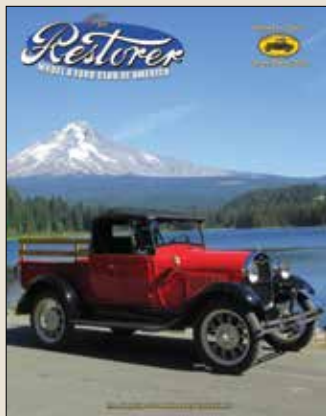




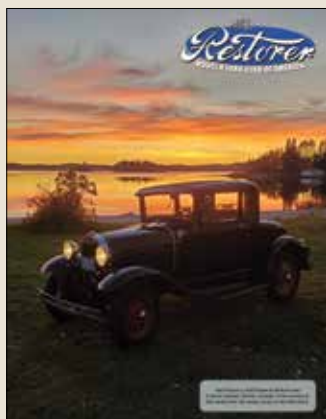
C O N T E N T S

January/February 2021 • Volume 65, Issue 5



Front Cover Photograph
By **Patty Sondena**

Lynn says, "My wife, Patty, took this photo of our 1929 Roadster Pickup this past spring on a solo tour by Mount Hood and Trillium Lake in Oregon."



Back Cover Photograph
By **Karl Friesen**

Karl Friesen's 1930 Coupe by Pelican Lake in Sioux Lookout, Ontario, Canada. In the summer in that small town, the Coupe serves as his daily driver.

Deadlines

Issue:	Deadline:
January/February	November 20
March/April	January 20
May/June	March 20
July/August	May 20
September/October	July 20
November/December	September 20

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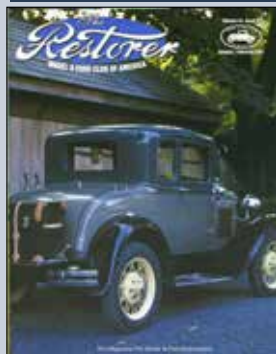
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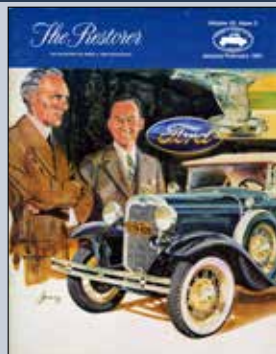
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The Model A Ford Club of America is a non-profit corporation of California and a national historical society dedicated to the restoration and preservation of Model A Ford vehicles as manufactured from 1928 through 1931.



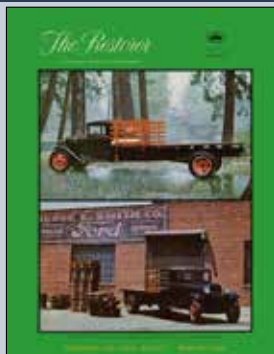
20 Years Ago



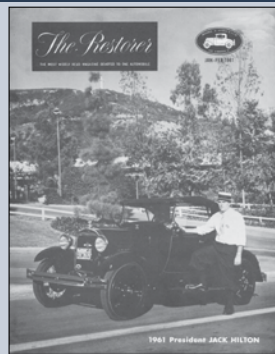
30 Years Ago



40 Years Ago



50 Years Ago



60 Years Ago

20 Years Ago • January/February 2001 • Volume 45, Issue 5

In a jam-packed issue, Les Andrews starts out with how to clean and filter a Model A's gas tank. It was also announced that MAFCA would raffle a '30 Coupe at the 2002 Convention, with the proceeds going to various Model A-related youth activities and organizations. Bill and Annie Barlow wrote about their 9,685-mile trip from Bend, Oregon, to Nova Scotia. Guess what four questions they were asked the most? You guessed it — the same ones we get asked today: 1) What year is it? 2) What's your gas mileage? 3) How fast does it go? 4) Did you really drive it all the way? It's great to read of the many sights and experiences they had along the road. This is followed by Dick Przywitowski's tale of rain, snow, and fossils ... told as only he can. A nice article on repairing the threads of a steering shaft is presented by Wiley Higgins. The issue is wrapped up with Dan Campanelli telling of his restoration of his beautiful 1931 Coupe.

30 Years Ago • January/February 1991 • Volume 35, Issue 5

Fred L. Haney's painting of Henry and Edsel with a '30 Roadster appeared on the cover. Wiley Higgins writes about the speedometer and how to calibrate it. Tom Sieffert provides a basic understanding of the drivetrain and problems you may encounter. This was followed by an article on reconditioning leaf springs by Bob Stauder. The final technical article was on selecting an air filter for "power and protection" of your Model A.

40 Years Ago • January/February 1981 • Volume 25, Issue 5

Model A's at the world-famous Madonna Inn, San Luis Obispo, grace the cover. Jim Beam introduced its decanter of a 1928 Sport Coupe. These are still highly collectible (especially if the seal isn't broken). At the National Banquet, Keith and Darlyne Caskey and Bill and Edie Jones were presented with Life Membership Awards for years of service to MAFCA and the hobby. Don Stevens wrote about a Cross Canada Tour in which seven Model A's made their way from Victoria to St. Johns, Newfoundland — a fun read. Finally, Bill Reeder instructs us how to test and repair a starter motor.

50 Years Ago • January/February 1971 • Volume 15, Issue 5

Winning the war on inflation, MAFCA announced that annual dues would remain at \$5. This issue is geared toward AA Commercial Trucks. Vernon Vogel wrote a nice article, "The Ford Truck — Beginning to 1930." This was followed by a reprint from the November 1928 *Ford Dealer & Service Field*, by Murray Fahnestock. Murray's article covered the speed and reliability of commercial Model A's. Not to be outdone, there was a reprint from Ford regarding the 4-speed transmission available in AA's.

60 Years Ago • January/February 1961 • Volume 5, Issue 5

In President Jack Hilton's "Steering Column," he announced that Board of Director meetings will be held monthly. Sixty years later, these have been reduced to four to six meetings yearly, and many take place via video conferencing. There was a nice description and pictorial of pre-1928 models. Also, an ad for tires showed tire prices ranging from \$3.95 to \$6.50 per tire. These prices were available only in Canada and the U.S. (Where do I send my money?)

Did you know you can purchase the First 50 Years of *The Restorer* on flash drive at the MACA store: <https://www.mafca.com/cart/index.php?productID=238>





Steering Column

Bill Truesdell – 2021 President



IT IS SO NICE to have turned the calendar page to a new year. We can leave behind us the dark days of 2020 and look forward to many better days ahead. Though it may be a few months before we have put the virus behind us, Model A adventures await. Local and regional events will be taking place as soon as state and local governments give their blessings to our moving around again.

Please remember, we have plans to meet you in Fort Worth, Texas, in December for our 2021 National Awards Banquet. And in mid-year, we will be gathering our Model A's in New Hampshire to take the trip of a lifetime through some of the most beautiful New England countryside that you can imagine. If you haven't made your reservations for the National Tour, do so now.

Serving you this year on the Board of Directors are some new folks. I hope you will reach out to any of us whenever you have questions about MAFCA or our events. Please welcome Happy Begg as Vice President, Ruth Janke as Secretary, Robert Bullard as Chapter Coordinator, and Dean Potter as Publications/PR Director. We stand ready to help you in any way we can to make your membership in MAFCA more enjoyable. It is my honor to serve as President again this year.

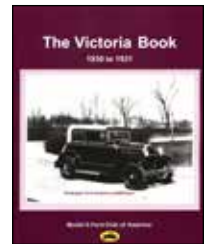
In spite of the virus, we accomplished many things

last year, with many more we want to bring you this year. In 2020, we delivered a new *Paint & Finish Guide* with paint samples a quarter of a page in size. No more difficult-to-use thumbnail swatches. Now there are really large samples for your use.

Also new to the book shelves is *The Victoria Book: 1930 to 1931*. If you have a Victoria or are considering one, this will be an invaluable reference. If you didn't receive what you wanted from Santa, here is a chance for you to get yourself the perfect gift.

With great thanks, we acknowledge Les Andrews' contributions as Technical Editor for so many years. After a triple bypass, he would like to take a bit of time to get back to a regular schedule. So we welcome the expert services of Chuck Christensen as a replacement for Les. As a technical expert, Chuck will be helping guide us with all matters technical. Thank you both for your many contributions.

Happy New Year, everyone. I look forward to seeing you out with your Model A. ☺



The Restorer

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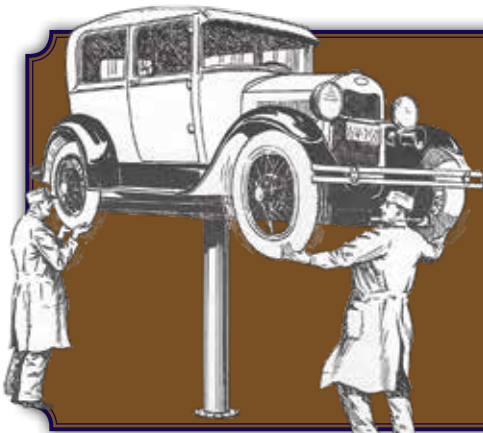
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MAFCA dues are \$50 per year in the US, which includes a one-year subscription to this magazine, *The Restorer*. Canada and Mexico memberships are \$60 annually. International membership is \$70 per year. International Membership Digital Edition is \$50. Memberships commence on the date paid and entitle the member and spouse to the rights and privileges of membership in the Model A Ford Club of America. All correspondence related to membership, chapter formation, accessory purchases, material submitted for this magazine, technical questions, and requests for display ad rates, should be sent to:

MODEL A FORD CLUB OF AMERICA
250 S. Cypress Street • La Habra, CA 90631-5515

Telephone: 562-697-2712 • Toll-free: 866-379-3619 (orders only)
Fax: 562-690-7452

Email: info@mafca.com • Visit our website at: www.mafca.com
Office hours: 8:30 a.m. to 4:00 p.m. • Telephones answered 10:00 a.m. to 4:00 p.m. Pacific Time Monday through Friday



TECHNICAL Q&A



Chuck Christensen, 2020 Technical Director

Excerpts of answers to technical questions from MAFA members

MY THANKS TO ALL of the members who have asked questions during the past year. I hope that for the most part I have been able to resolve issues that have come up concerning the operation and enjoyment of your Model A Fords.

I have learned much during the process of researching the answers for you. This will be my last issue, as the new Technical Director will have assumed these duties at the board meeting in early December.— *Chuck Christensen*

Q: Oil Leak • I have an oil leak from the bottom of the bell housing on my '29 Tudor. The locals tell me that is normal because this oil is used to lubricate something. They said it should be a "drip." After driving, it is more than a drip. Again, the locals say there should be a large cotter key in the hole to "slow" the leak to a drip. There is nothing in the hole. The engine was rebuilt several years ago. I also looked at Les Andrews' book and saw no mention of installing a cotter key in the hole. Is there supposed to be one to slow the oil leak? Can one be installed without pulling the engine? Any other suggestions would be greatly appreciated.

*Bill Barnhart,
Billings, Montana*

A: Oil leaking from that hole usually indicates the rear main bearing has worn and is allowing more oil to pass through. Originally,

the oil passing through the bearing to lubricate it gets into a groove in the bearing cap and the block ... and is directed by a slinger on the crankshaft to a passage that carries it down into the oil pan. If there is more oil passing through than can be directed down, the excess passes into the flywheel housing and can come out that hole instead of collecting in the bottom of the housing.

