



# UTAH VALLEY

*- Model A Club -*

# MOTOMETER

Vol. 8 No. 6

2018 MAFCA Newsletter of the Year

June 2020

**IN THIS EDITION:**  
TINTIC MINING DISTRICT TOUR  
Dave & Amber's Head Ache

HOW THE MANTI  
GROUP DEALS  
WITH COVID-19

GARAGE DAY AT  
BRAD'S GARAGE!



*Utah Valley Model A Clubs Tribute to Mothers Progressive Luncheon Tour*  
— photographer, Robert Mack



## 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.

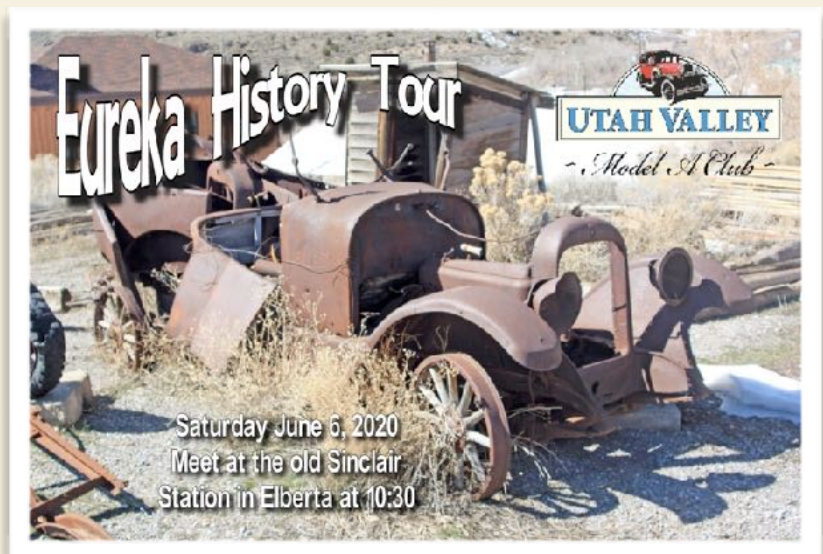
## 2020 Club Officers

### 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



## President's Message

BY GREG MACK

### 150 MILES TO 'E'

The other day I was driving my dad's modern truck and noticed that the info center was telling me that I had 150 miles to 'E'. Granted we all know what it is really telling us, but in deep philosophical thought, I wondered, what is really at 'E'?

'E' can be many things to different people. If we are not careful, 'E' might be just as the info center suggests, the side of the road waiting for AAA or a friendly club member to bring us some gasoline. For some, 'E' might be a trip to the grocery store, a relatives home, or a drive around the block with the grandkids. For the more adventurous, it might be a tour around the lake or a visit to one of the National Parks with the club. And for those really brave people, it is the gas station 150 miles from the previous gas station as they skip across the state or even the country.



Many of us probably even fall into the category where the destination is not what is important, but rather it is the people we are with and the manner in which we get to the destination. No matter our preference or destination, the important thing is the fun and friendship that we experience along the way.

"Tip Out Day\*" may have come late this year, but it is finally here! Although 'E' might be different for each one of us, I hope that at the end of the day our ultimate destination will be the same - that of arriving safely back home. Welcome to touring season, now let's hit the road!

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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 will need to be flexible and expect short notice when activities are announced.

### June

- **6th — Eureka trip:** north county members are meeting at Smith's at 9:30, south county members will meet at Amber's home in Spanish Fork at 9:30. We will leave Elberta at 10:00 and travel to Eureka

Some Salty A's and Beehive member are planning on coming to the Eureka activity. Lots of people on the Facebook post are interested in coming

New Location!

