement both the complexion of the wearer and the costume. The nail usually had the “moons” left unpainted or clear with color on the nail. It also became fashionable to sometimes leave the nail tip clear as well, either would be correct.

"The Polish of Refinement"

Save Polish Money Complaints

THOUSANDS of shoppes are saving polish and money and winning the enthusiastic good-will of their customers this way:

Instead of putting on two or three coats of ordinary polish they simply brush on, just once, the desired shade of Braun's. With 3 shades to choose from they quickly suit the individual taste of each customer, saving polish, money, time and labor. By using Braun's, which will not peel or change color, polish complaints are forever done away with.

Quarter Pint now only \$2 (formerly \$4.00) enough for 128 sq. in. of nail surface. Economical because you get 24 sq. in.

BRAUN'S ALMABRA NAIL POLISH

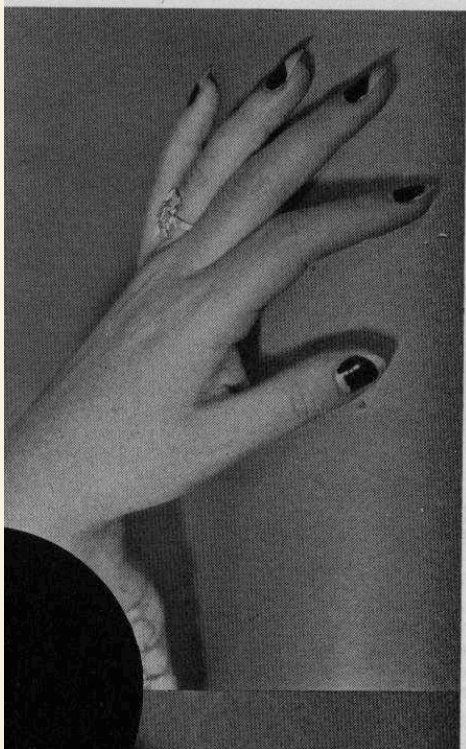
Three shades: LIGHT (Colorless), DAY (Medium), EVENING (Dark).

Get Manicure Kits FREE

Every manicurist needs a Braun's Professional Kit. FREE with your order for one, two or three quarter pint bottles of Braun's Polish at the specially reduced price of \$2 (formerly \$4.00). Each Kit contains four refillable bottles complete with brush attached to ground glass stopper. Put right on your manicure table. You get one FREE Kit with each quart only 1 FREE Kit to a shoppe. The Kit alone is worth more than \$2 to any manicurist.

Braun's Almabra Preparations, Inc. 624 Madison Ave. New York

WILL NOT PEEL OR CHANGE COLOR



In the April 1931 issue of *American Hairdresser* it says: “The lighter shades which are appropriate for daytime are apt to appear palid and lifeless under the glow of electricity, and fashionable women at nightfall should look for a more exotic and brilliant shade”.

“Some of the striking combinations for formal evening wear, illustrated at left, are glossy jet black on the nail itself contrasted with tips of pale silver or coral or tea rose with pale gold depending on the color of the gown worn.

“And so it lies within your power to transform the most workaday, lifeless hand by a mere wave of your polish brush, into those of grace and colorful beauty”.



Election Night is Near

Doing Our Part

Author Unknown

Who, me run for office?
 No, I'm afraid not
 The President's job?
 No, thanks a lot.
 But, listen, a few suggestions I'd like to make
 About our Christmas Bazaar, t'will only take
 A few extra evenings for someone to make.

Program Chairman?
 I don't see how
 I can't manage that position now.
 Why don't you have some good speakers this year
 Or demonstrations on parts brought in here?
 You bet I'll attend everyone, never fear.

Help with the paper?
 Oh, I can't write
 Any articles—there's others more bright.
 But can't we have more articles on cars or trips
 And write something on our people, don't you get tips?

You want me to display my car in a show?
 It's in the garage and not ready to go.
 Drive my "A" on a Model A tour?
 But it's all polished and clean
 It'll get dirty for sure.