The purpose of the large cotter pin is to help keep that hole open so the oil can get out. The oil is not there to lubricate anything. I do not believe it is possible to install a cotter pin unless the flywheel has been removed. Obviously the hole isn't blocked. If your engine has the original style Babbitt bearings, the rear main cap would have to be removed and shims removed to decrease the space between the bearing surface and the crankshaft journal. That's a major job.

Q: Lap Robe Holder • How far down from top do you locate the lap robe holder on the back of front seat?
Jacob Jung, Valencia, California

A: A local member gave me the following information. Since



the seat back assembly has a metal back, the holes for the bracket are there, and a nut is fastened to the back on the other side. Here are his instructions with dimensions:

With the driver's side passenger door closed, the screw nut hole nearest to the door was 9/4" from the door. It was 2 5/8" down from the top of the seat back trim. The screw, I believe, is a nickel-plated oval head 10-32 machine screw about 1" long with a point on the end. I used a needle to locate my holes. They have a nut welded on the front seat side. Two holes per side.

Q: Vapor Lock • I am the proud owner of a 1931 Victoria, and I have a few questions about vapor lock. What causes it and what can you do if you get vapor lock? How can you prevent it?

Bob Irish, Boonville, Missouri

A: Vapor lock occurs when the liquid fuel in the fuel lines, or even the carburetor, turns into a gas and prevents the liquid fuel from flowing. It's the result of excess heat, either from the environment or from the engine. As the vehicle sits there, the heat in the engine compartment makes the gasoline vaporize. I have heard that vapor lock can also occur while driving on a hot day, particularly at altitude, and causes a loss of power or even stalling.

If you get vapor lock, cool the fuel line and carburetor with cold water, either directly or with soaked towels. Allow the engine compartment to cool.

Some folks add a pint of Marvel Mystery Oil to a tank of gasoline to help lower its vaporization temperature. Some also wrap the fuel line with insulating foil. In past times, people would even clip clothes pins along the length of the fuel line. I haven't seen much of that lately — probably for a lack of those pins. There are companies, such as Summit Racing and Grainger Supplies, that sell heat-shield products in kit form.

Q: Attaching a Tow Rope • Just a hypothetical question I hope I never need. Assuming my Tudor must be towed, where would I attach the chain, strap, or whatever?
George Nero, Suffolk, Virginia

A: After talking to a couple local chapter members, we decided that looping the rope or strap around both front bumper arms and securing in the center would be a good arrangement. (The photo's light rope is used for illustration purposes only.)



Q: Front Bumper Brackets • Where can I get the details of the curve radius on the front bumper brackets for a 1929 Closed Cab Pickup?
Amir Anders, Montreal, Quebec

A: According to *Ford Chassis Parts List* books from the Model A era, the front bumper brackets for all 1928–1929 models are the same. I don't have any official reference that would give that information, so take a look at some '28–'29 Model A's, see what you can determine to be correct, and do some measuring.

Q: Vehicle, Engine Numbers • I want to purchase a 1930 Roadster. The number on the title shows

Re: "Portside List" (September/October)

I'D LIKE TO ADD another possible reason for Mr. Zoellner's list. Once a friend had the same problem. After trying everything mentioned, all with no change, he discovered the frame was cracked just behind the motor mount. Luckily, he found a usable replacement frame. The frames Henry used were flexible and served well ... but in time, all that flex can lead to some cracking. Perhaps we'll see more frame cracks in the future.

Paul Cotner, Miami, Florida

Re: "Rear Plate Only?" (November/December)

WERE THE FRONT license brackets standard equipment on all Model A's or an accessory? Mr. Ford was incredibly price conscious, and things like the actual spare tire were accessories available for additional cost. This might be an important fact, because if it was not included in the "factory build," then someone could use only the rear plate. *Fred Zumwalt, Morenci, Arizona*

THE NOTE I CITED from the June 1929 *Ford Dealer Service* letter mentions re-designing the former license plate clips. It is not introducing a new feature of the car. In my opinion, the clips were part of the original vehicle and not added accessories.

This photo from January 1928 of a customer driving a new right-hand-drive Tudor coming off the assembly line clearly shows the license plate clips in position on the headlamp bar.



M1415WM. The seller sent me a photo of the number stamped on the engine block: 4209385. In searching the internet, all I keep finding is that the serial number for that year was the engine number. But the number stamped on the engine block does not have any preceding letters or any stars at the beginning or the end. I have no idea what that number is on the title. Do you have any answers about this title and these numbers?
Stephen Ramsey, Fort Worth, Texas

A: The original engine number had a star stamped in front of and at the end of the number. This engine has been rebuilt and renumbered. Vehicles of that era did not have serial numbers as we know them today. Some of the sedans built by Briggs and Murray had their own serial numbers stamped on a plate attached to the engine side of the firewall, but Ford didn't have such

numbers on the bodies they built. In most cases, the engine number became the serial number. When the engine was installed on the frame during assembly, the engine number was stamped on the left frame rail about where your left foot would sit while driving. But the body covers that location.

As for the number on the title, its meaning is anyone's guess. Someone had to come up with something for ID purposes. ☹

Visit the Model A Ford Club of America website at www.mafca.com for more technical questions and answers.

Submit technical questions via the MAFCA website or by writing to:

Technical Director MAFCA
250 South Cypress Street
La Habra, CA 90631-5515
Email: tech@mafca.com
Phone: 925-408-7294

Letters to the Editor



IN READING LYNN SONDENAA's great article "What's on Tap?" in this month's *Restorer*, on page 14 I noticed an important tap is missing from the "Specialty Taps and Others" section.

The 3/8-20 tap is used to cut the threads for the needle valve in the

movable shaft in Model A shocks. I rebuild shocks frequently, and this tap is very important in cleaning the original threads.

Thank you, Lynn, for your great articles in *The Restorer*.

Francis Hutchins, Pendleton, Oregon



WHAT HAPPENED TO my Chapter News submission for the November/December issue? I got it in on time, with your response that you received it. The members of our club will be disappointed, as that is the first thing they look for when the magazine comes out. I am this club's first newsletter editor who has submitted to *The Restorer*, and our club has enjoyed the Chapter News more since then.

Nancy Whiddon, Victori-A's, Victoria Texas

My apologies. Somehow I failed to copy and paste your email report into my master document. I always double check that I've not missed any, but somehow this time I failed. Please convey my apologies to the people in your club. — Andy

Let me know what you like about The Restorer, what can be improved, and what articles you'd like to see (or write). Reach me at Restorer@mafca.com.

Letters may be edited for space or readability.

Here is the Chapter News report that I failed to include:

Victori-A's: Meetings have been canceled, the Texas Tour scaled down, and the Pate swap meet canceled. We are looking forward to our annual meeting/lunch/auction in September. We get together with the Victoria AACA Club for a mini Show 'n' Shine once a month at Dairy Queen for a snack and fellowship with each other and our cars. We practice social distancing, stay safe, and wear our masks.

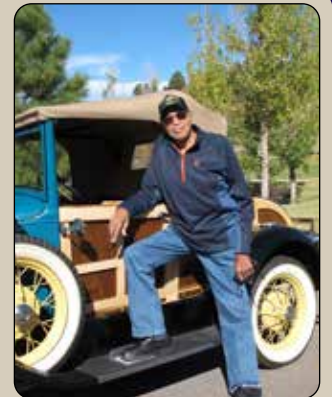
Pictured: Gary East and his 1930 Coupe at the Dairy Queen.



(Letters continue on page 7)

In the Next Issue

WHAT DO YOU DO when you've accumulated a lot of extra Model A parts (but not the car's body) and you're also an accomplished woodworker? Lowell Bell of the Pikes Peak Model A Ford Club in Colorado Springs spent many years creating and assembling this one-of-a-kind 1930 Roadster Woodie, inspired, he says, by seeing a 1940s wood-bodied Chrysler Town & Country.



FUTURE MAFCA EVENTS

MAFCA National Tour

June 20-25, 2021

North Conway, New Hampshire

host: New Hampshire Lakes Region MAC

National Awards Banquet 2021

December 2-5,

Fort Worth, Texas

host: Fort Worth Model A Club

MAFCA National Convention

June 12-17, 2022

Kerrville, Texas

host: Alamo A's

National Awards Banquet 2022

Dates Pending

near Denver, Colorado

host: Model A Ford Club of Colorado

MAFCA Board of Directors Meeting Dates for 2021

February 6 • La Habra, California
(via Zoom)

May 22 • La Habra, California

August 28 • La Habra, California

December 4 • Fort Worth, Texas

Board Meeting agendas are available at www.mafca.com, or call MAFCA Headquarters: 562-697-2712.

Please Note:

If you are aware of dates, host clubs, or locations for future meets and events, please submit the information so we can pass it along to the membership.



MAFCA CALENDAR



2021 – 2023

2021

January 23-24 • Turlock, California. Modesto Area A's 55th Annual Swap Meet, at the Stanislaus County Fairgrounds, Modesto, CA. \$5 on Saturday, \$5 on Sunday. Model A Ford Club members, see vintage items. For information: www.TurlockSwapMeet.com. Next year's date: January 29-30, 2022.

CANCELLED

April 16-17-2021 • Greenwood, South Carolina. 16th Annual All Model A Parts Swap Meet, hosted by Old 96 District MAFCA. At 314 Old Mount Moriah Road (on Rt. 221 Between 25 and Rt. 225). Model T parts welcome. Set-up: Thursday. Friday, 8:00-5:00. Saturday, 8:00-3:00. \$2 per adult; Car corral: \$10 for both days. Vendor space: \$25 preregistered; \$30 at the gate. Lunch available until 1:00. Door prizes and 50/50 drawing daily. For information: Warren Reynolds, 864-980-7937, swreynolds@centurylink.net or Ralph Roub, 864-992-3230

April 25 • Columbus, Indiana. 57th Annual Model A Swap Meet sponsored by the Columbus, Indiana, Model A Club at the Bartholomew County 4-H Fairgrounds at State Rd 11 and County Rd. 200 South. 7:00 a.m. to 1:00 pm. Admission \$3. Inside spaces 10 x 10, \$10. Table rental, \$2 each. Breakfast and lunch available. Model A Ford cars on display. For information, contact Larry Morlock, 3407 Woodland Place, Columbus, IN 47203. 812-371-6628. l.morlock@att.net or www.modelacolombus.org

June 20-25 • North Conway, New Hampshire. MAFCA National Tour, hosted by New Hampshire Lakes Region Model A Club. For tour information: <https://www.2021mafcanationaltour.com/> Host hotel: North Conway Grand Hotel, 72 Common Ct., North Conway, NH 03860, 1-800-055-1452.

September 18 • Hickory Corners, Michigan. Model A Ford Foundation hosts the 11th Annual Model A Day at the MAFFI Museum. Swap meet, Annual MAFFI membership meeting, Model A Hall of Fame induction, and special seminars. <http://www.maffi.org>. Contact: Jerry Morrissey, jertrudy@sbcglobal.net, 269-615-3719.

September 18 • Worldwide. International Model A Ford Day. On this day, people around the world all take their Model A Ford for a ride, alone or with

Letters (Continued)

I FOUND THE SEPTEMBER/OCTOBER issue especially interesting. I always enjoy reading through the magazine as soon as it arrives, but some articles catch my interest more than others, and the last magazine was full of good things.



Thanks for your great work as compiler and editor. *The Restorer* is a publication we can be proud of.

*Derek Morton, President,
Lions Gate Model A Club,
Delta, British Columbia, Canada*

clubs and friends. Please forward high-quality photos, plus identification of the group and location, to Bruce Adams, Sailbruce@aol.com, for submission to *The Restorer*. (Rain date, Sept. 19).