- 18th — Club Meeting 7:00 p.m., location will be at 8282 South State St, Spanish Fork, in Morrell's garage, 801-367-5275

### July

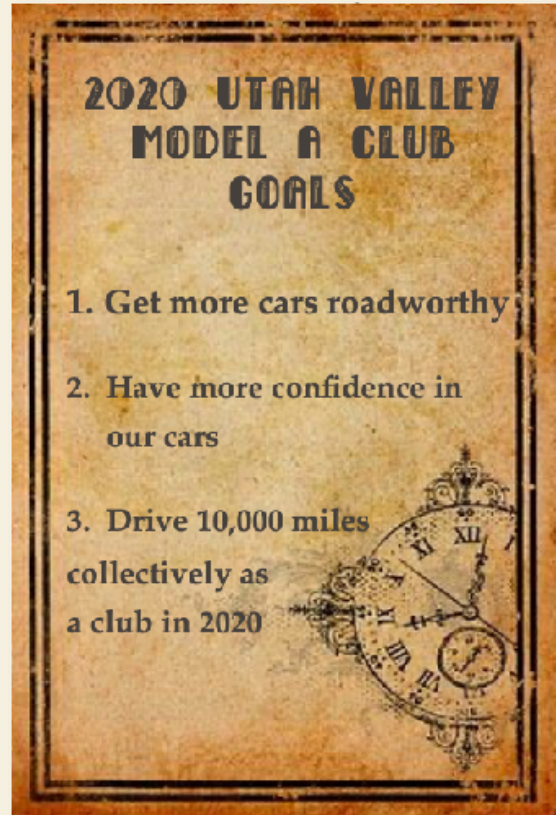
- **11th — Steel Days Parade,** Clyde will check on entry registration. Parade will be in the morning, a car show commence at noon, until about seven o'clock. It will be held at Rotary Park.
- 20th — Club Meeting, 7:00 p.m., location to be determined

### August

- 20th — Club Meeting, 7:00 p.m., location to be determined
- 22<sup>nd</sup> — Sanpete County Fair is held in Manti, there is a good possibility we will attend as a club. There is a lot to do there on Friday, Saturday, and Sunday. The club will caravan together and participate in the Saturday festivities

### December

- TBA — **Annual Christmas Dinner**  
*No Club Meeting this month*



21st — Reid Carlson  
26th — Amber Morrell  
27th — Bill Thompson

# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Buster Hansen** — We went on the American Fork Cruise with my sons Brian and Clark. Clyde was there too. Our car won a plaque!

**Richard Tucker** — Karl Furr gave me a hit and miss engine and I have been having the time of my life working on it! The gas tank ended up being a challenge. In the bottom of the tank was a thick slug that I couldn't get out, so I filled the tank several times with different cleaners. None of them worked. I finally used a liquid Roto-Rooter cleaner and a chain. I would go out and shake it several times a day. It worked. When I was satisfied with the cleanliness of the tank I drained it and tried to take out the chain. Inadvertently, I'd tied a knot in the chain and couldn't get it to come out.

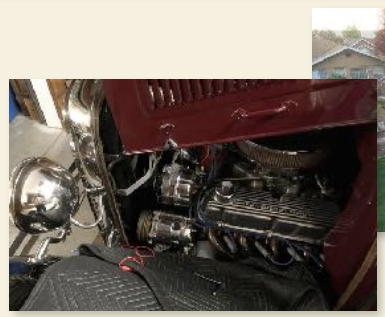
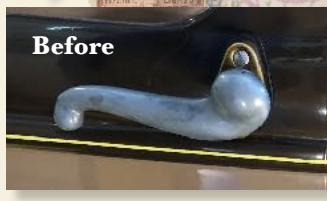
**Roger Davis** — He has continued work on his car. The latest is replating his door handles. He's polished the handles and they look nice, but, is it the plating he has polished, or is it the metal underneath?

**Crocketts** — Planting flowers with my Granddaughter, hanging out & spending crazy time with Timmy. And of course a Cinco de Mayo party with neighbors and friends!

**Howard Eckstein** — My out and about this month hasn't been very glamorous. I drove the Model A to Holliday for a funeral. Curt Martinson's wife, Shawna, passed away and Curt asked if I'd join the Model A procession. Two Model As from the Salty As were there.

Otherwise, I've been making a booklet for the Eureka History tour coming up on June 6th.

**Todds** — Bob and Janell have been working in the garden. Bob has been chasing an electrical problem in his Tudor.







# Tintic Mining District Tour

BY HOWARD ECKSTEIN, ACTIVITIES COORDINATOR

On Saturday June 6, 2020, the Utah Valley Model A Club is going to drive to Eureka in Juab County for a history tour. We're fortunate to have the mayor of Eureka, Nick Castleton, to lead us on a guided tour throughout the Tintic Mining District.

