



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 8 No. 12

2018 MAFCA Newsletter of the Year

December 2020

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WHAT WE KNOW ABOUT YOUR CARS
Model A Out and About

NO ONE
TOLD ME

OIL FILLER PIPES
SECURING
RADIATOR
ORNAMENTS



2016 Christmas Lights Tour





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 usually 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. But, because of COVID-19, meetings are cancelled.

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 |
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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 |





President's Message

BY GREG MACK

Happy Merry Christmahanakwanzika! No matter what you are celebrating during this season, I hope that it will be merry and bright! This time of year is by far my most favorite. Yes... it is even a step above touring season! (Gasp). I love all of the excitement, lights, goodies, music, being with family, and reminiscing about the true meaning of the holiday.



Each year I just want to soak it all in and enjoy the season to its fullest.

So you can imagine my surprise when I found out that my coworker did not share the same sentiment. She hates Christmas with a passion! Granted there have been times when I felt like little Cindy Lou Who wondering what has happened to Christmas, but at no point have I hated Christmas. So I could not quite grasp how she could dislike this time of year so much. As it turns out, she had a very deprived childhood and had no positive memories on which to base a good Christmas experience. This made things more understandable for me and became a quick reminder of how blessed I was to have had such a good childhood. My passion for all things Christmas was based on the wonderful memories made over the years, so for someone who has not had these experiences, this season does not hold much in their heart.

The other day I was asked why I liked the Model A so much, since in their opinion, a muscle car was a "better" option. I told him a number of things that I enjoyed most about the Model A, but none of them seemed to win him over. Later that day I was still pondering the question and realized I had left off one of the biggest factors that I enjoyed so much. That was the people and the memories! Family, friends, and fellow Model A'ers are arguably some of the best people. Although my family had a great time playing with the Model A by ourselves, the fun really began when the club came together. Some of the best Model A memories I have are from the various activities, tours, and conventions that we have attended together. Much like my childhood memories fueling my love of Christmas, it is the memories with the club that fuel my ongoing love for the Model A. These joyous moments are what make the Model A so near and dear to my heart.

This year has been a challenging one and although we have had a number of great activities, we have been short some members and it just has not been the same. Please know that you have been missed! My Christmas wish this year is that we will all make it through these tough times, back to "the good old days" when we can once again gather safely as friends and family to create more of those wonderful memories. I hope that the true spirit of the season will find you! May you and your family have a very Merry Christmas!

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Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS



Howard Eckstein reported that he recently found out that the **Boise Meet** is cancelled for 2021. The meet organizers said, "Even if the pandemic is over by then, we feel that prospective attendees would be skittish about coming out."

Alan **Justesen** sent word that in September he provided transportation for a newly wed couple. Alan looks dandy in his chauffeur's outfit.

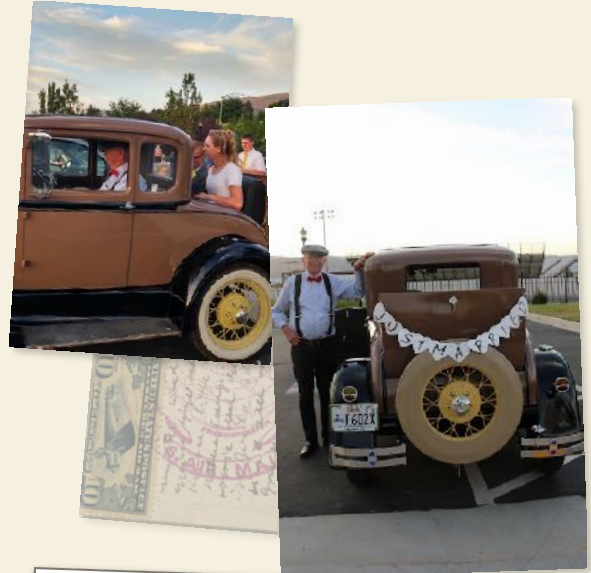
It is official, the **2020 Club Christmas Party** has been cancelled for this year. We are all disappointed, but in light of the ongoing pandemic, the board has decided that it is the best thing to do considering the Governor's mandate and the health of the club members.

Brian Lindenlaub has been working on his car. It came with electronic ignition installed and Brian wanted to know if the ignition timing is set to top dead center with the spark lever in the retard position. He

continued on pg 9

We received this note from **Mike & Xiaoyu Turley**

A note to all of the club members in the Utah valley. I want to tell everyone how great it was to be associated with you. Your friendship and kindness was above the bar. I'll miss you all as I and Xiaoyu have moved to Toquerville. We are about one mile north of the turn off to Zion National Park at La Verkin, but still in Toquerville. So don't forget me if you come this way.



- 8 - Clyde Munson
- 9 - Diane Brimley
- 11 - Tim Isaksen
- 15 - Sharon Lindenlaub
- 17 - Brad Christofferson
- 21 - Jan Atkinson
- 22 - Colette Thompson



No One Told Me

BY MAFCA CHAPTER COORDINATOR TOM JEANS

Many of you are wondering "where do we go from here?" Some of us live in areas that are less affected by the virus. The real question is "Will we continue to be less affected in the future?" As the states open up and relax the requirements for social distancing, we are seeing an increase in the number of infections. We are more susceptible as older citizens and probably need to be more vigilant. My own club is considering canceling all activities for the remainder of the year. I am still on the fence. MAFCA and many other organizations have continued to cancel gatherings in an effort to postpone the effects until science can find a solution.