December 2-5 • Fort Worth, Texas. National Awards Banquet, hosted by the Fort Worth Chapter. Watch for details.

2022

January 29-30, 2022 • Turlock, California. Modesto Area A's Annual Swap Meet, at the Stanislaus County Fairgrounds. www.TurlockSwapMeet.com Watch for details.

June 12-17, 2022 • Kerrville, Texas. MAFCA National Convention, hosted by Alamo A's. Watch for details. Contact: Jimmy Taylor: 830-660-8094.

2023

June 11-16, 2023 • Breckenridge, Colorado. Midwest Regional Meet, hosted by Model A Ford Club of Colorado. Contact: Contact: Gary Heath 303-519-0722 gheath4@yahoo.com, or Vern Sybesma, vernsybs@gmail.com

TO BETTER SERVE MAFCA MEMBERS, chapters, regions, and special interest groups, send event notification to calendar@mafca.com or mailed to the office (attention calendar). No event shall be accepted if more than 36 months out.

All event notices must include the chair's name; contact person, along with their address, telephone, and email; name and date of the event. A description, limited to 75 words, may be included and is subject to space limitations. MAFCA has sole decision-making authority in determining acceptance of all events to be published.

Model A Ford Club of America			
Statement of Activities and Changes in Net Assets for the year ending June 30, 2020			
David Libbey, Treasurer			
Current Assets	2020	Net Assets	
Cash	\$197,446	Without Donor Restrictions	\$1,249,582
Certificates of Deposits	835,000	Total Net Assets	\$1,249,582
Receivables	300		
Accrued Interest	3,622	Statement of Activities	
Inventory	130,823	Support and Revenue	
Inventory (Awards)	31,815	Members-Initiation	\$4,280
Prepaid Expenses	35,303	Members-US	522,489
Total Current Assets	1,234,310	Members-International	22,670
		Accessories	18,169
Property and Equipment		Accessories-Nonmembers	2,451
Building and Improvements	\$216,508	Publications	26,892
Land	23,000	Publications-nonmembers	21,862
Furniture and Fixtures	10,526	Postage	16,612
Office Equipment	41,181	Advertising	902
	291,215	Advertising-Nonmember	40,643
Less Accumulated Depreciation	(248,514)	Donations	15,790
Total Property and Equipment	\$42,701	Investment Return	14,912
		Chapter Insurance Income	16,748
Other Assets		Other	0
Deposits	\$10,500	Total Revenues and Support	\$724,420
Website	2,406		
	12,906	Expenses	
Less Accumulated Depreciation	(67)	Administration	\$375,706
Total Other Assets	\$12,839	Publications	27,788
		National Events	34,014
Total Assets	\$1,289,850	Restorer Magazine	164,652
		Accessories	23,897
Liabilities		Loss on Meets and Events	0
Accounts Payable	\$1,743	Total Expenses	\$626,057
Income Taxes Payable	0		
Payroll Liabilities	896	Increase in Net Assets	\$98,363
Accrued Payroll Taxes	2,983		
Simple IRA	696	Net Assets at Beginning of Year	\$1,151,219
PPP Loan	33,855		
Sales Tax Payable	95	Net Assets at End of Year	\$1,249,582
Total Liabilities	\$40,267		

2021 National Tour

June 20 – 25 2021 North Conway, NH

Have you **RESERVED** your hotel room?

North Conway Grand Hotel

72 Common Ct.

North Conway, NH 03860

800-655-1452 / 603-356-9300

Use Code: **National Model A Tour 2021**

(*A second hotel will be added if needed)



www.northconwaygrand.com

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See tour article in this edition of *THE RESTORER*



(background watercolor courtesy of: www.whitemountainart.net)

Hosts: New Hampshire Lakes Region Model A Club

<https://www.2021mafcanationaltour.com>

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A WHITE MOUNTAIN ADVENTURE



A WHITE MOUNTAIN ADVENTURE MAFCA NATIONAL TOUR June 20-25, 2021



Please Print Legibly - Please attach a separate list if more space is needed or if more than two participants.

Name:		Traveling Companion:	
Street:		City & State:	Zip:
MAFCA #:	Cell #:	Email:	Trailer Parking? Yes <input type="radio"/> No <input type="radio"/>

Event Registration	Quantity	Price per Person	Total
Registration postmarked by May 1, 2021 includes welcome dinner, license plate, patch, dash plaque.	1 person	\$135	
Traveling companion (per person): includes welcome dinner.		\$70	
Youth, under the age of 21 or in college; includes welcome dinner.		\$50	
Late Registration Fee – after May 1, 2021	Per Registration	\$25	
New MAFCA Membership (<i>MAFCA membership is required for all participants.</i>) \$50 US / \$60 Canada & Mexico / \$70 International		\$50 \$60 \$70	
Farewell Dinner Party, per person		\$45	
Trailer Parking		\$10	
Online registration and payment fee		\$5	
Extra license plate (1 is included with registration)		\$7	
Extra patch (1 is included with registration)		\$7	
Grand Total	Add amounts in the TOTAL COLUMN		

All cancellation refund requests will reflect a \$30 cancellation fee. Requests for refunds must be received by June 12, 2021; refund requests received thereafter cannot be honored.

1. **EVERYONE ATTENDING THIS EVENT MUST SIGN AND RETURN MAFCA'S RELEASE OF LIABILITY FORM WITH THIS REGISTRATION FORM.**
2. **Order and pay for tour apparel at:** <https://www.calicographics.com/grouporders.htm>

Choose one of these options to register and pay:

A. U.S. mail – send Registration Form and check payable to MAFCA 2021 National Tour to:

Registrar, MAFCA 2021 National Tour
PO Box 168
Melvin Village, NH 03850

B. Online – complete Registration Form, pay electronically at: <https://www.2021mafcanationaltour.com>

Tour Website: https://www.2021mafcanationaltour.com/	Registration questions – call Dave Libbey at (774) 293-0085 (9am-9pm Eastern) or email david.libbey@gmail.com
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Registrar's Use Only

Date Received	\$ Receive	Check #	Online Payment	Registration #

**MODEL A FORD CLUB OF AMERICA
WAIVER, INDEMNIFICATION RELEASE AGREEMENT**

IN CONSIDERATION OF BEING PERMITTED TO VOLUNTARILY PARTICIPATE (AT MY REQUEST) IN THE EVENT OF MODEL A FORD CLUB OF AMERICA ("MAFCA"), ITS CHAPTERS, REGIONS AND/OR SPECIAL INTEREST GROUPS REFERRED TO BELOW ("EVENT"), I/We, THE UNDERSIGNED AGREE(S) TO THE FOLLOWING:

1. THE UNDERSIGNED HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE MAFCA, ITS CHAPTERS, REGIONS OR SPECIAL INTEREST GROUPS, THEIR EMPLOYEES, OFFICERS AND AGENTS ("Releasees") from all liability to the undersigned, his or her or their personal representatives, assigns, heirs, family members and next of kin ("**Releasors**") for any loss, damage, or claim therefor on account of injury to the person or property of the Releasors, whether caused by any negligent act or omission or other fault of the Releasees or otherwise while the undersigned is participating in the Event or using any of Releasees' facilities in connection with the Event.

2. THE RELEASORS HEREBY AGREE TO INDEMNIFY AND HOLD HARMLESS the Releasees from all liability, claims, demands, causes of action, charges, expenses, and attorney fees and all other costs resulting from my involvement in the Event whether caused by any negligent act or omission or other fault of the Releasees or otherwise.

3. THE RELEASORS HEREBY ASSUME FULL RESPONSIBILITY FOR AND RISK OF PERSONAL OR BODILY INJURY, DEATH OR PROPERTY DAMAGE while upon Releasee property or participating in the Event or using any Releasee facilities and/or equipment whether caused by any negligent act or omission or other fault of Releasees or otherwise. The Releasors expressly agree that the foregoing release and waiver, indemnity agreement and assumption of risk are intended to be and shall be interpreted and applied as broad and inclusive as permitted by applicable law.

I ACKNOWLEDGE THAT I HAVE READ THE FOREGOING, THAT I AM VOLUNTARILY ENTERING INTO THIS AGREEMENT AND THAT I AM AWARE OF THE LEGAL CONSEQUENCES OF THIS AGREEMENT, including that it prevents me, my personal representatives, assigns, heirs, family members and next of kin from suing the Releasees if I am injured or damaged for any reason as a result of participation in the Event.

IF THE PARTICIPANT IS A MINOR, HIS OR HER CUSTODIAL PARENT OR LEGAL GUARDIAN MUST READ AND EXECUTE THIS AGREEMENT WHERE INDICATED BELOW. I hereby warrant and represent that I am the legal guardian or custodial parent of the minor named below, who is a minor, and agree, on my own and said minor's behalf to the terms and conditions of the foregoing agreement.

I understand that I may talk to my legal advisor about this agreement and I have either done so or chosen not to. I understand that I have the right and have been given the opportunity to object to and bargain about the provisions of this agreement. I am voluntarily signing this agreement and intend it to be the unconditional release of all liability to the greatest extent allowed by applicable law.

BEFORE SIGNING, CAREFULLY READ THIS ENTIRE AGREEMENT: If any accident, injury, death, or damage to personal property occurs, you (by signing this agreement) will be giving up certain legal rights. If any part of this agreement is held invalid, the rest of the provisions shall remain in effect. If you do not understand anything in this agreement, you should not sign it and you should instead consult your legal advisor.

_____	Date:	_____	Date:
Adult Participant SIGNATURE		Minor Participant SIGNATURE	
_____	Date:	_____	Date:
Adult Participant NAME (print)		Minor Participant NAME (print)	
_____	Date:	_____	Date:
Adult Participant SIGNATURE		Minor Participant SIGNATURE	
_____	Date:	_____	Date:
Adult Participant NAME (print)		Minor Participant NAME (print)	
		_____	Date:
		Parent/Guardian SIGNATURE	
		_____	Date:
		Parent/Guardian NAME (print)	

REGISTRAR'S USE ONLY:

Event: MAFCA 2021 National Tour (A White Mountain Adventure)

Event Date: June 20-25, 2021

Registration Number: _____

MAFCA National Tour 2021

Live Free ... *and Drive!*

“A White Mountain Adventure” June 20 to 25

By Janice Costello

with contributions by Irene Ladd and Keith Costello

120-foot span from 1858 in Albany, New Hampshire

IN NEW ENGLAND, there is an old saying that “you can’t get there from here.” But this coming June, all roads will lead to the 2021 MAFCA National Tour for “A White Mountain Adventure” in North Conway, New Hampshire.

The tour’s organizers are confident that you will smile as you look down the many Model A-friendly paths that beckon in the home territory of the New Hampshire Lakes Region Model A Club.

Choose one road — or choose them all during your June 20 to 25 visit. Whatever you decide, you will be glad to delve into this quaint, historic section of New England.

ONE OF THE THIRTEEN original colonies, New



Hampshire shares an international border with Canada to the north and borders Maine, Vermont, and Massachusetts and the seacoast of the Atlantic Ocean. New Hampshire is known

as the Granite State, or sometimes the White Mountain State, and boasts a state motto of “Live Free or Die.”

New Hampshire’s geography ranges from low, coastal land to New England farmlands, abundant lakes, woodland forests, and mountains. This MAFCA National Tour will take you through the famous White Mountain Presidential ranges — including mountains named for Madison, Adams, Jefferson, Washington, Monroe, Franklin, and Eisenhower. Imagine touring all of this in your Model A.