Beginning in the last third of the 19<sup>th</sup> century, this area has produced enormous wealth in Gold, Silver, Lead,



Copper and other base metals. The towns of Knightsville, Dividend, Diamond, Mammoth, Silver City and Eureka all sprang up as mine investors claimed sections of ore bodies that run under the mountains in this area. Only Eureka and Mammoth are populated today by permanent residents.

We hope to be able to tour the surface plant of the reopened Mammoth Mine. The mayor is going to try to arrange that for us.

Mayor Castleton wrote: *The road through Knightsville is pretty good, it's almost all the old railroad grade and is graded a couple of times a year, but I agree that since you folks have spent lots of time and money getting these machines into tip top shape, I think we should do the Dividend road.*

*We'll stop at the North Lily. One piece of history is that the mucking machine, which is still in use in most underground mining operations was invented there.*

*We'll proceed to the Tintic Standard Mine which is in Dividend. We will stop in that area where we have a view of Knightsville and can see the tailings where Jesse Knight started his legendary mines beginning with the "Humbug."*

*We'll go past the Bergin and the Trixie, but we'll just mention them in passing since they are much newer mines.*

*When we hit the top of the Silver Divide, we will stop to talk about the Sunbeam, the first mine in the district, founded in December 1869. There are other mines that we can see from that vantage point.*

*As we reach the lower part of the valley, we will pass the Showers and over the hill the Bowers mines. When we get over that hill into Diamond, we'll stop at the VERY OLD Diamond cemetery.*

*As we come out of the hills, we will stop at the Silver City Cemetery for a few minutes. As we leave the Silver City area, we will stop at the Jesse Knight smelter. There are lots of large pieces of concrete and other things that we can see from the road. With the view of the West Tintic Valley, we'll talk a little about the cattle operation that was there and then move on to Mammoth.*

*There is an historical marker at the site of the Tintic Hospital. As we go up to the Mammoth Mine, we will pass the baseball field. Every town and most of the larger mines had semi pro baseball*



*teams so everyone back in the day was involved with baseball, either as a player or a fan.*

*As we come back into Eureka we will stop at the head frame of the "Bullion, Beck and Champion" mine. Then on into town for a late lunch.*

*Not only is the Tintic Mining District important to the history of Utah, but it has its place in the mining history of the country.*

Eureka and meet at the Motorcycle Museum on Main Street. "Chopper" Gary Poh will be our host at the museum. He has helped to arrange this tour for us. We invite the Salty As to join us on this excursion.

B's restaurant is opening just for us, so please attend and make it worthwhile for them. It is anticipated that this tour will be a once in a lifetime opportunity.



We'll meet at 10:30 at the old Sinclair Station in Elberta at the crossroads of Redwood Road and highway 6. From there, we'll drive the 7 miles up to




**TOUR UPDATE:**

**Gary Poh sent Howard this message**

**I spoke with the Owner of the old Sinclair, Wade Gardner. He will be opening Sinclair to sell shirts, trinkets and professional photos. He is still allowing people to take their own as well.**

**He may not be ready to open for business by the 6th but is planning on being there when your club meets @1030 and will open the doors and give a tour and history lesson on the building. I was in there on Saturday and he has some interesting stuff inside.**





# May Club Meeting

BY AMBER MORRELL

## Attendance:

David and Amber Morrell, Robert and Greg Mack, Roger Davis, Brad Christofferson, Diane Brimley, Howard and Gemma Eckstein, Pat Hansen, Bob Todd, Mike Carlton, Brian Lindenlaub, Tony Jacobs, Clyde Munson

## News:

- Walt Burfitt inherited a Model A. He wants to join the club and get help fixing it. At this point it is partially restored.
- After cutting his water pump in half, Carl finally got his car running again.
- On the way to the Progressive Luncheon, Diane's new engine quit at an intersection. It turns out the problem was a shredded timing gear. Buster, Clyde, Greg and Robert helped get her car on a trailer and sent to Clyde's home for repair.
- Amber's Model A stopped on the way home from the quarantine cruise. After some work in a parking lot by Maverick Dave, Howard, and Clyde got it working enough to get it home. It turns out the problem was a small wiring issue.
- Greg's car had an engine knock after they got the new head on it. The radiator will come out again, and the timing cover removed to replace the plunger.