I have read "Journal of a Plague Year" by Defoe and have come to the realization that people have not changed much in more than 350 years. We still want to think that we are immune or are too strong to get the virus. We want everything to be normal again and are unwilling to believe that life may never be 'normal' again. The Bubonic Plague and the Spanish Influenza wrought changes to society and to our world.

It is frustrating that we don't know what to do. John Lennon wrote the following lyrics in the seventies:

*" Everybody's talking and no one says a word.
Everybody's flying and no one leaves the ground.
There's always something happening and nothing going on
There's always something cooking but nothing in the pot
They're starving back in China so finish what you got
Nobody told me there'd be days like these.
Nobody told me there'd be days like these.
Nobody told me there'd be days like these.
Strange days indeed, strange days indeed."*

He wasn't even confronting our current dilemma but another type of unrest that he felt it necessary to

address. The refrain says it all.

We have to s t i c k together and do the best we can. I loved the H o p e , Crosby and L a m o u r R o a d p i c t u r e s



John Lennon

(Road to Rio, Road to Zanzibar) especially the one where they are in the desert with golf clubs in hand and when asked what they are doing they reply "We're just playing through." I think that is what we all have to do...just play through and take a mulligan for this year.

I have one last thought. An actress, Allison Janney, does advertisements for Kaiser Permanente Thrive and she recently released the following:

"Here's what we want everyone to do:

Count all the hugs you haven't given, all the hands you haven't held, all the dinners you didn't share with friends, and the trips you haven't taken. Keep track of them. Each one means one less person vulnerable, one less person exposed and one step closer to a healthier community. So for now keep your distance but don't lose count. We'll have some catching up to do."

This is certainly something to look forward to.



What We Know About Your Cars

BY HOWARD ECKSTEIN

Clyde and I, along with most of our club members, have worked on many of the cars in our UVMAC fleet. We can talk about mishaps, strange things previous owners have done, who's running modern points, who has had the worst luck with flat tires, you name it, we know something about it.

The collective knowledge of the condition of the cars in our club has given me the confidence that our cars are more roadworthy now than six years ago.

I remember our first circumnavigation of Utah Lake. That was a leap of faith for many who embarked on that tour. The only breakdown was a bad ground for a distributor that failed $\frac{3}{4}$ of the way through. It got us back to town where we could fix it, and the car drove home under its own power. We have obtained two of the club's goals for this year.



Early in our club's experience, we had our first Fall Colors Tour up American Fork Canyon. Prior to going up to the campsite for the picnic, we showed our cars at a used car lot. It was there that Clyde gave me hell about the ratty tires on my car. They'd been mounted and used since 1966 and had proven themselves. That is, except for one that looked like something a museum would throw away. The sidewall was peeling from the cord and the rest of the tire consisted of thousands of cracks that were contiguous but not necessarily connected into a hard-rubber whole. I told Clyde that my grandfather said that a tire could be as thin as cigarette paper, but if it still held air, it was a good tire. That said, we went up the canyon and returned. Having been jinxed by Clyde, that ratty tire picked up a nail on the way down and let out the air that had been in it for over 40 years.



One car had a sagging front spring. A new spring was bought and the day came to replace it. When removing the old spring, part of the front crossmember came out with it. We rounded up the pieces and welded the whole thing back together.

