



UTAH VALLEY

- Model A Club -

# MOTOMETER

Vol. 10 No. 1

2018 Newsletter of the Year • 2020 Newsletter of Excellence  
2021 Newsletter of Merit

January 2022



WISHING YOU ALL A VERY  
HAPPY AND PROSPEROUS  
NEW YEAR!

## UVMAC Mission Statement

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are 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.



## 2022 Club Officers

### CLUB OFFICERS

|                |                     |                        |
|----------------|---------------------|------------------------|
| Board Chairman | Greg Mack           | gregmack02@yahoo.com   |
| President      | Brad Christofferson | bdc.p51@gmail.com      |
| Vice President | Brian Lindenlaub    | b.lindenlaub@gmail.com |
| Sec/Historian  | Elaine Carlson      | sewingbird@msn.com     |
| Treasurer      | Diane Brimley       | brimleydiane@gmail.com |
| Activities     | Howard Eckstein     | h_eckstein@hotmail.com |

### APPOINTED POSITIONS

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

## Good news!

**Tony is home from the hospital after a 2 or 3-week fight with Covid. The club is planing to have a drive-by for him next Saturday, Jan 8 at 1:00 p.m. We will meet at Creekside Park in Lindon at 100 S 600 W Lindon at 12:30. His house is around the corner at 673 W 20 S. This will be our chance to see his new 1931 Victoria Coupe. Due to the weather, this is a tentative event.**

Quote of the Month...

**"Search others for their virtues, thy self for thy vices."**

*Benjamin Franklin*



# Editor's Message

BY ROBERT MACK

Progress, its meaning can be taken in several different ways. We progress through the years as we celebrate New Year's Day each year. It can be considered progress as technology makes more and more things easier for us. For example, our progress from the horse and carriage to the horseless carriage and eventually to the self-driving carriage.

But is it progress? Are our lives better because of the conveniences of technology? We can do more in less time, so we can pack more into less. But is this really progress? I don't think so. Think about why you love driving your Model A. Do you love driving it because of its computerized engine, climate control, or traveling at 80 mph in comfort without messing up your hair with the wind? That is not why I drive a Model A. In fact it is just the opposite. I like the manual controls, the stick shift, the sound of the engine, and the wind blowing in what hair I have left. I especially like to slow down and enjoy the slow pace of the Model A. It gives me a chance to slow down and enjoy the world around me.

What will we consider progress in 2022? Are we looking for newer and better technology to whisk us on our way through the days and weeks of 2022, 2023, and beyond? I hope not. I hope each of us will look at ways in which we can slow down and enjoy what's around us, like family, friends, nature, sunny days, and time to meditate. Take time to fully enjoy the beauty about us, and time to drive your Model A for no other reason than to enjoy the drive. This is progress, making our time quality time.

As you make your 2022 New Year's resolutions, resolve to slow down and see the world around you, not the to-do list in front of you. This is my resolution for 2022. Enjoy each day to its fullest. 🍷



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# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

Instead of attending the club's party, **Diane Brimley, Margaret, and her granddaughter and friend** got in an accident instead. Actually they were on their way to the Christmas Party. When they stopped at a light, they were rear-ended. Diane said they were pushed 30 feet forward. Margaret's injuries sent her to the hospital along with the girls. Everyone will be okay, but the car is a different story. She just found out that the driver that hit her doesn't have insurance!



*Diane's Car*

**Bill and Colette Thompson** are seeing the light at the end of the tunnel. Bill had his gallbladder out and that solved some problems. He was still having chest pains so they worried about a heart attack. After all tests turned out negative, they knew his heart was okay. It turns out that the ordeal they were experiencing was causing him anxiety. With the proper medication, he is recovering much faster.

Colette's pancreatic cyst was six cm in circumference (a baseball is seven cm). The cyst was causing excruciating pain. To drain the cyst, doctors put in a shunt from the pancreatic system to her stomach. They will know soon if that worked.