## Club Business:

- The \$25.00 late fee is now eliminated. Clyde made the motion to approve and Howard seconded it.
- Splash aprons and magnets are the same price. A new vendor was found for the magnets.
- Howard is getting ready to place an apparel order, so if you want hats, shirts, or jackets, call Howard soon. The costs are: \$17.00 for hats, \$15.00 for shirts, \$75.00 for jackets.





**Awards:**

- Diane received the Bent Rod Award.
- David earned a Golden Wrench Award.

**Past Activities:**

May's activity, The Mother's Tribute Progressive Luncheon, was a success. It was a nice drive with great food along the way. There were seven cars and only one, Diane's broke down.

**Future Activities:**

- **May 23rd**, Garage Day at Brad's house this Saturday.
- **May 23rd**, ride in the American Fork Graduate Drive-by. Meet at Cinemark Theater in American Fork at 6:30 p.m. Attendees will drive by the homes of graduating seniors.
- **June 6th**, Eureka History Tour, meet at the Sinclair Station in Elberta by 9:30. We will leave together as a group to Eureka. Club members from the Salty As and the Beehive As have expressed an interest in joining us.
- **June 20, 2021**, Boise Regional Meet is on June 20, 2021. Mack's went last time and enjoyed themselves. Save the date, it will be a lot of fun.

**Tech Talk:**

Howard Eckstein gave a detailed presentation about the principle behind radiators. He also talked about the types of Model A radiators on the market through the years. Lastly Howard covered the maintenance of the radiator.

This "Tech Talk" was in the form of a PowerPoint presentation. Howard has been kind enough to share it with anyone who would like to review it by placing it on the Utah Valley Model A Club FaceBook page. If you are reading an electronic copy, you can click the link below and it will take to you his presentation.

<https://www.facebook.com/UtahValleyModelAClub/>

*To help you find the presentation it was added to FaceBook on May 23rd.*



Care of your Radiator

# Dave & Amber's Head Ache

BY HOWARD ECKSTEIN

## THE GOLDEN WRENCH AWARD

The Golden Wrench Award is a club award that is earned when a club member completes a first-time project on their car, such as rebuilding backing plates, changing a head gasket, or rebuilding a carburetor, or distributor. Pictures should be taken during the project. The club member can have a tutor but just do most of the work themselves.

Once finished, the member writes an article about their repair/project that will be printed in the newsletter.

The Golden Wrench Patch will be awarded at the next club meeting.



It was during the Kanab Tour last October that Dave Morrell experienced the awesome power of a high compression head on a Model A engine. "Amber is getting one of these for Christmas!" Thus began the odyssey that followed.

Amber must have wondered what high-density treasure made her gift under the tree have such a strong affinity to gravity. Imagine her delight when she opened the box and found a big metal object with lots of holes in it. Of course, Amber is no dummy and she knew right off what she had: a 6.0:1 high compression cylinder head for her Model A!

With a can of Ford Engine Green paint and a handy brush, Amber prepared the head for installation.

Dave and Howard removed the original head from the engine and cleaned up the gasket area on the block. Flatness is a big deal when it comes to head gasket mating surfaces, so it was checked with a .003" feeler gauge and straight edge and pronounced good. The same check was made with the new cylinder head and it passed the flatness test.

Dave had ordered one of the Best gaskets that are recommended for the high compression heads. It has graphite impregnated surfaces on special material laminated to a steel core with steel fire rings; it's the cat's meow.

Howard and Dave cleaned up the threads of the head studs so an accurate torque value could be achieved. They then installed the gasket dry, that is without any kind of sealant applied. The graphite is there to allow the head and block to expand at different rates and move past each other, that's why it was installed dry.

The head was torqued down, the distributor timed, water added and the engine run for 30 minutes to heat it up. Once the engine had cooled overnight, Dave re-torqued the head bolts as per the instructions.

Boy, did that engine run smooth! And powerful too. This should be the end of the story, but instead was the beginning of the headaches

Howard got a call a few days later from Dave who was complaining of a blown head gasket. Steam was billowing out of the exhaust pipe and the water level in the radiator was slowly falling. But it only happened after the engine got warmed up. There was no sign of oil in the water or water in the oil. To add to the



conundrum, the car ran smooth and had plenty of power. What's going on?