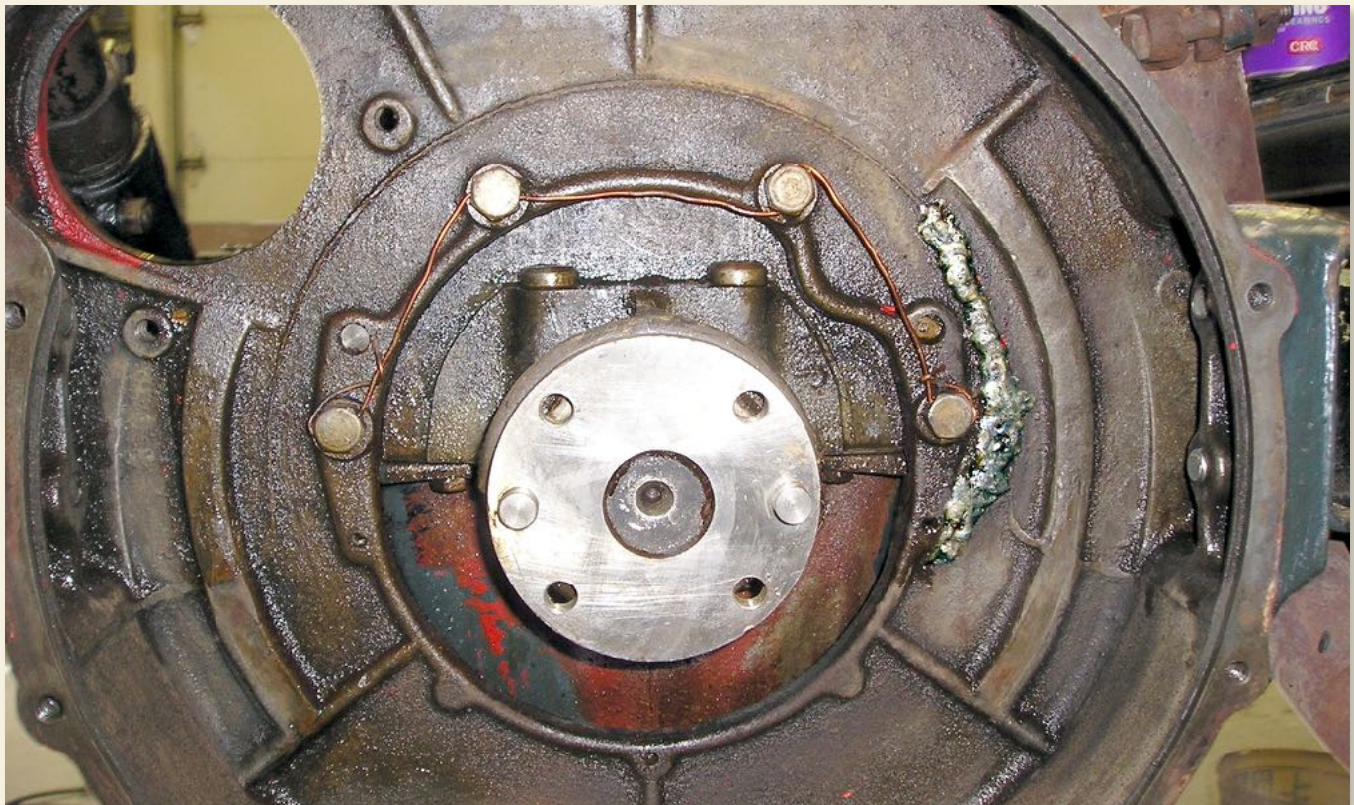




Another car had a strange stance where the brake rod was touching the shock absorber on the driver's side and was far away on the passenger's side. Closer examination revealed a broken bolt through the center of the front spring set, allowing the car to slip to the left of center over the front axle.

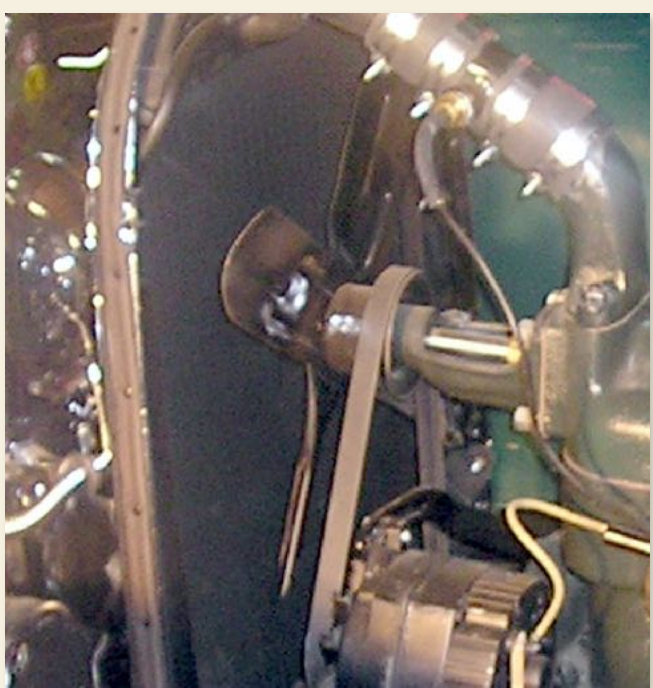


Another car had a messed-up flywheel housing. Years ago, it had cracked, as many do, and was repaired by welding up the crack. The heat and shrinkage of welding caused the housing to become warped and rendered it unusable. A cast iron replacement wasn't available at the time from the catalog houses, so an aluminum housing was ordered and installed.





We know about engines rebuilt by a shop in Idaho that were grave disappointments. One newly rebuilt engine had 1/8 inch of end play in the crankshaft. It should be .003 inch. Another had a compromised baffle plate in the oil pan.



There are at least four cars that had wobbly four-bladed fans that nearly ruined radiators. They've all been changed to two-bladed aluminum reproductions of the original or multi-bladed plastic units.



Often when called out to work on a car, it is discovered that the steering

is loose and the brakes are soft. I know of four cars right now that need brake repairs.

Many of the gremlins in our club's cars have been chased away. With club tours and other events, members work to have their cars ready for the next event coming up on the calendar.

Sadly, the Covid mess has clipped our wings. Tours and visits have been postponed. The Christmas party may well be a Valentine's Day party or a May Day party, whenever we get the green light to resume our peculiar brand of Model A fun.

I've got plenty of ideas for events next year when the weather warms up. In the meantime, keep working on your cars and driving them to keep them in tip-top shape. Or Clyde and I will know more about your cars. Nothing's sacred.



continued from page 4

fashioned a pointer and made a mark on the pulley after finding top dead center by verifying the pin and piston positions. He drove over to Howard's place where they used a timing light to check the setting Brian had. It was right on the money. Now he has to lengthen the spark rod with a little dog bone so that he can get full advance with his spark lever.