**Becky Mack** has also experienced severe pain in her sciatic nerve. She has visited the doctor three times within one week. Medication is taking the edge off the pain until the doctors determine the best remedy.

MAFCA awarded the *Rumble Sheet* (I guess they didn't look at our newsletter very closely) **2021 Newsletter of Merit.** Thank you MAFCA. We really do appreciate the recognition.

**Tony Jacobs** has a secret he wants to divulge. Before he contracted COVID he bought a Vicky! That's right, Christoffersons are no longer the only ones in the upper echelon. Other good news is that Tony is recuperating nicely.



*Roger and Geena Davis' new license plate for their Mail Truck.*



*Gavin, Natalie & Nicholas' son is recuperating from eye surgery. All went well.*







Originally printed in the May 2017 issue

# Member Spotlight

WAYNE AND JAN ATKINSON

I think I was born with a love of old cars. I can remember attempting to build a wooden model of a Stanley Steamer when I was about 9 years old. There were the remains of a Model A that had been modified into a truck parked by the side of a horse corral by my home in Malad, Idaho. I used to stop almost everyday on my way home from school and try to figure out how I could get it running. I have been hooked ever since. I got my first Model A, a 1931 pickup, in 1958. I traded \$15.00 and a '47 Ford sedan for it.

It was too much project for me at that time so I sold it for \$3.00.

Right after I got married in 1963, I ran into a 1931 sedan that had been made into a pickup. It came with about 8 engines and transmissions, so I bought it for \$125.00. It was in Spanish Fork. A little while later I ran into the remains of a 1931 station wagon on a ditch bank by Saratoga resort. As I recall it was free for the taking. I got the chassis restored and hired a retired cabinet maker to redo the body. He got about 1/4 of it done, became ill, and passed away. I was not capable of doing the body, so an ad in Hemmings Motor News found a new owner in Reno, Nevada. About this time my interests changed a little

and I started to build street rods. I am sorry to say that I modified many old Fords in those years. My dad and I decided to restore a 1922 Model T Delivery to use in our business for advertising. This was in 1964-5. The business "Melayne Printers" is long gone but the "T" is still with us and still fun to drive. Karl and Dianne Furr were our neighbors and friends. Karl got tired machining parts for me, so he taught me how to do it. I enjoyed it, so I sold the printing business and became a machinist. I think at the same time I infected Karl with the old car bug. I started doing engine rebuilding and

rebabbiting on Model T and Model A engines.

Along with the old car infection, I also got into racing.



First was drag racing. We did that for a number of years, then in 1971 I went to the Bonneville Salt Flats and caught the bug for racing there. In 1974 I set a world record in my class. That record stood until 2014. It was one of the oldest records in the book. I didn't feel too badly about losing the record after 40 years, especially since Jan had set a world record in her class in 2011 and again in 2012 with her 1972 VW bug at 119.779 mph.



We have now retired from racing. Jan didn't want to, but I talked her into it.

We have 4 Model T's, a 1913 touring that is still in many pieces, the 1922 Model T Delivery "Pie wagon," two 1923 roadsters and a 1929 Model A.

Jan was not exposed to the car world until about six years ago when we started dating. We had both lost our mates in 2010. We had worked together at BYU and knew each other from there. When we started to get serious, I told her that I was addicted to cars, and it would have to fit into her life also, or our relationship wouldn't work. At this time she lived in Fairview, Utah and I lived in Northwood, Iowa. It was fall, and the Model T club I belonged to in Minnesota was having its fall color tour. So Jan flew into St. Paul and I picked her up at the airport with the 1923 roadster in the trailer. I am happy to say that she enjoyed every minute of it, and still does. In fact she bought the 1913 T and the newly acquired 1929 roadster. She has become a real old car enthusiast and is involved in every facet of the restoration with me.