Howard was feeling mighty low about this as he has never had a head gasket fail on him before. Maybe he should have used the spray-on copper gasket sealer; a lot of guys swear by it.

Dave decided to pull the head and inspect the gasket. There was no sign of gasket failure. Moving along, he replaced all the head studs, coated a new Best gasket with the spray-on copper sealer and torqued the head according to the regimen described by the seller.

Finally, the radiator was filled and the car taken for another test drive. It ran smooth and had lots of power. After warming up, it was followed by billows of steam as before. When Dave told Howard, it was decided that there was nothing wrong with the head gaskets. There had to be an issue with the new head or the block. A crack in the block or head can cause such a condition.



Dave removed the head again and took it to C & T Machine to have them check it for flatness. Again, it was declared flat.

Howard told him to look for a combustion chamber that appeared washed or cleaner than the others due to the super-hot steam that had been produced in that area. It's like steam cleaning your engine from the

inside. What Dave saw came as a shock. Chambers 1 and 4 were both clean; 2 and 3 had the normal coating of carbon. And there, in chamber 4, was a tell-tale V-shaped marking of where water had been injected into the chamber through a pinhole casting defect.

Dave called Snyder's to ask what to do about the defective head. They offered profound apologies and said to ship it back to Ohio at their expense while they sent a new one to replace it. When it arrived, it had a tag attached indicating that the head had been pressure tested. Perhaps Dave isn't the first to have had this problem.

He installed the head and while torqueing it down, cracked the ear off of the gooseneck. Howard had a brand-new water outlet housing still in the bag that he bought a while ago and never used. Dave installed it without breaking it. Once the radiator was filled, water began leaking from the front of the gooseneck. "Just a loose hose clamp," he thought. Tightening the clamp had no curative effect on the leak. Upon closer examination, Dave discovered a hairline crack in the casting where it looked like the metal was too cold when the mold was poured.

It was at this point Dave began to get that Hee-Haw tune stuck in his head:

"Gloom despair and agony on me,  
Deep dark depression,  
Excessive misery,  
If it weren't for bad luck,  
I'd have no luck at all,  
Gloom, despair and agony on me!"

After declaring that buying cast iron parts is an exercise in uncertainty, Dave fixed the gooseneck with some JB Weld.

Their car is running fine now without a steam cloud. Howard told Dave that the next time he orders a cylinder head, to ask for a tube of Preparation H to be included.



CENTERFOLD OF THE MONTH  
1930



THE MORRELLS  
155-D BRIGGS TOWN SEDAN



## How the Manti Crew Deals with COVID-19

BY BILL THOMPSON — PHOTOS BY ALAN JUSTESEN

We have been getting out and about recently. We got together last week with Alan and Pat Justesen and Ed Stilson for a little drive around Manti then to Justesen's for conversation and ice cream on their front porch. The temple makes for a nice backdrop for the cars.

Today, May 20<sup>th</sup>, I had a knock on the door from George Dawson who spends the Summer months in Sterling at his home where he has a large garage/shop where he houses a 1929 Model A Closed Cab Pickup. I had seen his pickup a couple of years ago at the Sanpete County Fair Car Show. We talked briefly that day and hadn't seen him or his truck since. He had been told by a local mechanic shop to have me help him tune up his pickup since they didn't really know anything about Model As.



I called Ed and Alan to see if they wanted to go to Sterling to take a look at it with me. We went out there and did the usual diagnostics. The car hadn't been run for a long time so I suspected bad gas in the carburetor gumming things up. It started right up but was only firing on two cylinders. We pulled the plugs to discover two plugs were clean but wet with gas. We switched them to different cylinders and the

problem followed the plugs. He didn't have any spares so I pulled out two NOS Blue Crown plugs I had in my trunk and installed them. We then checked the rotor to body gap and found two of those needed filing to get the proper 0.025" gap the Les Andrews recommends.

The points were also checked and found to be only about 0.010" so that was corrected to 0.020". We also checked the timing which was right on. The truck then started right up and ran smoothly. A short test drive revealed a great increase in power. Once again we proved that most carburetor problems are electrical. George will be driving it to Gunnison on Friday to escort his Senior granddaughter in the parade of graduates.