Check Your Oil Filler Pipe & Securing Radiator Ornaments

BY JIM CANNON/RON HARPER

Many Model A owners experience excessive oil leaks when driving their car, often out the rear main seal. One simple thing that can cause this is a restriction in the oil filler pipe. Take the cap off and look down the pipe with a good light. You should only see a series of little metal baffles, half-moon in shape, inside the filler pipe. If you find where someone has covered the pipe with a sock, or stuffed a piece of cloth down in the filler pipe to stop oil from coming out the filler when driving, this will put pressure inside the crankcase and force oil out the rear main seal while you drive. Easy to fix: get that stuff out of there!



While you have it off, also inspect the inside of the oil filler cap. It, too, needs to be clear inside. No pieces of steel wool, pot scrubber, or old sock in the cap! Look for evidence of someone accidentally pushing the oil filler cap on too far. When you do, you bend the little tabs inside the cap and mash it all the way down on the pipe. This blocks the engine's ability to vent the crankcase, builds up pressure, and causes a bad leak out the rear main seal.



I hope this little tip helps you stop that oil leak while driving. Have a Model A Day!

Jim

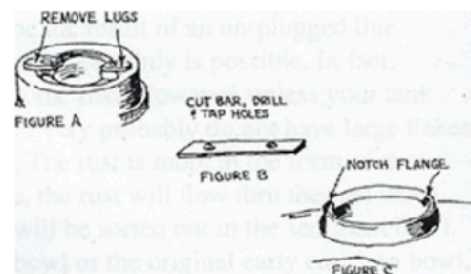
SECURING RADIATOR ORNAMENTS

If a quail or other permanent base, flip-top radiator ornament fits loosely or is chipped, it may come off too easily. This procedure will remedy the situation and make the ornament solid - removable only with an Allen wrench. My quail used to fit so loosely that I removed it whenever I left the Ford unattended. Remove the brass lugs on the bottom of your cap. These

are usually held on with Allen head screws. See figure A.

Cut a piece of metal bar with the same width as the removed lugs. The bar should be about the same thickness as the lugs. The length of the bar should be as long as possible within the diameter of the radiator neck under the flange. Test the cut bar for fit. It should have about 3/16" play on the ends. Drill and tap the bar to accommodate the Allen head screws. See Figure B. Some of the material may have to be removed from the area of the lugs on the cap base. If so, file very carefully and remove only the necessary material for the bar to fit snugly. Notch the radiator neck flange with a small file (or a broken round file chucked in an electric drill) where the new bar will be when the cap is in place. File and fit until this notch is as deep as practical for your cap. See Figure C.

With the new locking bar loosely attached, put the cap on and tighten the Allen head screws. As the screws are tightened, the bar will be pulled up into the notches, holding the base firmly. The bar does cover part of the radiator opening, but it doesn't keep you from checking the coolant level nor does it interfere with the overflow tube.



Submitted by Ron Harper; Corvallis, Oregon

Reprinted from On the Road With, March 2020



Model A Out and About

BY REID CARLSON

I recently had two different experiences with the Model A that I wanted to share with you. As you all know, there is something about owning a Model A that brings people together.

In October, Elaine and I decided to spend a few days down on Boulder Mountain before it got snowy and cold up there. I looked for a hotel on a travel website and came across this photo advertising the Noor Hotel.



Just like any of you would have done, I stopped looking and booked us two nights. When we arrived at the hotel, the 1930 Model A was in the same location, but facing the opposite direction. My first response upon arriving was a nice comment about the car. The hotel clerk brightened up and said, "I own that Model A. I have found it to be a good attraction for customers." Of course, that was no surprise to me because I took the bait.

We talked a little about how he came to own the Model A along with its history. He then reluctantly told me that the car has been sitting there since last winter. He then said, "I forgot to drain water from the radiator and it has a cracked head."



He raised the hood and sure enough, it had a cracked head. He wanted to get it running again, but didn't quite know how to go about it. Well, it just so happens that I have a standard Model A head that has been planed that I do not need any more and you are welcome to it. I've supplied him information about how to change the head and offered to return next spring and help replace the head.

He was most grateful, and I am sure if our club wanted to take an over night trip to Capital Reef next year, Howard, he would be glad to provide accommodations for us at a reduced price.

My other experience happened at the NAPA auto store in Springville. I had driven my 64 Pontiac there and was just leaving when a man walked in the door and asked if that was my car. I said, "Yes." He said he loved old cars." and we talked about that era of cars. He then said, "Do you have any other old cars?" I told him about my 1929 Model A. He said, "I have a 1930 Model A, and I have had it since high school." He grew up in Santa Rosa, CA and proudly shared with me much of its history.

He then said, "I haven't driven it for 15 years and the body is all in pieces. I bought a wood kit, and I am installing new wood on the entire car. I have been doing this for a few years. I rebuilt the motor and it is installed on the chassis. It has been about two years since I assembled the motor and I am determined to start the engine and get it broken in before winter sets in."