A few years ago, we were on a mission for the LDS church in Washington State helping with recreational properties. The camp we helped run was mainly a girl's camp. It was a great experience. While we were there we started talking about getting a Model A. The Ts are fun, but I was getting tired of loading and unloading the trailer and hauling the cars everywhere we wanted to go to an activity. We thought, if we had a Model A we could just drive to the event instead of trailering. After we got home from our mission, I saw an ad for some VW parts in Orem. I called on the parts and it turns out that it was an old friend from BYU. During our visit he mentioned that he was thinking about selling his Model T and his Model A. I didn't know he had a Model A. It turns out that it was his dad's who had passed away in 2006. Our friend went to California and brought the car and all the parts to Utah. The car had been stored under a tarp in his son's back yard in Springville, and he was afraid that it was deteriorating being stored like that. We made plans to see the car the day after Thanksgiving.







Needless to say it found a new home in our garage. It received a total restoration. The plan was to take it to Omaha in June for the regional meet there. I was behind schedule, mostly because of the time it took to find and tear down six engines to find a crack-free block. But the chassis was about done. The machining on the engine was done except for balancing, and we did that as soon as we got back from the Chickasha, Oklahoma swap meet. Then the chassis was finished. We borrowed Bill Thompson's break in set-up so we could drive the chassis around before we put the body back on. We are excited about the Utah Valley Model A Club and the people in it. I think we may have had some extra influence from the Mack family, as Becky is Jan's niece.



## Howard & Gemma Go To Cowtown

BY HOWARD ECKSTEIN

Every year a different Model A chapter volunteers to host the MAFCA National Awards Banquet. In past years, the event has been held in Medford Oregon, Reno Nevada, Oklahoma City Oklahoma, Tucson Arizona and just recently in Fort Worth Texas. Gemma and I get invited to these things when I receive the Bill Reeder Award for technical writing for the *Restorer* magazine.



These events are four-day affairs with tours to points of interest nearby. It's nice to see different parts of the country and learn about some of the local history. Few Model As come; usually just from the local chapter.

We've been to enough national events, that many people know us. It's a great opportunity for me to make connections with board members. I currently serve as the chairman of the Restorers Class committee, so I take the opportunity to promote the class. I guess you could call it lobbying.

I visited with Dean Potter, the publications director, and told him that my vision for the entries in the Restorers Class column in the *Restorer* is for them to be gathered in a future publication as a companion book for the Restoration Guidelines and Judging Standards. I think that the board members today are aware that the Restorers Class is the future of MAFCA. Fewer cars come to the conventions now to be judged for fine point, whereas in the beginning of MAFCA, that was the main event.

We also met with Ed Tolman who is the new technical director. He will be answering the Q and A technical questions found at the front of the *Restorer*. I'll be sending my technical articles to him for review. Tom Jeanes was the technical director, and has served as liaison between the board and our committee. He is on the Judging Standards Committee and has asked that I keep him in the loop with the Restorers Class Committee. It's good to have his support, even though he is off the board now.

I had a nice conversation with Bob Moore who heads up MAFCA's Model A Youth Restoration Award (MAYRA). This is an award that is given every even-numbered year to youth who apply for the award. They need to own, or are due to own, a Model A that they plan to restore. In 2020, MAYRA gave the award to 12 youth, each of whom received \$2500 to help them with their restorations. There is no competition; each qualifying entry gets the award. The deadline for the 2022 application is May 31<sup>st</sup>.





MAYRA has been around for 27 years! I knew nothing about it before bumping into Bob Moore at the stockyards. (For more information, go to <https://www.modelarestorationaward.org/>)

But it wasn't all business. Our hotel was walking distance from the historic stockyards of Fort Worth. During its heyday it was a huge transfer and holding area for cattle. The old depot is now a big shopping area. During our stay, there were many activities going on in the area, including actors dressed in period costume wandering around. (We saw the same thing in Tucson.)