I'm in good standing—I pay my dues
 I never fail to give my views.
 Meeting night comes and there I'll be,
 I'm present, please note, for all to see.
 Gee, don't you wish there were more members like me.

What's that?
 You mean I'm not pulling my load?
 You mean I've been sitting in the middle of the road!
 While members are passing me by on each side
 And I am just waiting to pick up a free ride?
 I guess I hadn't thought of it that way, no fear,
 I promise to do better next NEXT year.

Courtesy of the Cornhuskers Model A Club



WE WANT YOU!
To Run For Office

Would you like to help make the club better?
 Are there activities that you would like to see the club do?
 Do you have time on your hands, or want to contribute to a good cause?

The club needs more people to step up and help with club leadership. You don't have to be an expert mechanic, or a Model A historian. The only thing you need is willingness to serve.

Let's all do our part.



Find the 10 Differences

Big Kid's Corner

FOR YOUNG AND OLD KIDS



Bill Thompson, photographer

Answer Key on page 24



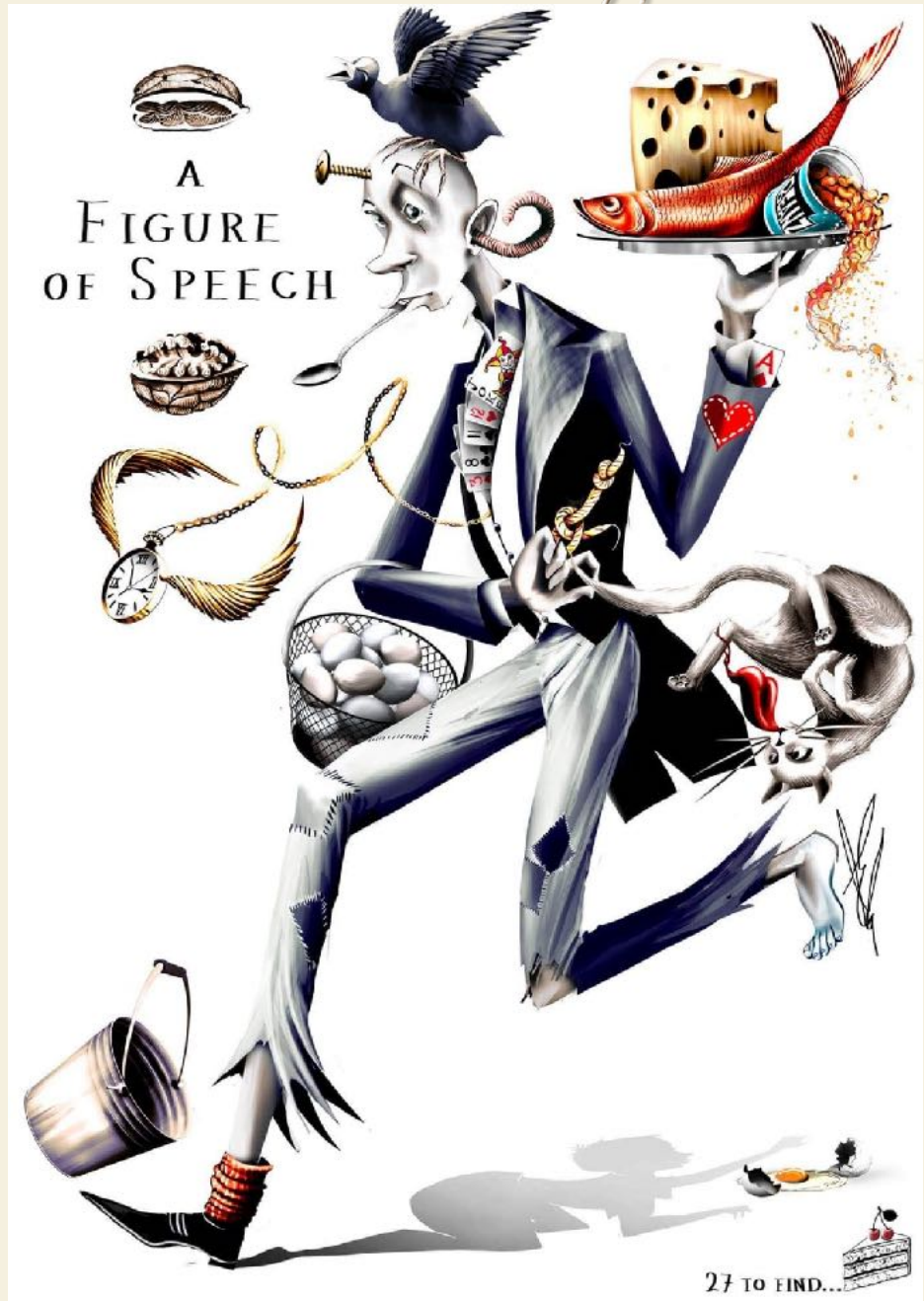
27 Figures of Speech

By Melanie G. Whittington
courtesy of MAFCA
Fashion Committee

KEY

27 Figures of Speech

1. In a nutshell
2. Piece of cake
3. Cherry on top
4. Bald as a coot
5. A screw loose
6. Stiff upper lip
7. Born with a silver spoon in your mouth
8. Ear worm
9. Keep your cards close
10. Joker in the pack
11. Ace up your sleeve
12. Heart on your sleeve
13. On a silver platter
14. Spill the beans
15. Bill cheese
16. Red herring
17. To tie the knot
18. Never put all your eggs in one basket
19. Walking on egg shells
20. A shadow of your former self
21. No room to swing a cat
22. The cat's got your tongue
23. Kick the bucket
24. Pull your socks up
25. Cold feet
26. From rags to riches
27. Time flies





Model A Ford Club of America

Established 1957

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



MAFCA/MAFFI News

All is quiet on the National front. We've heard no news from MAFCA, although MAFCA and MAFFI are still encouraging members and clubs to donate to MAFFI to help with the Model A Museum budget. If you donate \$150, you will have a name etched in a brick that is laid in the walkways at the museum. Our club has already donated to the cause.