(CONTINUED ON PAGE 16)

CENTERFOLD OF THE MONTH
1930



HOWARD & GEMMA ECKSTEIN
45-B TOWN SEDAN



A Route 66 Road Trip in a 1929 Ford Model A Turned Strangers into Neighbors

BY DAVID CONWILL

This year has been rough and sometimes it seems like everyone is constantly at each other's throats. Everything is canceled, and it's amazing how long six months can feel without any big events to look forward to and so much uncertainty in the air. That's probably why Ryan Thiebault's [Route 66 trip](#) in a 1929 Ford Model A Tudor captured everyone's imagination this summer.

Even today, a trip in a Model A is a lot less daunting than, say, a 1929 Studebaker. Model A's are everywhere, as are the people that love them. If you stay in touch with that network of enthusiasts, it's almost like it was back in the '30s, when you could have your car repaired in virtually any town. Still, it's something that might overwhelm a lot of us to consider.



Ryan is quick to point out that he's hardly the first person to do it. In fact, he's spoken with several veterans of similar trips who are quite baffled as to why everyone got so excited about his doing something that's been done before—and not just when both U.S. 66 and Model A Fords were standard parts of the American transportation network.

I sat down with Ryan at his house in Milton, New Hampshire, recently. I was there to photograph the car he drove and his cosmetically unrestored 1929 Ford mail truck. One of the things I asked him, point blank, was what he had intended to do if one of the minor inconveniences that cropped up along the road had turned into major mechanical failure.



Turns out, he decided simply not to worry about it. In fact, the whole trip was fairly spur of the moment and not bogged down with a lot of planning or second guessing. He knew the car was reliable (in fact, it's currently his daily driver while his modern truck is in the shop for repairs) and he figured he could improvise the rest along the way.

Ryan knew (and subsequently demonstrated) he was capable of handling most mechanical issues that could crop up. If not, there were plenty of folks willing to help. Not only had friends from New Hampshire offered to come with trailers and



trailers and

bring him home, but people he met along the way were always willing to go above and beyond to help a friendly traveler in a neat old car. Better yet, the publicity that followed him as he made his trek gained him even more offers of assistance and hospitality no matter where he went.

In fact, calling this a Route 66 trip rather sells it short. Ryan drove first from Milford to Chicago, then navigated old 66 with a



combination of maps, signs, and a phone app, and then drove north through California until he reached the old Oregon Trail—changing routes at times due to the fires in the region. He then generally followed the route famously taken by so many settlers in canvas-topped wagons, but in reverse, finally deviating northward into Wisconsin, where



he took the historic [SS Badger car ferry](#) from Manitowoc to Ludington, Michigan.

In Michigan, he visited both the Gilmore museum and The Henry Ford, two of the nation's great cultural resources. On his return to New Hampshire, he had covered more than 8,000 miles and seen a very different America from the one seen suffering every day on computer and television screens across the country.

If that doesn't make you want to hop in your old car and see the U.S.A., perhaps nothing will.



Chief's Coach Andy Reid Still Drives the Car His Dad Bought for \$25 in the 1940s

BY TOM HUDDLESTON JR



Kansas City Chiefs' Andy Reid has been an NFL head coach for the past 21 years. Over that time, his teams have won a total of 207 games — seventh best all-time among NFL coaches — and this weekend he'll lead the Chiefs to Super Bowl LIV, where they'll play the San Francisco 49ers for the championship on Sunday.

Reid also drives a 92-year-old car that his dad bought for \$25 in the 1940s, despite the fact that he brings in an annual salary of \$7.5 million.

The car is a 1928 Model A, Ford's successful follow-up to the iconic Model T, and it's likely not Reid's only mode of transportation. However, Reid still occasionally drives the classic car that he fully restored after inheriting it from his father, who died in 1992.

Reid's father, a World War II Navy veteran, bought the used Model A "after the war," Reid [says in a video](#) posted on the Chiefs' website.

When the Model A debuted in the 1920s, the cars had a base price of at least \$435, according to the Model A Ford Club of America. Today, both restored and unrestored versions of the car can be found for sale on sites like CarGurus, where prices range from \$14,500 to nearly \$130,000.

Reid's father, Walter Reid, drove the car for nearly five decades. And the younger Reid even drove it himself as a teenager.

Reid played college football at Glendale Community College near Los Angeles, and his former coach remembers the comical sight of seeing the large-framed Reid (a six-foot-three offensive lineman) driving the small classic car.

"He used to drive his parents' 1920s Model A Ford to practice, and it was the funniest thing you've ever seen — this big old guy driving this tiny little antique car. He took up almost the entire front seat," John Cicuto, a former coach of Reid's at the community college, recently told ESPN.

Reid's dad loved to drive the Model A, Reid told *The Kansas City Star* in 2014, and his father added extra horns to the car to draw attention to it when he drove his children around.

A few years after his father died, Reid was an assistant coach for the Green Bay Packers when they went to the Super Bowl in 1996. Reid took the bonus money he'd earned from that successful season and shipped the Model A from his home in Los Angeles to Wisconsin to restore the classic car, he told the Chiefs' website.

"I brought it up to Green Bay," Reid says in the video. "There were a couple of old guys there who restored these things as a hobby ... We took the whole thing apart and we just started from scratch, the whole engine included, and built it back up."