Twice a day a small herd of longhorn cattle were



moved up Exchange Street, followed by a Christmas parade. When the parade was over, we went into the Coliseum to watch the professional bull



fighters. This is a spin-off of the rodeo where the bulls are not harmed, but the same can't be said about the fighters.



The highlight of the trip for me was that I met my half-sister for the first time. She's six years older than me. She and her husband met us



for dinner and then drove us around Fort Worth to see downtown.

You don't have to be receiving an award to attend these gatherings. All members are welcome. Next year, it will be held in Golden, Colorado. That's close enough for all of us to go and enjoy. 🍷

# Adding an Electrical Master Cut-off Switch

BY BILL LEE

One aspect of the normal Model A that is troubling is that the electrical system is always “hot”. In other words, there is always power in many places of the car with no easy way to shut it off. A modern car uses relays that close when the ignition key is turned on, and power elsewhere in the car is cut off when the key is off. Not so in a Model A.

Several articles have been written and the occasional thread on *Ahooga* or *FordBarn* talk about adding an electrical shut-off switch for safety. One point of confusion is where it should be located: **it MUST be in the ground line!** Everybody (well, at least MOST!) have a fuse that protects the ignition and lights etc., but what protects the starter? It's a frozen starter switch that can create a real bad day!

I added a switch, available from most all of the A parts suppliers, in the ground line of my A. I mounted it to a 3/32” sheet of aluminum that I cut to position the switch behind the cross member and just under the front edge of my seat. I wanted the switch where I could activate it quickly in emergency, and somewhere under the hood is NOT the answer. The pictures tell the story.

The switch was mounted so that it extended through the front edge of the center floor board on my A. That positions it at the back edge of the body cross member and just in front of the Emergency Brake Cross Shaft. Note that I had to make a small notch on the body cross member to give me clearance.



The switch in itself is too short to reach all the way through the floor board from its location. If you look closely you will see an extension I made: a piece of 1/2” aluminum barstock

drilled on one end to slip over the actuating shaft of the switch with a set screw in the side, and then shaped to allow the switch handle to be mounted up top. Its length was made to allow for the floor boards and carpet.

The switch was mounted to a piece of 3/32” aluminum sheet that I shaped to fit. It is attached to the bottom of the wooden cross member under the body cross member. The ground wires run from the battery to the switch (the black wire)



and then from the switch to the frame (the red wire). There is also a ground wire from the transmission to the frame that you can see in the picture above.

With my seat set-back mounts, the switch is right under the front edge where it is very convenient to access without being in the way. 🚗

I did a little  
mechanics work  
today.  
I put a rear end  
in a redner.







# Adding Oil to Your Differential

BY JIM CANNON

Share the document

## Jim's technical tip

by Jim Cannon, MAFCA Technical Director

### Adding Oil to Your Differential

Trying to add oil to your differential is not easy. The thick 600W gear oil that we use makes it even harder. Look for one of these "Gear Oil Spouts" in your local auto parts store, Wal-Mart, etc. They screw on to the bottle of 600W oil that you can buy from our Model A parts vendors, and allow you to hold the bottle up above the differential fill hole. Once the oil starts to flow down the tube, you can squeeze the bottle gently to help the thick oil along. It can also help you put oil into the transmission fill hole from under the car (without having to remove the floorboards). When you are done with it, leave the tube on the bottle and the thick oil will drain back in with no mess.



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A recent study has found that women who carry a little extra weight live longer than men who mention it.

A New Year's resolution is something that goes in one year and out the other.



# CENTERFOLD OF THE MONTH 1931



**ROGER & GEENA DAVIS**  
**MODEL A MAIL TRUCK**





# December Christmas Party

BY ROBERT MACK

You are guaranteed a great time when pizza is involved! Coupled with great company, everyone seemed to enjoy themselves.

The line for pizza illustrated the club's greatest aptitude — eating! Between the salad bar and the pizza and garlic bread, the club members kept the serving staff busy.