MAFFI 2020 Presidents' Message



Dear Model A Friends,

The Model A Ford Foundation is nearing a significant milestone, and a huge Thank You is needed to the many supporters who have brought us to this point. I have decided to write this State of the Foundation article to let everyone know MAFFI's current status and the plans for the future.

We are very close to achieving our \$1 million endowment goal. This is a great achievement, and it is due solely to the generous donations given by our Model A hobbyists. So, maybe it's time to reflect on the purpose of the endowment and where we go from here.

A number of years ago it was determined that to assure the perpetuity of our Museum, a fund would be required to support the long-term costs associated with its running. A goal of \$1 million was eventually established in order to generate revenue from any earnings, without disturbing the principal. A conservative return of 3-4% generates about one third of our annual operating costs. To be more specific, we spend about \$100,000 per year to run the Museum. This includes our annual fee to The Gilmore, insurance, displays and exhibits, publications, vehicle maintenance, transportation and storage expenses. We have no salaries or personnel expenses. We also have no debt to service. From an income perspective, we currently take in about \$30,000 from our annual Model A Day event and about \$70,000 each year from membership dues, club support and individual donations. Therefore, our income and expenses balance out. Since we can't predict the future, we need a significant financial cushion should income decline. This is why we have an endowment.

Best Regards, John W. Begg President



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These businesses are supporting our club. When ordering Model A parts and accessories, please show your appreciation and support them.

“Can You Find the Differences?” Puzzle Key
1. Roger, no right mirror
2. Roger, hub cap missing
3. Roger, no Ford Logo on
4. Bill, no steering wheel
5. Bill, plate has two “7’s”
6. Bill, plate missing
7. Bill, aftermarket
8. parking barriers gone
9. extra trees in background
10. no restroom vents
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