The restoration took roughly a year, including completely taking the car apart and putting it together again with new or refurbished parts, including the

engine and wood-panels that make up much of the frame.

“I saw that car before he started and I thought it should be in a junkyard,” Marty Mornhinweg, a former NFL coach who worked with Reid in Green Bay and later under Reid on the Philadelphia Eagles, told The New York Times in 2005. “What he did with it is amazing.”

“It’s better than Dad ever had it,” Reid said of the car in an interview with The Kansas City Star.

Reid doesn’t reveal how much it cost to restore the car, but [Hemmings Motor News](#) notes that restoring a Model A can easily cost up to \$50,000.

“It’s something you can pass down,” Reid adds in the video on the Chiefs’ website, where he’s seen driving the car along with his son, Spencer Reid, a football coach at Boston College.

Reid notes that he looks forward to passing down the Model A to his children, along with other important family heirlooms like furniture and a Super Bowl ring he won as an assistant coach with the Packers. “That’s what it’s all about, being a dad, loving your kids and then having a chance to present piece a history to them,” he says.

Sunday brings Reid a chance to earn a Super Bowl ring (which he did) that would be yet another family heirloom he could one day pass down to his four children. Despite long and successful runs as the head coach of the Philadelphia Eagles (from 1999 to 2012) and now the Chiefs (since 2013), Reid has not won a Super Bowl as a head coach in the NFL, with the Eagles losing in his one previous appearance in 2005. (He has won a Super Bowl now.)

Winning the Super Bowl LIV is a first for the Chiefs’ organization since 1970.



MODEL A OUT AND ABOUT

(CONTINUED FROM PAGE 11)

I offered to help him and mentioned we had some knowledgeable Model A members in our club. I then said that one of our club members has written many articles for the Restorer and is working in the Restorer’s Class. He asked what his name was, I then said Howard E before I could even get Howard’s last name out he said, “Eckstein”. I said how do you know Howard. He said, “I don’t, but there is an interesting story here.”

Shortly after my mission, I started dating my wife. Other girls seemed enamored with my Model A, but she seemed to care less about it. I finally asked her about that and she said, “Back home in North Hollywood, Howard Eckstein has a Model A and it is a lot nicer than yours.” He said, “It has kind of been a joke in our family, but I have never met Howard before.”

Later I visited John at his home in Mapleton and he showed me a couple of specialty Model A tools that he has. I have never seen or heard of either of them before. They are really clever tools and here is a photo of each of them. I won’t tell you what function they perform until next newsletter. I will give a \$1 to the first person who can correctly tell me the function of each tool. Here are the tool photos.





Ladies Fashion Journal

MANICURING IN THE MODEL A ERA



It's wonderful to have a great new category for those of us who would like to enter fashion judging but do not have an outfit that is complete. The Model A Era Image allows us to achieve the look of 1928 - 1931 with original items (if we have any of them) and mixing with over-the-counter items we find today. It is most important to study old photos and magazines to educate us. If you have already enjoyed Fun Fashion you have a good start. This will be my last article on the subject so I will feature some styles that could be helpful to the ladies assembling an outfit that is as authentic looking as possible.

Shoes are an important item and often difficult to locate in the correct T-strap style. The following are comparisons and examples I have found with the correct strap style:

The T-straps below shows the ankle strap beginning at the back of the heel - it is not correct for our era. The strap should begin at the side of the heel as pictured in the other advertisements. Most heel heights are 3" high, however the Penney's ad for the *Tori* is a 2" heel with appropriate strap position.

STUDY OLD PHOTOS



Chadwicks



Newport News



Newport News



E. FAYE T-STRAP
Leather T-strap with retro styling. Synthetic lining. Adjustable buckle. Cushioned insole. Rubber sole with 3" covered heel. China. Bisou Bisou®. Black, wine, bronze. M(B-medium) whole, half sizes 5-10, 11. CZ 023-5019 was \$59.95 sale 45.96



Available in Black, Navy, Brown, Burgundy, and Gold
29.99 Tori



G. Leather Ankle-strap Heels
Retro yet ready for a modern outfit. Topped with multicolor, criss-cross straps. Ankle-strap closure with antiqued metal buckle. 2" painted heel. Leather lining and insole. Man-made sole. Medium width. Colors: Brown/bronze, Black Whole sizes: 5-10 1616-16857-298 \$59.99 Sale 39.99

LaRedoute



Be watching for the good old Spectator Pump - the white shoe with black cap toe and heel... It's due to make a comeback!



STUDY OLD PHOTOS

We're still looking for dress styles of our era. We shop Ross Dress for Less, Dress Barn, T.J. Maxx and Marshall's. These have been the mainstays for our era dress styles. I have found burn-out velvet shawls at Kohl's and seamed pantyhose at Macy's. The following separates have been found in mail catalogs and could be assembled to assimilate the Model A Era Image 'look'. The black handkerchief hem skirt from Penney's and one of the sheer tops would work well. All three of the black blouses/jackets are from Newport News.

I think the ivory georgette tank would work well with a black skirt, chiffon pants or an ivory knee length skirt that you could employ your seamstress to construct. The tank is from Spiegel.