EACH TOUR MORNING, (Monday, Tuesday, and

Thursday) join the hub-and-spoke style trips of 100 to 120 Model A-friendly miles. You’ll set out from the North Conway Grand Hotel and return in the late afternoon to relax, shop, and seek out a satisfying meal as you plan your next day’s adventure.



Mount Washington Cog Railway

On Wednesday you are free to make your own plans in and around the area: with options that include shopping at the North Conway tax-free outlets, checking out the North Conway Railroad, exploring Lake Winnepesaukee, or any number of other, local possibilities.

Or you could decide to travel along on the optional coastal tour to Kennebunk, Maine, home of “lobsta,” maritime artifacts, period architecture, a rich shipping history, nature preserves, and, of course, the Atlantic Ocean in all its glory.

WHAT CAN YOU EXPECT on the byways of New Hampshire? Simply put: views, vistas, and roads winding through countryside that will keep you guessing what’s around the next bend. Lakes, streams, covered bridges, gorges, forests, mountains, valleys, and villages — they’re all here. You’ll also want to keep your eyes peeled for wildlife, as glimpses of deer, herons, eagles, black bear, moose, and smaller critters are also possible.

Do remember, it will be early summer in New England, and that means cool morning temperatures with dew and maybe also fog, which will usually clear up fairly early as the sun warms the day.

TAKE A LOOK at this exciting agenda of tours the New Hampshire Lakes Region Model A Club has planned, and mark your calendars for this amazing opportunity to enjoy the ambiance of your Model A, the camaraderie of your fellow travelers, and the delights of this beautiful, historic region of the country. You will be glad you did!

Mount Washington Valley Tour

This tour will take you north from North Conway to travel through many small New Hampshire towns like Jackson, home of the Honeymoon Covered Bridge. From there you will proceed to the Mount



Washington Auto Road, with its thrilling ascent of over 6,000 feet to the summit. Whether you drive the steep, twisting road or take the Cog Railway, from the top, you'll look to take in views of Maine, Vermont, Massachusetts, Canada, and the Atlantic Ocean, seeing hundreds of miles of territory on clear days.

From the Auto Road you will continue north to Gorham, New Hampshire, and around Mount Adams through the beautiful White Mountains. Special features of this tour include a visit to The Cog Railway, which travels up Mt. Washington, and the chance to have lunch at the historic Mount Washington Hotel. A few covered bridges and many wonderful sights are waiting for you. Proper mountain dress is a must! The higher you ascend, the cooler it gets.



Route 153, Museums and Wolfeboro, N.H. Tour

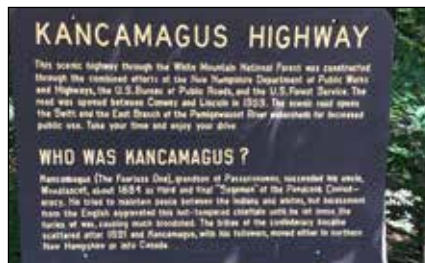
On this tour you will see more wonderful New England vistas as you spend a short time traveling in Maine before returning to New Hampshire with its lakes and fine museums. In Wolfeboro, America's first summer resort, you will find many opportunities to shop and find a place



for lunch. The curious can visit the New Hampshire Boat Museum, the Wright World War II Museum, and the Libbey Natural History Museum — or behave like royalty and ascend to the Castle in the Clouds in Moultonborough, New Hampshire, and see spectacular views of Lake Winnepesaukee.

Kancamagus Highway, On Golden Pond Tour

A National Scenic Byway with a tongue-twister name,



the Kancamagus Highway is New England's most superb scenic drive. This tour will take you on the "Kanc," as it is known to the locals, with river

views, covered bridges, and wonderful mountain vistas.

Then head south to Holderness and Squam Lake, where some scenes of *On Golden Pond* were filmed. Take a lake tour, visit the Natural Wildlife Center, or do both, then mosey through the quaint village of Sandwich and back to North Conway and the Grand Hotel for an evening of relaxing.

Kennebunk, Maine, Optional Tour

This tour will take you to the coastal town of



Wedding Cake House in Kennebunk

Kennebunk, Maine. Established in 1736, this seaport has a significant number of late 18th and 19th century houses from the period when Kennebunk was a shipbuilding and maritime

shipping center. Kennebunk is home to several beaches, the Rachel Carson National Wildlife Refuge, the 1799 Kennebunk Inn, the Brick Store Museum, and the Nature Conservancy's Kennebunk Plains, with 1,500 acres of nature trails and blueberry fields. After a busy day of touring in the ocean air, the comforts of the Grand Hotel will be especially appreciated!

ALL THESE EXPERIENCES can be yours if you join the New Hampshire Lakes Region Model A Club's 2021 MAFCA Tour this coming June. The club has painstakingly planned diverse opportunities for tour participants to soak in all that New Hampshire offers its guests, and just as importantly, to meet and greet old friends and make new ones while enjoying every aspect of the Model A life. Join us. You'll be glad you did!

You'll find registration and hotel information at: www.2021mafcanationaltour.com ☺

Five New Directors Take Their Place On MAFCA Board

WITH FIVE POSITIONS OPEN on the club's Board of Directors, six candidates stepped forward to volunteer their time and experience to help keep MAFCA a world-class organization.

Your votes were cast, then counted by volunteers at MAFCA headquarters. The following five candidates — Happy Begg, Robert Bullard, Ruth Janke, Dean Potter, and Bill Truesdell — were elected to a two-year term beginning January 1, 2021, and ending December 31, 2022.



Happy Begg
Irmo, South Carolina
Vice President



Robert Bullard
Hockley, Texas
Chapter Coordinator



Ruth Janke
Concord, California
Secretary



Dean Potter
Calgary, Alberta, Canada
Publications/PR



Bill Truesdell
Concord, California
President

Continuing Directors



Dan Foulk
Bakersfield, Calif.
Advertising



Tom Jeanes
Pollock Pines, Calif.
Technical



David Libbey
Grafton, Mass.
Treasurer



Doug Linden
Southborough, Mass.
Membership

Two of the five incoming Directors have already served on the Board. Happy Begg served as MAFCA Vice President in 2014, 2015, and 2016 — and in 2017 as President. Bill Truesdell served as Publications Director in 2019 and in 2020 as President.

Ruth Janke's late husband, Alex, served as MAFCA's President for three terms. They join four continuing directors, whose terms extend through this year.

We welcome these five new Board members, who were installed at an online meeting in early December. ☺



With MAFCA Office Manager Sandra Aguirre and outgoing Secretary Kay Lee tabulating the votes, MAFCA's 2021 Board members met via Zoom to select the new officers as well as the dates and locations for their 2021 meetings.

National Awards (without a banquet)



See you in Fort Worth,
December 2-5, 2021

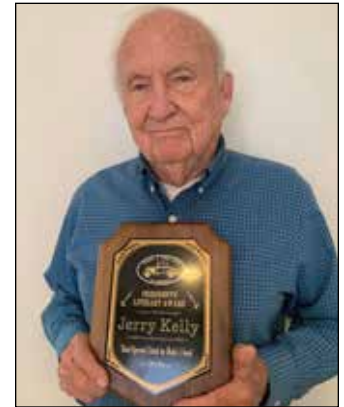
AS THINGS HAD BEEN PLANNED, MAFCA members from near and far would have gathered in Fort Worth, Texas, December 3 to 6, for the National Awards Banquet. Hosted by Fort Worth's "Cowtown A's," we'd have enjoyed our time at the Springhill Suites, located near the Fort Worth Stockyards, in a historic district evoking the Old West.

Then COVID-19 appeared, and all plans were put on hold. The Cowtown A's have agreed to host the 2021 National Awards Banquet December 2 to 5. Meanwhile, the 2020 awards were mailed to their recipients, who were asked to send a photo of themselves with their award. Until we can meet in person once again, it's the best we can do.

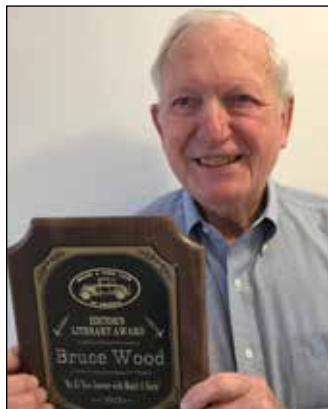
Congratulations, award winners. ☺



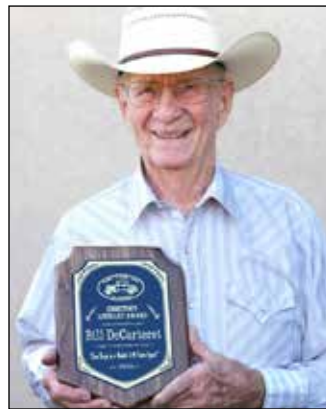
Howard Eckstein
Bill Reeder Award



Jerry Kelly
President's Award



Bruce Wood
Editor's Award



Bill DeCarteret
Directors' Award



Peggy Gill
Era Fashion Award



Chris DuVall
Jim Ryner Photograph Award

MAFCA Literary Awards

Bill Reeder Award

Howard Eckstein, Orem, Utah
"Should Basic Timing be Altered for High Compression Heads,"
March/April 2020



Directors' Award

Bill DeCarteret, Visalia, California,
"Two Trips in a Model A: 90 Years
Apart, Same Destination,"
July/August 2020



President's Award

Jerry Kelly, Roseville, California
"Hand Operated Clutch for
Model A Fords," May/June 2020



Era Fashion Award

Peggy Gill, Sacramento, California,
"The Color of Fashions in Your
Model A World,"
September/October 2020



Editor's Award

Bruce Wood, Hingham, Massachusetts
"My 85-Year Journey with Model A
Fords," May/June 2020



Jim Ryner Photograph Award

Chris DuVall, Tulsa, Oklahoma,
Front cover photo of dogwoods
in blossom and a 1929 Phaeton,
July/August 2020



Newsletter, Website, and Chapter Service Awards

Newsletter Awards

Newsletter of the Year

The Accelerator, MAFC of New Jersey, Joan Kimball

Newsletter of Excellence

Motometer, Utah Valley Model A Club, Robert Mack

Newsletter of Distinction

The Ford Script, Fiftieth Anniversary A's,
Patsy Desaulniers

Newsletters of Merit

The Spare Tire, The Palmetto A's of South
Carolina, Twila Cockerill

The Generator, Old Dominion MAFC, Stew Wolfe

Harbor Light, Harbor Area Model A Club,
Dick Wyckoff

Spoken Wheel, Santa Anita A's, Joe Wilson

The Ford Squeaks, Piney Wood Model A Club,
Frank De Lucia

The Distributor, Queen City A's, Bruce Hyland

Charter Oak Acorn News, Charter Oak A's,
Phil Kneeland

The Ford Script, Santa Clara Valley Chapter,
Chuck Elderton

The Columbia Crier, Columbia Basin Model A Club,
Jan Jackson

The Distributor, Orange County MAFC,
Tissy Smith-Hatcher

The Volcano View, Volcano A's, Rob Rusunen

The Reflector, Palomar MAFC, David Frazee

The Ab-oo-ga, Capitol A's, Paul Menz/Al Smith

The Headlight Herald, Santa Maria A's, Ron Stevens

The Rogue Ramblings, Henry's Lady A's, Lisa Acra

Sullivan Trail A's News, Sullivan Trail MAFC,
Jim Morris

Steering Wheel, Victori-A's, Nancy Whiddon

Unusual Newsletter

The Pandemic Press, The Palomar A's, John Frazee

Best International:

The Ford Script, Stampede City MAFC, Al Friesen

Best Special Interest:

The Cabrioletter, The Cabriolet Club,
Tom Krueger/Alan Mende

Website Awards

Website of the Year

Northwest Missouri MAFC, Sherry Winkinhofer

Website of Distinction

Beaver Chapter, Richard Starkweather

Website of Merit

Sooner Model A Club, Will Langford

Canada's Capital A's, Dave and Pam Jamieson

Evergreen A's, Gary Price

Chapter Service Awards

Sierra Chapter, Floyd Dupras

MARC of Arizona, Mrs. Lois Cook

Enduring A's, Jerry Melland

Evergreen A's, George Sage

Dallas MAFC, Pat Davis

Santa Clara Valley, Chuck and Nora Elderton

River City MAFC, Connie Penny

Utah Valley MAC, Howard Eckstein

Diablo A's, Steve Mick

International Model A Ford Victoria Association,

Tom Endy

Volunteer of the Year Award

Santa Clara Valley Chapter, Kelly Bybee



Joan Kimball
Newsletter of the Year



Sherry Winkinhofer
Website of the Year



Anne and Kelly Bybee
Volunteer of the Year

File away this simple solution.