After everyone (well almost, some die-hards were determined to leave no leftovers) had our fill of pizza, our out-going president began the awards portion of the Christmas Party. Over the next half-hour, Greg Mack gave out seventeen awards to deserving club members. Awards varied from a MAFCA Certificates, to mileage awards, board gifts, speciality awards for individual's haps\* and mishaps. On the following pages, you can see pictures of the awards.

Following the awards presentation, club members had their pictures taken to document the "jolly ole' time" we had.

Rounds of applause go to Greg who hand crafted all the club awards. The board members are also deserving of a standing ovation for their faithful dedication to their duties for two years running.

Each club member's efforts and participation has made the club an entertaining, educational, and enjoyable group to associate with. May 2022 host another year of camaraderie and good times.

Happy New Year to all!

\* Yes, haps is a word, you can find it in the dictionary. Isn't that right, Howard?







Clyde is awarded the MAFCA Chapter Service Certificate  
Greg presents him with the Our Shepherd Award for always bringing up the rear



Greg awards Robert the Editor-in-Chief Award for the club's newsletter  
He also receives the MAFCA Newsletter of Merit Certificate



Dave's Towing Service  
Given to Dave because he towed Brian's car home after blowing a head gasket in Helper, UT





The Wordsmith

Awarded to Howard for the numerous writing awards from MAFCA and his contributions to the *Motometer*



Stanley "Steamer"

Presented to Brian for the geyser that erupted from his radiator after climbing over Solider Summit



Mr Hot Stuff

Earned by Curt for trying to burn-up his car and Highest Mileage 2021 for driving the most miles this year





Most Miles for Ice Cream  
Awarded to Roger & Geena  
for using their Model A to get  
ice cream each week

High Mileage 2021  
for driving 1907 miles this  
year



I Got Your Back

Given to Tony for his safety  
foresight and willingness to  
always be LAST



The Explorer

Awarded to Diane for taking  
the "unconventional route"  
to club activities





### Running on Empty

Given to Nicholas for the number of times he has run out of gas during club excursions  
Nicholas & Natalie earned the Supermiler Award for driving 2164 miles



### Where are Your Priorities?

Awarded to Brad for his conflict of interest between BYU and the Club



### Safari Guide

Amber earned this award by continuing to find ornamental giraffes during our club tours

Carlsons not present at the Club's Christmas Party



### Lost Your Bearings?

The Carlsons earned this traveling back home from the Tooele Mountain Man Rendezvous





High Mileage 2021

Greg sheepishly accepts the award from himself for driving 1,217 miles



2020-2021 CLUB BOARD OF DIRECTORS



BOARD MEMBER GIFTS

Board Thank You Gifts

Greg created Model A signs by using cut up license plates to spell "Model A"



RANA E, CLARK, AND BUSTER



GAVIN, NATALIE, AND NICHOLAS



BRIAN AND SHARON



BRAD AND LYNNE



HOWARD AND GEMMA



GEENA AND ROGER



CORA AND DON



THE LIFE OF THE PARTY







# A Look Back Along Memory Lane — 2021

## February



**Christmas/Valentines Party**

## March



**Karl Furr's 90th Birthday Drive-by**

## April



**Garage Day - Lubrication**





**May**



**Progressive Luncheon**

**June**



**Mountain Driver Training**

**July**



**Provo Freedom Festival Parade**





**July**



**Mapleton Pioneer Parade**

**August**



**Lindon Car Show**

**August**



**Eureka Parade**





**September**



**Carbon Corridor & 9-Mile Canyon**

**September**



**Mountain Man Rendezvous**

**October**



**American Fork History Tour**

**November**



**Doc Brundy's Duck-pin Bowl**





# Ladies Fashion Journal

PLUS FOUR KNICKERS FOR FUN

By Rosie Cassou,  
Cousin' As of Henet, CA  
and MAFCA  
Fashion Committee

Editor's Note: I subscribe to "Model A Era Fashions — MAFCA, so I recently asked one of the FaceBook administrators, Melanie Whittington, some questions about Plus Fours vs. Knickerbockers. She, being very knowledgeable, answered my questions and referred me to this article. If you would like to get more involved in Model A Era Fashions, please join the Model A Era Fashions — MAFCA FaceBook page (<https://www.facebook.com/groups/EraFashionCommitteeMAFCA/>)