G The chic design of our sheer chiffon blouse won rave reviews from the editors at *Lucky*. Button-and-loop front with keyhole detail, waist smocking; side slits. Viscose rayon. Dry clean. Imported. Black. AF70055 Sizes 4-18 Will be \$34 now **\$24***



L sheer embellished cardigan **\$49.**



I trumpet skirt



F Embroidered Georgette Tank Silky-sheer georgette tank with ornate embroidery. Rayon; lined. Dry clean. Imported. Cameo. DH13174 Sizes 2-18 **\$59**

H Handkerchief hem skirt **\$49.99**

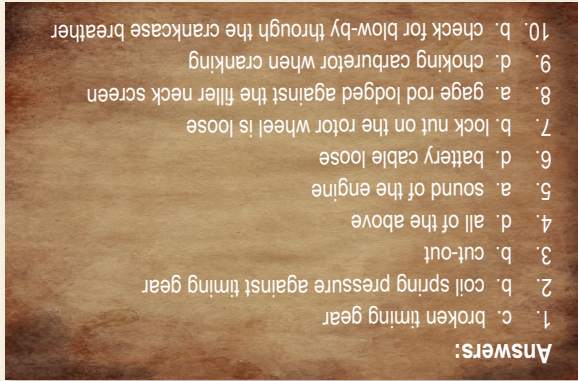




Model A Quiz

COURTESY OF SCRIPT A REGION

1. If the distributor rotor does not turn when cranking the engine, the most probable cause is a:
 - a. broken camshaft
 - b. sheared oil pump shaft
 - c. broken timing gear
 - d. broken fan bolt
2. "End-play" of the camshaft is prevented by a:
 - a. snap-ring retainer
 - b. coil spring pressed against timing gear
 - c. set of retainer bearings
 - d. gear on the oil pump drive shaft
3. What prevents battery current from flowing back through the generator when the engine is not in motion:
 - a. battery ground cable
 - b. cut-out
 - c. condenser
 - d. ignition switch
4. A leaking "intake manifold seal" will be evident by:
 - a. hard starting
 - b. engine not idling
 - c. slow acceleration
 - d. all of the above
5. An overheating engine while driving is usually first noticeable by the:
 - a. sound of the engine
 - b. jerking of the car
 - c. engine back-firing
 - d. loss of speed
6. In the event both headlights and tail light bulbs all burn out, it is most probable the:
 - a. bulbs were all bad
 - b. cut-out would not open
 - c. horn button shorted the light switch
 - d. battery cables are loose
7. If the horn motor works properly and adjustment screw has no effect, the:
 - a. knob on the diaphragm has worn off
 - b. lock nut on the rotor wheel is loose
 - c. bug screen is clogged
 - d. electrical wires are reversed
8. If the gas gauge stays in only one position it is usually caused by the:
 - a. gauge rod lodged against the filler neck screen
 - b. float not rotating on the gauge rod
 - c. gauge indicator pressing against the glass
 - d. pivot point ring
9. Pliers and bailing wire will be the most helpful in:
 - a. pressing a screw driver
 - b. adjusting emergency brakes
 - c. timing engine
 - d. choking carburetor when cranking
10. The easiest way to detect a hole burned through a piston is to:
 - a. press a screw driver firmly against the engine block
 - b. heck for blow-by through the crankcase breather
 - c. retard spark and see if engine stops
 - d. see if engine backfires at high RPM





Maximize the Joy of the Holidays

COURTESY OF THE COLONIAL VIRGINIA AS VIA THE SCRIPT AS

HOLIDAY EATING TIPS:

1. Avoid carrot sticks. Anyone who puts carrots on a holiday buffet table knows nothing of the Holiday spirit. In fact, if you see carrots, leave immediately. Go next door, where they're serving rum balls.
2. Drink as much eggnog as you can. And quickly. It's rare... You cannot find it any other time of year but now. So drink up! Who cares that it has 10,000 calories in every sip? It's not as if you're going to turn into an eggnog-alcoholic or something. It's a treat. Enjoy it. Have one for me. Have two. It's later than you think. It's Christmas!
3. If something comes with gravy, use it. That's the whole point of gravy. Gravy does not stand alone. Pour it on. Make a volcano out of your mashed potatoes. Fill it with gravy. Eat the volcano. Repeat.
4. As for mashed potatoes, always ask if they're made with skim milk or whole milk. If it's skim, pass. Why bother? It's like buying a sports car with an automatic transmission.
5. Do not have a snack before going to a party in an effort to control your eating. The whole point of going to a Holiday party is to eat other people's food for free. Lots of it. Hello?
6. Under no circumstances should you exercise between now and New Year's. You can do that in January when you have nothing else to do. This is the time for long naps, which you'll need after circling the buffet table while carrying a 10-pound plate of food and that vat of eggnog.
7. If you come across something really good at a buffet table, like frosted Christmas cookies in the shape and size of Santa, position yourself near them and don't budge. Have as many as you can before becoming the center of attention. They're like a beautiful pair of shoes. If you leave them behind, you're never going to see them again.
8. Same for pies. Apple, Pumpkin, Mincemeat. Have a slice of each. Or if you don't like mincemeat, have two apples and one pumpkin. Always have three. When else do you get to have more than one dessert? Labor Day?
9. Did someone mention fruitcake? Granted, it's loaded with the mandatory celebratory calories, but avoid it at all cost. I mean, have some standards.
10. One final tip: If you don't feel terrible when you leave the party or get up from the table, you haven't been paying attention. Re-read tips; start over, but hurry, January is just around the corner. Remember this motto to live by: "Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand and wine in the other, body thoroughly used up, totally worn out and screaming "WOO HOO what a ride!"