When the Headlight Plug Won't Fit

By Ronald Jawernycky

IF YOU TRY TO CONNECT the conduit ferrule to the headlight socket, you will find it is a very difficult task. You have to compress the headlight wire harness connectors (these are spring loaded) and insert the headlight plug (with wires) and press very hard — and at the same time rotate the conduit ferrule and hope everything aligns.

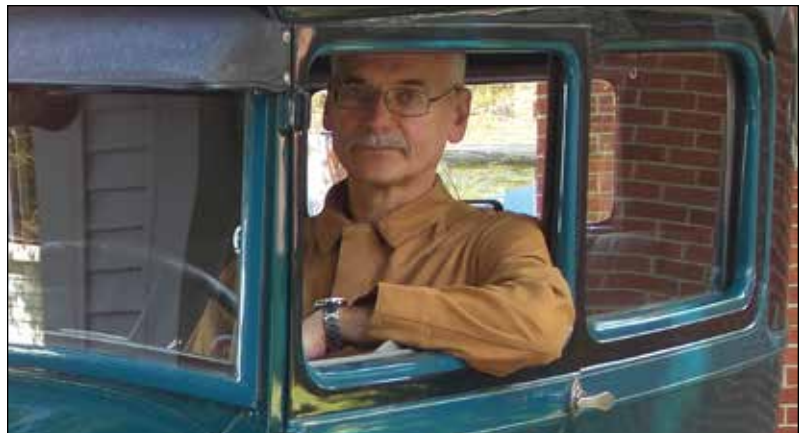
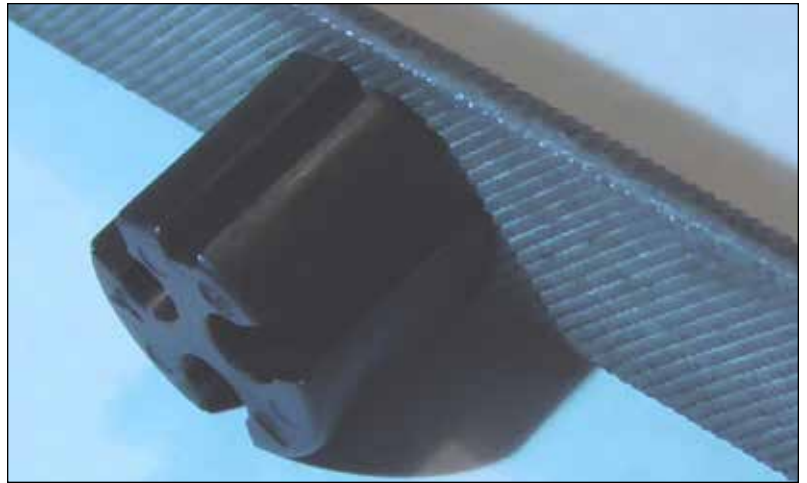
After several attempts of compressing the spring terminals, I realized the clearance stack-up between the conduit ferrule and the wiring harness was too much. No matter how hard I pressed in the ferrule, it would not compress enough. Something had to change.

The quick fix, carefully using a flat file, was to file the end of the plastic headlight plug. (Just make sure you don't file the end of the plug with the lettering for the headlight wiring harness. You need the lettering — Y for the yellow wire, G for the green wire, and R for the red wire — to attach the wires from the headlamp wiring harness.)

There is no exact amount of plastic that needs to be filed off. This calls for trial and error. You just need to file enough so you can compress the conduit to the headlamp.

The third photo shows the difference in length of two headlight plugs. Neither of them has been filed. So you can see that the manufacturer didn't have tight tolerances. File away just the amount you need. ☺

Ronald Jawernycky lives in Farmington Hills, Michigan. He bought his first Model A (a 1931 Slant Window Fordor 160A) at the age of 16. He purchased his second Model A (a 1928 Tudor) six years later. An electrical engineer and inventor, he now drives a 1928 Tudor and a 1931 standard (160A) Slant Windshield Fordor.



Steering Tube Repair and Restoration

Don't put up with a nasty crack like that.

By Bob Hitchcock,
Frank De Lucia,
David Teale,
and Jim Blaszcak

BECAUSE THE STEERING COLUMN assembly passes from the frame into the body of the vehicle, this type of arrangement and attachment points make the column experience severe stresses in normal driving.

The frame and body movements act independently under different load and road conditions. The result can initiate a stress crack in the steering column outer tube. This typically occurs where the semi-round tube and control rod bushing plate meet.

To produce this geometry, Ford had to cut a window in the steering column outer tube to braze weld the control rod bushing plate to the outer tube and allow for the control rods to exit.

This manufacturing procedure creates the ideal stress riser, and after years of service can produce fatigue cracks. This common failure can progress until the tube separates into two sections.

But the good news is that this can be repaired and reinforced to prevent any future failures.



Cut slot window area (circled) with stress crack below



THIS ARTICLE WILL PROVIDE a step-by-step procedure to repair and restore a cracked outer steering column tube for the 2-tooth Model A steering column assembly. (This assembly was introduced in February 1929 in some Model A's.) This includes all varieties (Ford and Gemmer) where the steering column tube is attached via the column clamp at the gearbox.

These techniques can also be adapted for earlier 7-tooth versions, but additional steps must be taken to remove the tube from the integral weld at the gearbox.

Owners should periodically inspect their steering columns for cracks near the transition point where failure typically occurs. Cracks usually start at either side of the tube where the control rod bushing plate meets the tubing, forming a right-angled corner. The photo above shows a failure where the tubing has cracked and separated into two pieces.

Steering Column Tube Removal

1. **Remove the steering wheel** from the steering column shaft by removing the steering wheel nut and carefully pulling or by tapping the wheel until the taper fit releases. (*Note:* Use a brass mallet or preferably a steering wheel puller.) Then remove the Woodruff key from the steering column shaft.
2. **Loosen the column clamp bolt** and nut to release the clamp pressure on the tube. The tube should now be loose on the assembly.
3. **Thread the steering wheel nut** back onto the shaft to protect the threads. Carefully tap the shaft/nut and drive it down through the upper column bushing.



4. Remove the broken steering column tubes from the steering box assembly.
5. Remove control rods from the steering column tube and upper column bushing.

OPTION A: REPLACING CONTROL ROD LEVERS.

Using an angle grinder with a cut-off wheel, carefully cut the control rods just below the control rod bushing plate and just above the control arms. Replace or salvage the existing control arms from each control rod lever separately.

Note: New control rod levers, along with cleaning up the top of the steering column flange surfaces, will restore some of the original notched action.

OPTION B: SALVAGING CONTROL ROD LEVERS

Refer to page 1-302 in the *Model A Ford Mechanics Handbook, Vol. I*, by Les Andrews, for instructions. The control rods are held in place by the spring load against the control rod arms. Soft pins attach the control arms to the control rod levers. Do not attempt to drill out the pins. The pins can be easily sheared by following the instructions in the book. Salvage the control arms from each control rod separately.

6. Remove both control rods by pulling them out of the upper column bushing. If required, replace a worn, flat knurling surface on the steering column flange. (Years of use results in a smooth, flat area on the top of the steering column flange and the underside of the control rod levers.)
7. Insert a large-diameter steel rod from the bottom of the upper steering column tube section. Tap the rod to drive the upper steering column bushing out of its seat in the steering column tube.
Note: The upper steering column bushing may be held in place by 2 upper bushing retaining screws. To prevent damage, these screws must be removed before driving out the steering column bushing.
8. The steering column tube sections are now ready for the repair procedure.

Repair Procedure

1. Sandblast or clean ends of both steering column tube sections with a wire brush. The inside and outside surfaces should be clean of all paint, grease, and oil.

Note: The control rod bushing plate is brazed welded to the steering column tube window section.



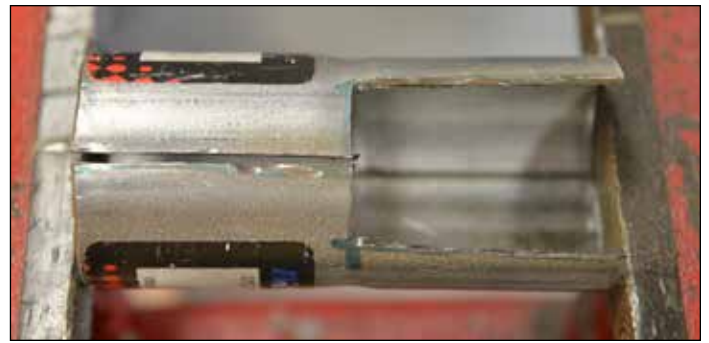
2. Once the parts are cleaned, check the steering column tube section's initial fit. The goal is to get the two sections to match as closely as possible. *Note:* This repair method will accommodate pieces that do not match perfectly.



3. Measure the internal diameter of both sections of the steering column tube and purchase an exhaust repair

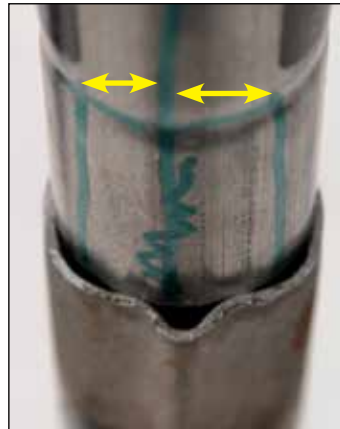
connector or adapter to modify to fit inside both ends. Target a diameter as close as possible to the tubing's internal diameter. Slightly larger is better than too small.

Note: The photo on page 18 shows one example available from a local auto parts store.



begin cutting slots in the repair connector along the marked lines.

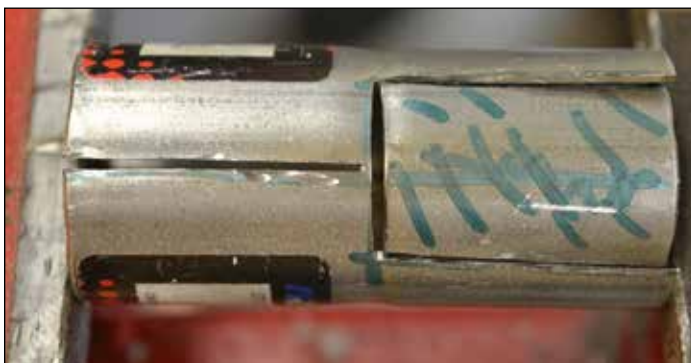
4. Mark the halfway point on the repair connector with a fine-tip marker. On one half, draw a straight longitudinal line. This will become the first cut line.