Knickers or Plus Four trousers certainly set a style in the Model A Era. The look was one of fun and carefree activity. While the origin of knickers and Plus Fours came from the early 19<sup>th</sup> century, the practical use for men and women were on the sporting fields, shooting range, golf courses, and for a casual drive in a sporty Model A roadster.

They were called plus fours because they bagged below the knee and were 4" longer than knickerbockers. Plus fours were made in tweeds, linen, corduroy, flannel, and wool. Today women, men, or youth can wear a pair of Plus Fours either in the Original Category fashion judging or in the Era Image Category. Appropriate Coordinating Apparel would be a long sleeved shirt with a sweater vest, a patterned sweater, or a matching or contrasting suit jacket. A jacket belted in the back, made the outfit more "sporty" looking. The heavy argyle socks worn with tie shoes were often the first features noticed by others. Sometimes the socks and sweater were matching to add a daring flare to the ensemble. For accessories, a man, or woman might use a golf club, a road map, a suitcase, or a walking stick. For youth, accessories might be sporting or camping equipment or schoolbooks.



Fashion enthusiasts can make their own pair of Plus Fours from a pair of roomy trousers with or without front pleats, measure 10-12 inches from cuff and mark this line with safety pins. Try on pants, sit down, and make sure you have plenty of comfort room to bend your knees plus an extra 1/2 inch for the seam allowance. The safety pinned line should



not curve up your knee but be parallel to the floor. If necessary, adjust the whole line. You can always trim length, but not add it back on. When you are satisfied your knees will have plenty of bending (sitting) room, and then cut the excess lower leg fabric. Save the cuff cut off the trouser leg for making the band that will fit just below the knee. Fasteners on the band can ease putting the Plus Fours on and will help to hold the band in place below the knee.

Another option is to make a casing, inserting wide elastic that measures the circumference of your leg just below your knee. The extra length of fabric will fall over the band creating the ballooning of the fabric, which gives Plus Fours the characteristic style.

As more Model A enthusiasts are finding Era Image a comfortable way to travel, wearing a pair of Plus Fours while driving your Model A will add value to your experience and will certainly catch the eye of onlookers!

Enjoy driving all year long in your favorite pair of knickers or Plus Fours

MAFCA Fashion Guidelines, 2015 Edition  
Driving in Style, MARC August 2019  
December 2010 Phoenix Magazine, Phoenix in the 1920s





# The Kid's Corner

FROM A-WORLD MAGAZINE

**SIX THINGS ARE DIFFERENT!**

This Model A pickup looks quite festive and ready for Santa to go for a ride. But the top picture looks like he's lost a few details compared to the bottom picture. Can you find the differences? A-World is a kids magazine that is published quarterly by MAFCA. The talented Sherry Winkinhofer is not only the editor/author for A-World, she is also editor of her club's newsletter and is one of those that serve on the MAFCA Fashion Committee. Another of her many jobs is one of the MAFCA Fashion Facebook page administrators.



answers on next page







# Membership Renewals

(HINT — DUES ARE DUE)

*Its time to pay your dues.*

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

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

Thank You!