Have a great holiday season

- taken from the Colonial Virginia A's



Big Kid's Corner

FOR YOUNG AND OLD(ER) KIDS

WHO WORE IT BEST?

Lots of wonderful actors have donned Santa's red suit over the years. Match each of them to the movie they starred in:

- | | |
|----------------------------|---------------------------------------|
| __ 1. Edward Asner | A. All I Want for Christmas |
| __ 2. Tim Allen | B. White Christmas |
| __ 3. Edmund Gwenn | C. The Lion, the Witch & the Wardrobe |
| __ 4. Tom Hanks | D. Frosty the Snowman |
| __ 5. Paul Giamatti | E. Santa Claus Conquers the Martians |
| __ 6. Danny & Bing | F. Fred Claus |
| __ 7. Jim Belushi | G. Santa with Muscles |
| __ 8. Leslie Nielson | H. How the Grinch Stole Christmas |
| __ 9. Jonathan T. Thomas | I. I'll Be Home for Christmas |
| __ 10. Michael Constantine | J. Jingle All the Way |
| __ 11. Jim Carrey | K. The Year without a Santa Claus |
| __ 12. Hulk Hogan | L. The Santa Clause |
| __ 13. James Cosmo | M. Miracle on 34th Street |
| __ 14. Phyllis Vance | N. The Santa Suit |
| __ 15. John Call | O. The Polar Express |
| __ 16. John Goodman | P. Saving Christmas |
| __ 17. Jenny McCarthy | Q. Santa Baby |
| __ 18. Paul Fries | R. The Office |
| __ 19. Ben Kientz | S. Prancer |
| __ 20. Derry Robinson | T. Elf |



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The key to this puzzle is attached to the same e-mail the newsletter came to you in.



'Twas the Night Before Christmas

AUTHOR UNKNOWN

*T'was the night before Christmas and out in the garage,
 There wasn't a trace of a Chevy or Dodge.
 The presents were wrapped and the lights were all lit,
 So I figured I'd mess with the A for a bit.
 I popped the hooks and lifted the hood,
 When a deep voice behind me said, "Looks pretty good."*

*Well, as you can imagine, I turned mighty quick,
 And there by the workbench stood good ole Saint Nick!
 We stood there a bit, not too sure what to say,
 Then he said "Don't suppose that you'd trade for my sleigh?
 I said, "No way, Santa" and started to grin,
 "But if you have the time we can go for a spin!"*

*His round little mouth, all tied up like a bow,
 Turned into a smile and he said "Hey! Let's go!"
 So as not to disturb all the neighbors' retreat,
 We pushed the A quietly into the street,
 Then taking our places to drift down the hill,
 I turned on the key and let the clutch spill.*

*The sound that erupted took Santa by surprise,
 But he liked it a lot, from the look in his eyes.
 With the tires singing and headlights aglow,
 Out we headed where old cars go.
 Santa's grin widened, approaching his ears,
 With every shift up as I went through the gears.*

*Then he yelled "Can't recall when I've felt so alive!"
 So I backed off the gas and said, "You wanna drive?
 Ole Santa was stunned when I gave him the keys,
 When he walked past the headlights he shook at the knees!
 The four banger exploded with that Model A sound,
 As Santa let out the clutch and the tires bit the ground!*

*He double clutched into second, and again into third!
 I sat there just watching, at loss for a word,
 Then I heard him exclaim as we cruised out of sight,
 "Merry Christmas to all and to all a Model A good night!"*





Model A Ford Club of America

Established 1957

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



MAFCA / MAFFI News

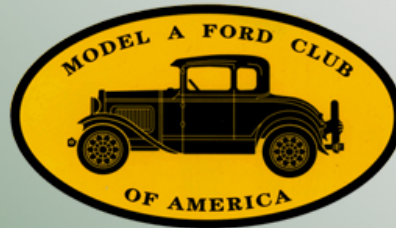


Since 2011, when we first started raising money for the construction of the Model A Museum, over 2000 bricks have been ordered in memory or in honor of your favorite Model A's, Model A clubs and regions. We have room under the gas canopy at the museum for about 17 more bricks, but we will be opening up a new area very soon so, there will be plenty of space for future growth. So how about ordering a brick for a loved one for Christmas. A personalized brick would make a great gift for that parent or grandparent who really doesn't 'need' anything and of course, it would benefit the Model A Museum as well. If your Model A region or club doesn't yet have a brick at the Museum, now would be a good time to do that as well. Use the brick order form in this month's issue of the 'A' Preserver to order your engraved brick or copy and paste this link into your browser: <http://www.maffi.org/WSContent/Download/BuyABrickDonation.pdf>

If you haven't yet

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Lots of wonderful actors have donned Santa's red suit over the years. Match each of them to the movie they starred in:

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