Align the other end of the repair connector with the lower steering column tube section. Mark both sides as boundaries for a window cut. (The boundary marks for the cut window must clear the center line geometry.) When finished, the markings should resemble a goal post.



6. Use a Dremel tool and a small deburring stone to machine a small entrance bevel in the upper steering column tube. Repeat this process for the lower tube. This will allow for easy insertion of the connector.



5. Place repair connector in a vise and clamp securely. Using a Dremel tool with a small metal cut-off wheel,

7. Fit both ends of the repair connector into each steering column tube section to make sure the fit is snug, secure,

and allows for the tubing sections to join in their original alignment. If needed, adjust the slot width to ensure a good dry fit.



8. Remove any stickers, aluminum, or galvanized coatings on the repair connector using a wire wheel or abrasive wheel. Make sure that all the outside surface is clean for plug welding and that no coatings remain.



9. Insert the repair connector halfway into each steering column tube section. Using a fine felt marker and with both tube sections in alignment with the repair connector, mark boundary locations and locations for 8 $\frac{1}{4}$ " drilled holes on each section.

The layout of the 8 random $\frac{1}{4}$ " drilled holes with ample plug weld material will ensure the steering column tube sections and the repair connector are securely located.

Note: Mark both sides of each steering column tube and stay clear of the repair connector and weld seam. Four of the $\frac{1}{4}$ " drilled holes should be positioned lower due to the cut window section of the repair connector.

To complete each marked steering column tube section correctly, insert the repair connector halfway into each steering column tube section.

10. Using a portable drill or drill press with a $\frac{1}{4}$ " drill bit, drill each marked hole location. These 16 holes will serve



as anchor points for securing the steering column tube sections.

11. Deburr the holes on the inside of each tube section using a Dremel tool and grinding stone. For final assembly, the inside diameter of each section must be clean and free from any burrs. *Note:* The position of the 16 drilled holes is away from the repair connector cut window and steering column tube weld seams.



12. Dry assemble the repair connector and the two steering column tube sections. *Note:* Equally position the repair connector cut window within the tube sections. Check that the failure crack line is correctly aligned and that the overall assembly is straight and true.

13. Secure the steering column tube assembly in a vise. Using a drill press or portable drill, drill 8 $\frac{1}{8}$ " pilot holes for a sheet metal screw in 16 alternate $\frac{1}{4}$ " drilled holes in each tube section. (See photo at top of page 21.)

Note: On each section, 4 $\frac{1}{8}$ " pilot holes are used for sheet metal screws and 4 $\frac{1}{4}$ " drilled holes are used for



plug weld access points. All 1/8" pilot holes should be staggered as shown. Use a fine felt marker to identify 1/8" pilot hole locations. Do not disturb the alignment of the assembled parts while drilling.



14. Secure the repair connector onto each steering column tube section by installing the 8 sheet metal screws, 4 per each section. Check steering column tube assembly and ensure correct alignment during installation of the screws. These will temporarily hold the assembly together during the plug welding process and will be removed later.

15. Clean the steering column tube section surface and plug weld 8 open holes by alternating the top and bottom plug welds. Adjust the plug weld settings to achieve good penetration, but do not burn through the repair connector material. An ideal weld will not have any drips or puddles inside the tubing.



16. Remove 8 sheet metal screws. The 8 plug welds will hold the assembly together for the next phase of plug welding.



17. Plug weld the remaining 8 open holes.

18. Using an angle grinder and a thin grinding wheel, create a V- or U-shaped groove along the original crack line. This will provide a good groove for the final weld bead along the original crack.



19. Apply a weld bead along the original crack.

Note: Alternate sides or stitch weld to keep heat input low. Braze material will melt around the control rod bushing plate if excessive heat is applied.



20. Blend welds using a grinding wheel or sanding disc. Repair can be blended to simulate a continuous weld seam, just as Ford manufactured the original tube. The repair is now ready for filling and painting as needed. ☺



Bob Hitchcock



Frank De Lucia



David Teale



Jim Blaszcak

Bob Hitchcock, Frank De Lucia, David Teale, and Jim Blaszcak are all members of the Piney Wood Model A Ford Club of Houston, Texas.

Needed Equipment

- Bench vise
- Dremel tool with cut-off wheel
- Drill press or portable drill
- Angle grinder with metal grinding wheel and sanding wheel
- MIG or TIG welder with shielding gas
- Sandblasting cabinet (optional)
- Drill bits (1/4" diameter for plug weld and smaller for sheet metal screw pilot hole)
- Small grinding stone or round file
- Sandpaper, flapper wheel, or wire brush
- Hand pliers
- Screwdriver
- 1/2" x 48" round bar
- Hand wrenches
- Fine-tipped felt marker
- Sheet metal screws: 16 (#8 by 1/2" long)

Special Thanks

Thanks to Bob Hitchcock for creating this repair process and emphasizing the importance of making this information public. Thanks to Jim Blaszcak for use of the welding equipment and performing all procedure welds. Thanks to Frank De Lucia and David Teale for their attention to editorial and publishing requirements.

Place Your Screen Within the Radiator Shell

You can keep the protection and maintain your car's appearance.

By Bruce Winslow

FOR DECADES, MODEL A RADIATOR stone guards have presented a point of discussion. On one hand, the mesh is effective in protecting radiator fins and tubes from road debris, birds, and large insects. This accessory has undeniably protected many journeys from costly disruptions.

On the other hand, the woven stainless-steel guard, even with its peephole for the Ford logo, distracts from the distinctive look of the classic Model A radiator surround. To many eyes, the glitzy screen is just plain ugly.

CHOOSING TO PROTECT your vulnerable radiator doesn't have to mask the simple beauty of Henry's Lady. Instead, the screen from a traditional stone guard can fit behind the radiator shell and in front of the radiator. This is not a new idea. You may have noticed a neatly sandwiched shield at a meet or tour. You may even have taken a photo for future reference.

My friend Bob McMahon has mastered the



modification and offers this simple, four-step how-to:

- **Remove and clean** the inside of your car's radiator shell. (For disassembly directions, refer to the *Model A Ford Mechanics Handbook, Vol. I*. On page 1-237, Les Andrews explains the process.)
- **Modify the stone guard screen:** Cut $4\frac{3}{4}$ " off the top and $4\frac{1}{2}$ " off the bottom. One cut is just below the logo peephole; the other is just above the crank hole. Trim about 5" off the flange from both sides of the top of the screen. (See the accompanying pictures of Bob's screen.)
- **Glue the altered screen** inside the radiator shell. Bob used J-B Weld (5020 PSI), mixed per directions on the tubes. Wait 24 hours.
- **Reinstall the radiator shell**, attaching it with the original pan head screws and square nuts.

WITH THE ALTERATION COMPLETE, your radiator is now ready for what the road may throw your way! ☺

Bruce and Jan Winslow split their time between the Midwest and the Southwest. They are members of the Rock-Ford A's and the Model A Restorers Club of Arizona. They prefer to drive their Model A's.



On a Hot Day ... Head for the Hills

By Steven Murphy
Photos by Milan Tresnak

MY FRIEND AND I both had a few days off of work, so we got the atlas out and planned an adventure into the San Jacinto Mountains.

We took Ortega Highway 74 from Capistrano to Mountain Center, then a left on Highway 243 to Idyllwild, California. Due to the heat, we had to stop a few times to rehydrate and cool the car. By the time we got to Idyllwild, my 1929 Tudor had consumed four gallons of water!



WE VISITED THE TOWN BREWERY and decided to rest everything overnight, then head back fresh the next day.

We'd hoped to hike to Tahquitz Peak, but the San Bernardino Forest was closed. Still, the Tudor managed to make it to the trailhead at an elevation of 6,500 feet. The drive was a real climb, but also a fun challenge.



THE NEXT DAY WOULD ALSO be hot, so we decided to avoid returning uphill and take the longer route home. We figured that if we took off the front license plate and drove mostly downhill, that would help keep the car from overheating. (For my Tudor, hot days and climbing mountains don't mix well.)

Our plan worked; we didn't overheat once. We made

a pit stop at the Paradise Valley Cafe then took Highway 371 west through Anza. From there, we drove Highway 79 to Temecula and took I-15 south. I hesitated to take the freeway. We buttoned everything up well and, frankly, the mountain roads made freeway driving seem like a piece of cake. We exited onto Highway 76 and took it to I-5 for the run up the coast from Oceanside to Capistrano.



AT THE END OF THAT RUN, we had to grab some In-N-Out. A lady with a big smile walked over to us at the drive-through. It was her 80th birthday, and she wanted to tell us that it made her day. Her stories and smile made ours. Overall, it was a fairly smooth ride home from Idyllwild. No shortage of compliments, stories, and waves. We ended up back at the home garage with a total of 204 miles and enjoyed a couple cold ones. A fun time.

Enjoy the ride! ☺

Steven Murphy, president of the Capistrano Valley A's, lives in Laguna Niguel, California. He drives a 1929 Tudor.

Let's Welcome Our Hobby's Future

By Willbert Smith, Ph.D.



Will your chapter support youth involvement?

Dr. Smith (left) observes students' early stages of sanding and primer work on the Pasadena High School club's current project car.

AT FIRST GLANCE, this news item in a MAFCA chapter's recent newsletter appears innocent: "The votes have been counted, and we will meet at 1:00 p.m., the third Thursday of each month."

No doubt some consideration was given before each person voted. Perhaps they weighed the advantages of meeting for breakfast against allowing enough time to complete their tasks on a meeting day before a 1:00 p.m. starting time.

But should decisions on such critical issues explore deeper concerns? Perhaps we should talk it over with our beloved Model A.

IMAGINE GOING INTO YOUR GARAGE, starting your Model A, then pulling her into the bright sunshine. Birds chirp in the background as you report to your Model A the efforts you and your local MAFCA chapter are making to ensure she has a home in the twenty-second century, that she will not be left homeless.

Tell her how your vote for midday meetings will keep from attracting younger potential enthusiasts to our hobby, sending a resounding message to potentially interested students and younger workers to "stay away, you're not wanted."

Plainly put, many younger people who would find our hobby appealing cannot attend a weekday 1:00 p.m. meeting, nor would they want to visit us on a Friday at 7:00. Do we really think that a meeting of a local Model A Ford club stands a chance against a Friday night football or basketball game at their high school or community college?



In Pendleton, Oregon, 15-year-old Jayson Parker was recruited as an apprentice to work beside Jack Remillard in reviving a 1929 Special Coupe.



As of November 15th, the Pasadena High School club's project car's interior looks great, and the glass is complete. Students can't wait to finish their work.

NOW ASSUMING THAT your club does offer a friendlier meeting time, does your program contain interesting topics for people of all ages and backgrounds? When was the last time club leaders asked your absent local members, "Why have you stopped coming to our meetings?"

Then also ask, "What are we doing well?" That way you can do more of those attractive things while eliminating any less-appealing elements. But ask with an open mind, without letting personal feelings enter the process.