It is with great regret that the AACA Hershey Region Executive Board informs you that the 2020 Hershey Fall Meet has been cancelled. This decision was not arrived at lightly. Our Club prides itself on producing a world-class event that thousands of people anticipate every year, so we felt the heaviest of burdens when faced with this decision.

While making the difficult choice into account, including but not volunteers, vendors, partners, and/or guidelines that may be in



to cancel, the Board took many obstacles limited to: the health and welfare of our and visitors; the unknown restrictions place at the time of our show; and the

volunteer-only workforce we rely on to prepare for a show of our magnitude. We appreciate you understanding how difficult this decision was for the Executive Board to make. We know that some people will be upset by the decision and others will applaud it. Either way, please know that the Hershey Region Executive Board has acted in what they believe are the best interests of the Club, and we ask for your continued support as we navigate these unprecedented times.





# Garage Day at Brad's GARAGE!!

BY ROBERT MACK

When I walked into our host, Brad Christofferson's garage I thought I had died and gone to heaven! I've never seen someone's personal garage that had so much to offer and the room to do it. I could spend the whole article raving about his shop/garage, but that really is not what the subject matter of this article is, so I wipe up my envious drools and move on.

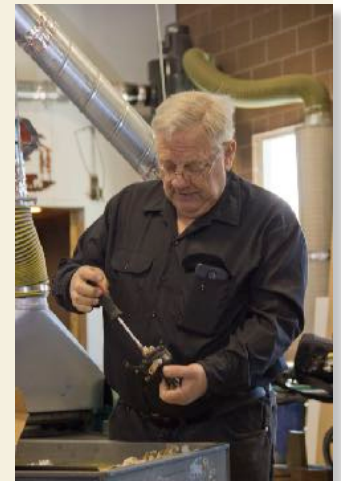
We've had garage days for several years now. We've worked on brakes, head installs, electrical harnesses, carburetors, engine installs, and now transmissions and distributors.

As previously mentioned, we had a wonderful garage in which to have a garage day. We thank Brad and Lynne Christofferson for hosting us and providing refreshments as well.

We started out the day by checking out the refreshments, then, once everyone was content, Clyde Munson used Nicholas' transmission to show how it worked. He talked about wear points watch for and showed examples of good gears and bad. Using Nicholas' transmission he showed us how to assemble a it.

Next up was Howard Eckstein's review of the distributor. He used the distributor on Brad's pickup. He replaced the points, condenser and rotor. He went through setting the points the "old fashioned way" not using the Nu-rex wrench.

Howard also showed the difference between a standard distributor cam and the Stipe cam. Stipe's has a longer dwell. He used a dwell meter to demonstrate the difference between to two cams.







An addendum, I just got in from changing the cam in my distributor. The one described in the power point showed a variation of .004 inches from lobe to lobe. It was sourced from Snyder's. The cam I just installed is from Stipe Manufacturing. It cost two dollars more, but is near perfect. I detected .0005 inches variation from lobe to lobe. I like to think the car idles smoother.

Whoever reads the Motometer can contact Stipe Machine Co. 920-467-2895. They can order a cam.

Howard



# Tribute to Mothers Progressive Luncheon

PHOTOS DIANE BRIMLEY/ROBERT MACK



Want to enjoy an activity that highlights the best of Model A activities? A progressive luncheon/dinner give participants a change to have fun driving their Model A and eating through-out the day. All this in the midst of other Model A club members. This is what we did on May 9th.

We gathered in a BYU parking lot, taking pictures and looking at each other's cars. Once everyone was there we headed to north Provo to have an appetizer and Magleby's Fresh. This restaurant was established 30 years ago by retired dentist David "Doc" Parkinson. "for over 20 years Doc greeted Magleby's customers at the door with world-famous breadsticks and a warm welcome." Their desserts have been their legacy menu items.

Once there, however, we found that it was too early for lunch, so we enjoyed a savory breakfast.

Next we enjoyed a ride up Provo Canyon, enjoying the scenery along the way. We were headed to Midway's Homestead Resort for the entrée portion of our meal. Upon arrival, we found that the main restaurant was still closed, but we could enjoy the food Homestead is noted for at the golf course cafe.