Key to puzzle on page 24





Model A Ford Club of America

Established 1957

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



## MAFCA News

Model A Ford  Club of America

250 SO. CYPRESS • LA HABRA, CALIFORNIA 90631-5586  
562/697-2712 • 562/697-2737 • FAX 562/690-7452



*The Prez Sez...*

January 2022

Greetings fellow MAFCA Members;

Happy New Year to each of you. I am delighted to serve as the 2022 President of MAFCA. Many of you know that I have worked for the past two years as administrator of the MAFCA Facebook Page. This has helped me see the club with a more global perspective. I have watched many of you join our National Club. I believe the hobby is alive and well.

My major goal for MAFCA is to grow the club. To do this, I would like to ask for some help. I need each of you to do your best job to find new members. I am sure that you may know people who have a Model A that are not a member of your group. Invite them to a meeting or if their car is not currently running plan a club meeting to help get them back on the road. We are seeing many grandchildren receiving cars from grandparents. Let's welcome them to become a part of the group.

Finally, we are seeing many people who have always wanted to own an A buying their first car. All of these will benefit from the fellowship of the Chapter and your personal friendship. I would ask if you will share some of your old issues of the Restorer you can easily bring them to the club.

To me the most important thing you can do is to let people drive your car. Remember our free membership program continues. We need these new members.

I love my Model A Coupe and the excitement it brings to people when I honk my horn. I'd like to hear your ideas on how we can bring in new members that will stay with us in the years to come.

Happy Motoring, Jay







# Model A Ford Foundation



## The Model A Ford Foundation

December, 2021

Thanks to each and every member of your club for your continued support of the Model A Ford Foundation Inc. and the Model A Museum on the campus of the Gilmore Car Museum. In the past, you have supported the fund raising to build this beautiful museum honoring our beloved Model A's.

We ask you to consider a donation to MAFFI of any amount you can afford to support the on-going needs of keeping this facility in top notch condition. Each donation will help provide new and interesting displays and, of course, help pay the bills. You may designate your gift to either the Museum Fund that will help pay the costs of operations and new exhibits or the Museum Endowment Fund. The Museum Endowment Fund was established so that the interest in our investments will cover our yearly operating cost ensuring the museum's viability for generations to come.

The museum was built solely through your gifts and continues to operate through your financial support. We appreciate all that you do for us and the Model A hobby and look forward to you visiting us at your museum. Stay Safe!

Happy Holidays!  
John D Marshall  
Executive Director  
Model "A" Ford Foundation



# Model A Resources

As Model A owners, we have several organizations that stand by ready to help us with our cars. UVMAC is a chapter of the Model A Ford Club of American. It, like the Restorer's Club provide bi-monthly newsletters with technical articles, Q & A's, car stories, and spotlights on various club's activities. The Model A Ford Foundation (MAFFI) is an organization that supports both national clubs that in-turn help MAFFI with their Model A Museum, which is a must see if you are in Michigan. Below are membership applications if you would like to support these wonderful organizations.

## Model A Ford Club of America Membership Application

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

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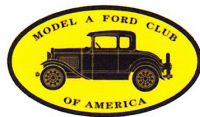
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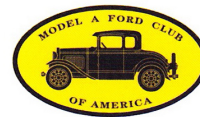
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**Rev 12/23/2019**





**MAFFI Membership  
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**Over Ninety Years Ago...** Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent. You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation. MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America. Your membership donation is tax deductible under the Internal Revenue Service rule 501 (c)3 and will help us with our many projects and worthwhile goals such as the Ford Parts Project and the building of research centers in many locations. Exciting new projects are on the horizon and you can be a part of them!

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**Family Membership:**

Annual \$25.00     Three Year \$70.00     Life \$350.00

**Club Membership:**

\$ \_\_\_\_\_ A club membership consists of a donation every year to support the Model A Ford Museum operations. We appreciate every gift, large or small.

I wish to make an additional optional tax deductible contribution of: \$ \_\_\_\_\_  
Please apply addition contribution to: \_\_\_\_\_ Museum Displays    \_\_\_\_\_ Endowment Fund

Total Contribution Enclosed: \$ \_\_\_\_\_

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