Support PHSMAC

WHILE COVID-19 HAS SLOWED our program, we seek to survive by selling entries in our raffle. For each \$100 contributed, a donor receives one entry in our drawing for a fully restored Model A. Odds of winning are high, given that we limit the number of entries sold. Additional cash prizes will also be awarded. We encourage those who can to purchase multiple tickets.

Address your tax-deductible donation to: PHSMAC, 1968 Lake Ave., Suite 101, Altadena, CA 91001. Include a stamped, self-addressed envelope, along with your phone number and email address. Your entry will be sent to you by return mail. (Clear printing is appreciated.) We also accept credit and debit cards by calling 626-375-1367. Winners need not be present.

We also welcome tax-deductible donations of Model A vehicles in reasonable, restorable condition. You may contact us at pshmaf@gmail.com.

NOW BACK TO YOUR Model A in the driveway. Admit to your car that while until now you've done little to ensure her future decades of custody and care, your new resolution will become the order of the day. By taking actions to involve younger generations, you can convince her that her future is secure. The time has passed for kicking this important can down the highway.

What We're Doing at PHS

In 2016, we formed the Pasadena High School Model A Club, which was not easy due to those stuck on the question *Why?* instead of *Why not?* People raised issues ranging from liability to teen pregnancies, to potential fights, and kids having no interest in old cars.

Well we're proud to report that our starry-eyed students have become perfect examples of students growing into the Model A hobby. We have the online videos to prove it. Just open your computer or phone and visit <https://tinyurl.com/PHSMACvideo1> and also <https://tinyurl.com/PHSMACvideo2>

Get Your Chapter Involved

So why not have your club select a leader, provide them a title, and begin forming a posse. Approach your local high school, community college, Ford dealership, or shops that specialize in autobody, upholstery, or glass work. Solicit tool donations and a donor project car, and you're well on your way to launching the nation's second high school Model A Ford club. ☹

Dr. Smith serves as the Technical Director of the Pasadena High School Model A Ford Club. Reach him at pshmaf@gmail.com.

Fall Foliage Tour to Fish Lake, Utah



By Roger Davis

Roger Davis's '29 Fordor and Bill and Colette Thompson's '29 Coupe at Johnson's Reservoir overlook

ON A BEAUTIFUL FALL MORNING, Saturday, September 26th, Bill and Colette Thompson, Richard and Chris Tucker, and Roger Davis from the Utah Valley Model A Club met at the city park in Gunnison, Utah, for a one-day trip to Fish Lake. The largest natural mountain lake in Utah, Fish Lake is a beautiful, serene place to savor. We were eager to see the golden aspens and the red salmon — and we were not disappointed.

The round trip would be almost 300 miles for Roger, Richard, and Chris and 170 miles for Bill and Colette. To give us plenty of time to enjoy the beauty of Fish Lake, we chose to trailer those miles, which also included a 4,000-foot elevation gain.

Bill and Colette had their '29 Special Coupe in their trailer, and I had my '29 Fordor nestled in mine. Richard and Chris had some commitments later that day, so they drove their modern car. (It's always nice to have one modern car in case of a major problem.)

As we headed out of Gunnison, Roger, who was following Bill and Colette, noticed the roof vent on Bill's trailer was open. A quick inspection showed that the vent had dried and cracked. (When we finished the tour, Bill found the plastic vent on the ground by his trailer.) As always, there is something to repair after every Model A tour — even if it's not on a Model A.

After a little over an hour drive, up some steep inclines and through some beautiful vistas, we arrived at the Fish Lake Marina (8,848 feet in elevation) and unloaded the cars. Colette wisely suggested we first see the salmon run.

We're glad we did. We saw dozens of salmon in the very small creek near the Fish Lake picnic pavilion/

boardwalk. It was intriguing to watch them jockey, attack, and position themselves for their next move upstream. Their stark red and black colors were absolutely striking!

WE THEN HEADED UP about 10 miles to the Johnson Reservoir Marina, nestled among a grove of golden aspen. After a few photos of inspiring landscapes and some white



We watched the salmon running in a small creek.



Bill and Colette Thompson's '29 Coupe leading my '29 Fordor through the aspens

pelicans, we headed up the incline to Niotche Pass. As a precaution, Bill checked the temperature of his emergency brake, which had sometimes been sticking, with his nifty, electronic thermometer to make sure it wasn't overheating.

In the process, he noted his radiator cap was cool to the touch. Roger checked his and found it likewise. Using that spiffy thermometer, the top of Bill's radiator read 140 degrees, and the lower part, 105. Roger's radiator had exactly the same readings. The Model A's are so well designed!

THE ROUTE TO THE PASS was a pleasant 30 mph drive so we could soak in the sun, the breeze, and the colors. It's a nice two-lane, winding paved road so the



A maze of roots on the pines near the pavilion



Bill Thompson with his '29 Coupe and Richard Tucker by Roger Davis's 1929 Fordor

10-mile climb to the 10,506-foot summit is just what the Model A was built for.

We saw aspens that were as gold as could be, some light green, and even some orange. The wind at the summit was blowing hard and crisp. We quickly took in the beautiful vistas and jumped in our cars for an easy drive down the hill to lunch.

THE BREEZE WAS STRONG and brisk at the picnic pavilion. Lunch included a pleasant chat among friends — and Colette's delicious brownies. A quick hike up the stream, seeking the spawning beds, was inconclusive. I guess we understand more about our cars than about salmon.

We capped off our ride with a quick one-mile trip up Doctor's Creek, where Bill's relative still owns cabin #1. Then we savored the gold beauty of Pando. Believed to be the largest, oldest living organism on earth, it is composed of thousands of aspens —all cloned from a single tree and genetically identical. What a beautiful site!

WE PARTED WAYS with Richard and Chris heading home a bit early, Bill and Colette heading out to a prom photoshoot for their granddaughter and date in the '29 Coupe, and Roger veering off to Richfield to check out an antique gas pump.

Once again, reliable cars, a beautiful day, breath-taking vistas, natural beauty, and priceless friendships are what define the Utah Valley Model A Club. ☺

Roger and Geena Davis, of Spanish Fork, Utah, have had their '29 Fordor for over five years and almost 5,000 miles of fun. They enjoy taking their 11 grandkids for rides with the kids hanging their heads out the windows, basking in the breeze.





Light's Golden Jubilee and the Vintage Iron Chef Cookoff

By Howard Eckstein
Photos by Robert Mack



THIS PAST FALL, the Utah Valley Model A Club had a rare opportunity to combine its annual Model A Ford Day activity with seeing a fabulous relic of history involving Henry Ford and Thomas Edison.

ON OCTOBER 21ST, 1879, Thomas Edison successfully demonstrated the first practical light bulb. Fifty years later, on a rainy October 21st, 1929, a huge celebration, called Light's Golden Jubilee, was held at Greenfield Village in Dearborn, Michigan. Henry Ford was called upon to organize the event in connection with General Electric. At this time, Edison was 82 years old.

President Herbert Hoover and the First Lady, Lou — on their first excursion from the capital since his inauguration — arrived that morning at the River Rouge transfer station in Dearborn on the presidential train from Washington.

ACROSS THE PLATFORM waited the Ford and Edison families — and a commemorative three-car train Ford had built for the occasion. It reproduced a baggage car, smoker, and coach of the mid 19th century.

The baggage car was a copy of the one on the Grand Trunk Railway from which Edison, at age 12, had been kicked off at Smiths Creek Station.

The story goes that young Edison had made a little

money selling candies and fruits to the train's passengers. During downtimes, he experimented with chemicals he'd brought with him. A sudden lurch of the train upset his experiment with phosphorus and ignited a fire in the baggage car.

Now Ford had dismantled the Smiths Creek Station and moved it some 60 miles southwest to its new home in Greenfield Village. This special train, traveling at 4 miles per hour, looped around the Ford complex and stopped at the relocated station. President Hoover then escorted Edison off the train in commemoration of the baggage car fire incident.

Ford had also moved Edison's Menlo Park laboratory more than 600 miles from New Jersey to Greenfield Village, complete with seven train cars full of dirt from where the laboratory once stood! The Menlo Park complex was faithfully recreated and restored right down to the vials of chemicals and equipment that had filled the lab 50 years prior. This was the first time Edison had seen the laboratory complex after its move to Dearborn.

THAT EVENING, during the Grand Banquet, President Hoover, Henry Ford, Thomas Edison, and Francis Jehl, the last surviving associate who had participated in the development of the electric light bulb, left the banquet hall and traveled across Greenfield Village to the laboratory where they recreated the moment of first light from 1879.



President Hoover escorted Thomas Edison off the train.
(Photo: The Henry Ford.)



Edison, Jehl, Hoover, and Ford in Edison's re-created laboratory. (Photo: The Henry Ford.)



Brent and Ginger Baker

During the re-enactment, the whole country had been invited to turn off their electric lights and to turn them on again at the same time as Edison did. The moment was carried by 140 radio stations across the nation. Afterward, the men returned to the banquet where Albert Einstein gave a congratulatory speech via shortwave radio from Germany.



We drove, with our meals tied to the manifolds, up a very steep canyon.

Now, back to what this historic event has to do with the Utah Valley Model A Club. For our International Model A Day activity, we held our annual Fall Colors Tour and Vintage Iron Chef Cookoff.

After driving with our meals tied to the manifolds of our cars up a very steep canyon, we returned to the town of Heber, about 46 miles southeast of Salt Lake City. There



Club members enjoyed each other's company.



Some of the surviving artwork on the sides of the railcar.



Above: Grand Trunk logo on the side of the car. Right: Filigree on the corners and doorways.



we were invited to present our freshly cooked meals for judging and consumption.

OUR HOSTS, BRENT AND GINGER BAKER, through a series of happenstances, have possession of the baggage car from the Light's Golden Jubilee commemorative train. This is the same car from which President Hoover escorted Edison onto the Smiths Creek platform.

The Bakers set up a banquet hall for us next to that famous but forgotten railcar.

Now, 91 years after Light's Golden Jubilee, inspection by 30 or more curious Model A owners — whose cars were built around the same time as the jubilee — gave the unrestored relic a few moments of renewed glory. ☹



Howard Eckstein, from Orem, Utah, belongs to the Utah Valley Model A Club and drives a 1931 Standard Coupe. His technical articles appear frequently in the magazine.

International Model A Ford Day 2020



(1)



HERE ARE JUST A FEW of the photos from International Model A Ford Day, observed in 2020 on Saturday, September 19th. Participants were asked to put on an event, like a tour or picnic, with everyone keeping social distance.

The day provides an opportunity for Model A Ford owners and clubs around the world to all go out for a drive or event on the same day.



(2)



(3)



(4)

- Photo key:**
- 1) Argentina, Buenos Aires, Rio de La Plata.
 - 2) New York, Model A Ford Club of Long Island, Blydenburgh Park.
 - 3) Pennsylvania, Southern Trails Model A Ford Club, at scenic Cowonesque Lake.
 - 4) Missouri, crossing the Mississippi on a St. Louis to Ste. Genevieve drive.
 - 5) New York: Lakeshore Model A Club, Rochester.
 - 6) South Africa, Neville Koch.