The Homestead was originally developed by a Swiss watch maker in 1886. Originally, it was called the Schneitter's Hot Pot Resort and has been







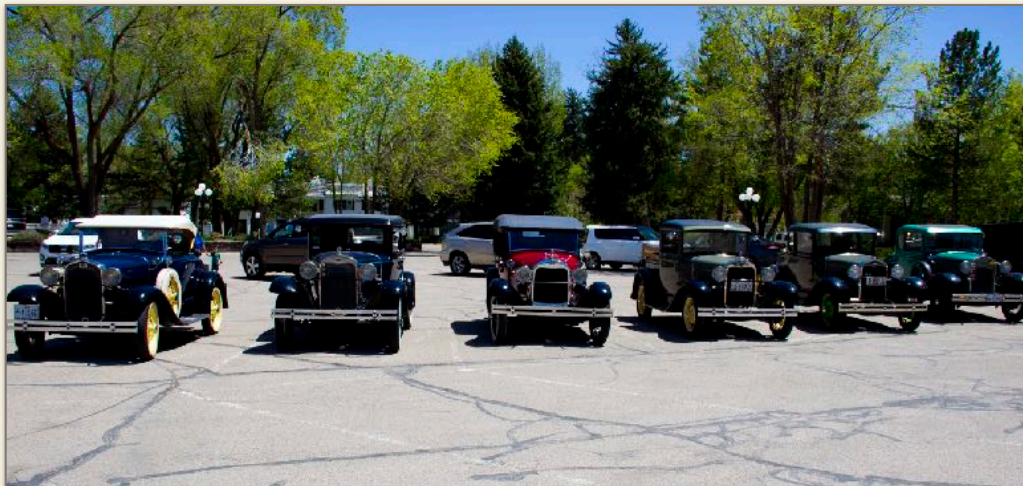
in operation for 125 years. It is on the National Register of Historic Places. It was a great environment for talking with one another and feeding the ducks.



Once plates were scraped clean of any lingering morsels of food, we were soon back in the parking lot where adoring fans of old cars were waiting for us. Finally we made it out of the parking lot and on to the last phase of the progressive luncheon — ice cream!



We drove into Heber City where there were two popular ice cream joints to take advantage of. Everyone had smiles on their faces and full stomachs when we left for the trip back down Provo Canyon to home. Everyone who participated seem to thoroughly enjoy themselves. It's a tradition we will repeat over and over again.







# The Ladies Fashion Journal

## TRAVELING DOWN ROUTE 66 IN YOUR MODEL A



Those attending the National Banquet had the opportunity to attend a Fashion seminar presented by Patti Jones, Era Fashion Committee member.



Traveling down Route 66, bags would be unpacked and guest(s) settled into comfortable rooms at the Morey Mansion in Redlands, California. A woman would travel with a full dresser set to ensure a glamorous appearance.



The well-dressed woman might change into an afternoon dress for a stroll around the property. In a black and white checked dress with white insert and shoes of kid leather in a white and black woven pattern, she would marvel at the beauty of the grounds.



For a sports minded woman, riding or shooting clay birds would be on the agenda.



Tall leather boots kept the person stable and the canvas vest would hold the shotgun shells needed.

For the ride through the countryside, a spring outfit with plaid knickers with a cream-colored long sleeved blouse would add style to the sport. Of course, a black riding helmet and a riding whip would be appropriate accessories.

Palm Springs was a popular stop along Route 66. Perhaps a dip in a swimming pool or catching some sunrays in the newest swimwear would occupy the time. An umbrella, rubber shoes to protect the feet and the ever so fashionable Janzen swim suite made of wool would have been unpacked from the luggage.

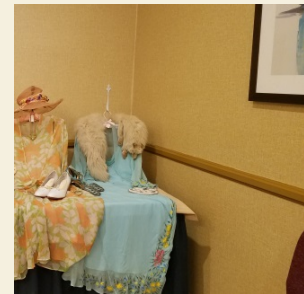


For the adventure seeker, taking a flight would require goggles, leather helmet, gloves, and a jacket.

Golfing attire might be the corduroy knickers, white shirt/blouse, sweater, and leather shoes with knee high stocks.

Perhaps instead of walking or sports, attending an afternoon tea would provide a delightful afternoon. The orange floral chiffon dress with a Bertha collar, hat, and cream leather pumps would turn all the heads as you enter the tearoom.

As evening approaches, an evening dress for dinner was necessary. The aqua dress with embroidery edges, chiffon jacket, and silver fox stole, pale blue evening sandals, and white beaded purse would be perfect. This ensemble could also be worn at the casinos for an evening of cards and gambling.



To retire for the evening, a silk nightgown with a matching dressing gown could be worn around the bedroom suite. Another choice could be a black oriental design lounging pajamas. The striped beach pajamas with a jacket would be worn around the pool or patio with the black brimmed hat and beige shoes.

Being well attired required planning, multiple ensembles, and an attitude of style for travelers along Route 66 or across the entire country!

At the National Banquet Fashion seminar, several fashion enthusiasts spoke of being discouraged due to difficulty of finding original garments in good condition. Some are reporting that their original garments no longer fit their body shapes, or their garments are becoming so fragile, that they chose not to wear them in fashion judging. Original garments are 89-92 years old, however just as beautiful as the day produced. The Era Fashion Committee is discussing the concept of a Judged Display Section of the Era Fashion Guidelines. Currently, there is a Display Only description, where a Host Fashion Coordinator may decide to offer a Display opportunity to participants. The Era Fashion Committee believes there are MAFCA members who would display the original garments for all to enjoy.

The Era Fashion Committee has started drafting proposed judging standards for Display Fashion Category. The Era Fashion Committee would like your feedback. Send your comments to Diann Eason, Chairperson at [fashions@mafca.com](mailto:fashions@mafca.com)





Can you find  
10 Differences?

Photographer  
Robert Mack

# Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)



BECAUSE OF THE SIZE OF THE PHOTOS, YOU WILL LIKELY HAVE TO ENLARGE THE PAGE TO SEE THE DIFFERENCES.







Model A Ford Club of America

Established 1957

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



# MAFCA News

DOUG LINDEN — PRESIDENT

In May, your Board of Directors made another very difficult decision. We concluded that risk to our members would still be at unacceptable levels in early December, so the Board has cancelled the annual National Awards Banquet (NAB) that was to be held in Fort Worth, Texas. This has been a very disappointing year for our members and we are extremely sorry that we have had to take this action. Like our move to cancel the National Convention originally set for this month, we believe it would be best to avoid even the possibility of COVID-19 problems in December. We are grateful to Fort Worth's Cowtown A's for agreeing to sponsor the event in 2021. They had already made some wonderful plans for 2020 and assure us those plans will be transferable to next year.

As you know, the National Awards Banquet is when the newly elected Board members are installed for the coming year. That will still happen, but it will be happening at the MAFCA office in La Habra rather than in Fort Worth.

I hope you agree with our decisions. They are unprecedented. Our hope is that 2021 will allow us to get back on track with our national and regional events. Our primary national event for 2021 will be the **MAFCA National Tour** in North Conway, New Hampshire. It will be held from **June 20 through June 24**. Mark your calendar now so you can be sure to get your reservation when the forms become available early next year. The New Hampshire Lakes Region MAC has been working hard to get ready for us. They have a wonderful tour planned with experiences that you will be able to brag about for years to come. And, then there will be the **National Awards Banquet** in Fort Worth, Texas in the **December 2021** time frame. Exact dates will be announced in the near future.

## MAFFI

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 (if required) 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.

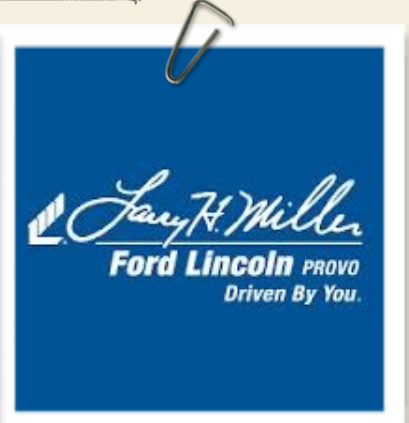
John W. Begg, President

### Puzzle Answers:

1. People behind roadster have disappeared
2. Phaeton light bar missing in front of radiator
3. Tudor Motometer gone
4. No Roadster spare tire hub cap
5. Tree in the background bigger
6. Pickup has not passenger side mirror
7. Far-right coupe missing right-side directional signal
8. No third light on light pole
9. Fifth car to the right has no front license plate
10. Far-right coupe missing mileage awards



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