(5)



(6)



(1)



(2)



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(4)



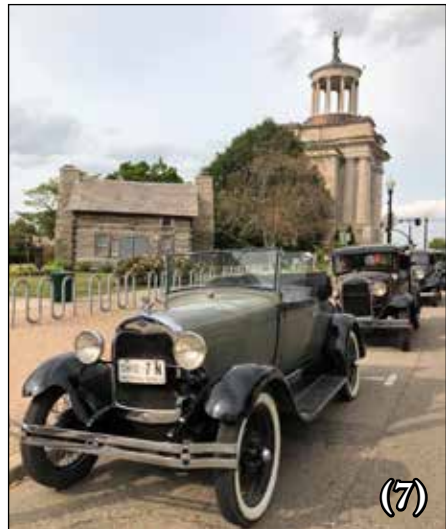
(5)

The 2021 International Model A Day will be held on September 18. For information: Bruce Adams, PO Box 45, Northport, NY 11768, Sailbruce@aol.com

Photo key: 1) Massachusetts, Worcester County MAC at Quabbin Reservoir. 2) Colorado, the Mile Hi Chapter met for car games in Centennial, Colorado. 3) California, Sacramento, Zittel's Pumpkin Farm. 4) New Zealand, Hawkes Bay Model A Ford Club. 5) Ohio, Southern A's visited a mink ranch. 6) Texas, Alamo A's at the Texas Bluebonnet House in Marble Falls. 7) Ohio, cars from the Ohio Valley Chapter at the Soldiers, Sailors, and Pioneers Monument in Hamilton.



(6)



(7)

JOHN PRATT & STEVE HOLT THE ARTISTS BEHIND TINY TIPS



John Pratt with his 1929 Station Wagon and Steve Holt with his 1931 Tudor.

DID YOU EVER WONDER about the guys who do the Tiny Tips illustrations and how they got started? John Pratt and Steve Holt are the two artists who trade off the illustration duties. (They have also been known to do other illustrations for the magazine from time-to-time.) Both gentlemen are retired, both belong to the MAFCA Prairie A's Antique Ford Chapter in east-central Illinois, both have professional art backgrounds, and both share a genuine interest in Model A's. In producing their illustrations, they apply unique artistic styles and illustration techniques that reflect their professional training and varied life experiences.

STEVE'S STYLE AND ILLUSTRATION techniques were developed through his work with point-of-purchase



One of Steve's illustrations for a recent issue

display design, feature-length animation, and video game environment concept illustrations. Steve often uses his 1931 Tudor for photo reference when developing his illustrations. He then develops pencil drawings using the photos as the basis of his illustrations. Drawings are then scanned into his computer, where the color is added using Photoshop software. With this program, he can easily correct mistakes, alter shapes, change colors, and add the appearance of brush strokes. This is a great tool for artists, and Steve has mastered the technique. His finished illustrations are precise yet have a hand-drawn appearance.

FOR HIS ILLUSTRATIONS, JOHN primarily uses traditional artistic techniques (hand-drawn with colored pencils, ink pens, drawing templates, and watercolors). He applies many of the same methods he used during his work as a civilian employee technical illustrator with the U.S. Air Force.

John grew up in Mexico, Missouri, and graduated from college with a degree in art education. He taught general art classes at the high school level for two years before joining the Air Force, where he became an illustrator developing technical training materials.

A professional watercolor artist, he has taught and painted for more than 50 years. His watercolors can be found in private collections throughout the country, and his paintings have been featured in several national magazines.



An original watercolor by John Pratt entitled "The Old Farmer"

STEVE ORIGINALLY CAME from Baraboo, Wisconsin, and has an associate degree in commercial arts. He has also used some of his talents as an inventor. Standing at 5' 6", Steve had difficulty filling the gas tank on his Model A. So he devised an acrylic mirror to help with that task. This led to the production of the "A'sTankSyte" you can find in several Model A parts catalogs.

PRATT AND HOLT ALTERNATE responsibility for developing the Tiny Tips illustrations. This all began years ago after John developed an artistic relationship with Norm Ellis, who was then illustrating the Tiny Tips under the editorship of James Spawn. Norm had seen some of John's watercolors and contacted him for some technical advice. Their e-mail communications continued over several months. At that time, Norm was seeking to retire. He recommended John as his replacement and put him in contact with Spawn. Pratt, being good friends with Holt through the Prairie A's, worked out the current

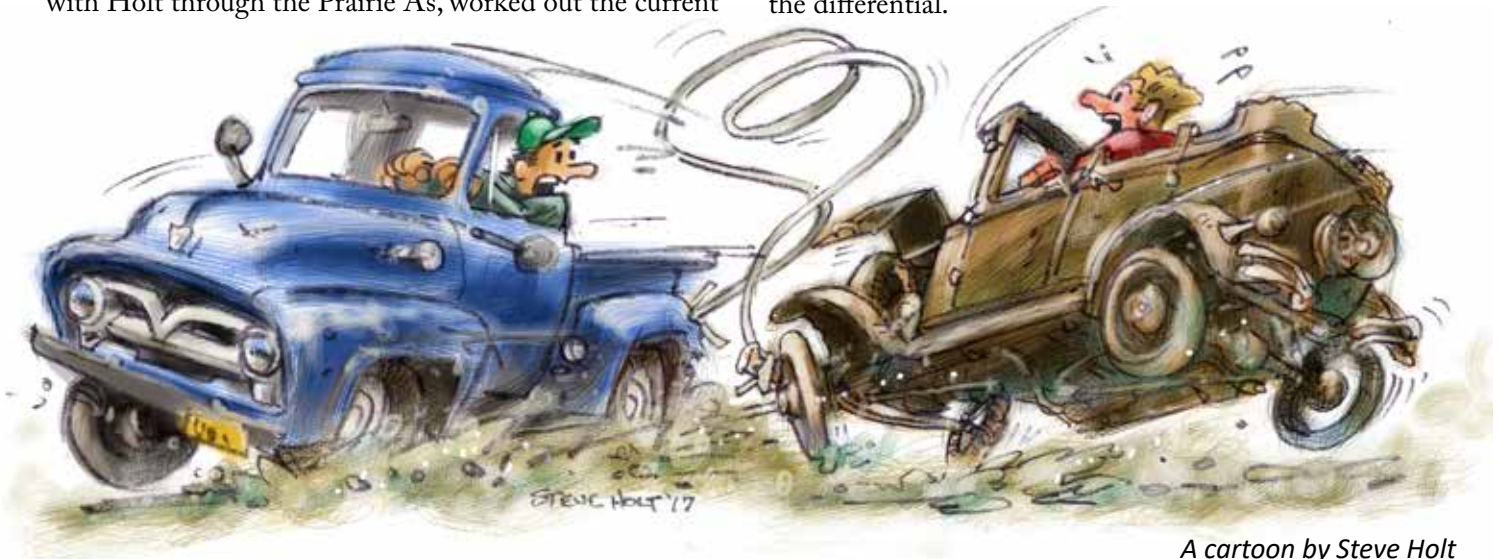
arrangement with him to share responsibilities. The rest is history.

Both John and Steve are longtime Model A owners. Pratt bought his first Model A, a 1928 Fordor Leatherback, in 1962 when he was in high school and eventually restored the car. He has owned at least one Model A ever since. He currently has two, a '29 Roadster Pickup and a '29 Station Wagon. He and his wife, Patsy, have owned the Roadster Pickup (affectionately named Nora) for almost 30 years. John was a co-founder of the Prairie A's Chapter in 1994 and served as its first president, a post he held for seven years. He recently earned his MAFCA 25-year membership pin, which he displays proudly.

Following years of owning a 1950 Buick, Holt decided to purchase his '31 Tudor and join the Prairie A's. Owning the Model A quickly became a fun experience for him, helped along by the many tour events, the tremendous availability of parts, and the fellowship with his fellow club members. Steve currently serves as the Prairie A's secretary and also produces the club's quarterly newsletter, called *The Shed*.

When not engaged in endless debates, pranks, and maintenance projects, Prairie A's club members help each other making their cars roadworthy and helping solve problems during the inevitable roadside seminars that may occur. ☹

Editor's note: On page 57, look for Steve's illustration of a tip about marking bolt heads for more easily inserting cotter pins. For the upcoming March/April issue, John has drawn a gadget to assist in filling (without spilling) the differential.



A cartoon by Steve Holt

Grandpa, how come some old cars have

TREASURE CHESTS?

By Frank Kennedy

AT OUR LAST Model A Dust Off, sponsored by the Pine Tree A's and held at the Bean Farm in Sanbornville, New Hampshire, our group had a good collection of hardy individuals who braved the overcast skies, light mists, threat of rain, and cold temperatures.

Swatting aside these nuisances, they drove a handsome collection of cars including 48 Model A's, as well as a smattering of other antique autos to this annual event.

My son transported his three children in a modern vehicle. After meandering around the rows of Model A's, one of the grandchildren asked me, "Grandpa, why do some old cars have "treasure chests?"

I chuckled to myself as I realized these were the trunks on the backs of some of the Model A's.

AS WE KNOW, our old cars generate many questions and comments. Regardless of age, all generations seem to appreciate seeing autos from a bygone era. This, in turn, prompts many comments from the spectators. The older folk will reminisce about



the old days. I often hear comments like, "My grandfather had a car just like this." Or, "I learned to drive on a Model A." We chat about rumble seats, crank windows, manual transmissions, lack of a radio, no A/C, no turn signals, no computers and the like.

I think the little ones also enjoy the experience as they gaze at the "old cars." I wonder what they think when they notice the brightly colored wheels, the bug-eyed headlights, and that funny-sounding horn.

BACK IN THE DAY, sedans and phaetons did not have much room for extra clothing, tools, parts, and other personal effects. Car manufacturers and other vendors soon realized the need for extra storage space.

In 1929, Ford offered a steel luggage carrier rack, painted in black enamel. The 1930-'31 De Luxe models deserved and received a more elaborate rack. It was




constructed of chromed steel, with varnished wood strips for a more attractive effect.

Trunks could now be bolted or held tightly to the rack by two cowhide straps. Trunks came in many styles and sizes, with some more elaborate than others. The ability to add a trunk to a vehicle made long-distance travel less cramped and more enjoyable.

MODEL A SPECIAL COUPES and Business Coupes were produced with a trunk only, which was handy for traveling salesmen to carry their wares. Other Coupe models came with a rumble seat that could be converted to a trunk. In later model years, these external trunks would be incorporated into the car's body for a more streamlined look. But the word *trunk* has remained for this storage area. ☹

Frank Kennedy lives in Rye, New Hampshire and belongs to the Pine Tree A's out of southern Maine. He drives a late Model A 1931 Pickup. While he does not have a "treasure chest" on his truck, he does have these three treasures.





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Have an interesting photo of your Model A at a landmark location or just having fun? Email it, with a brief description, to: restorer@mafca.com. Put "Out and About" in the subject line and attach the .jpeg photo file.

My 1928 Phaeton and a 1928 By-Wing Laird (one of a kind) at a local airport. — Rick Fischbach, Vero Beach, Florida



Cars of the Old Dominion Chapter at the Louisa, Virginia, depot while on their October Fall Leaf Tour. Built in 1899 by the Chesapeake & Ohio Railway, it was closed by 1979. (Suzan O'Neal photo) — Sam Watkins, Bon Air, Virginia



My '29 Roadster Pickup with a friend's Pietenpol Air Camper at the Haar Farm in northwest Ohio. It was the perfect summer evening for a low-altitude ride over the countryside. — Jack Haar, Doswell, Virginia



Enjoying some country roads on a fall day in my 1930 Tudor, in Andalusite Blue and Black. — Joshua Rubin, Traverse City, Michigan



Chuck and Karilyn Kunstbeck, of the George Washington Chapter in Fairfax, Virginia, parked their '31 Coupe under the recently restored Coca Cola sign in Quincy, Florida. The jewelry store has been there since 1952.



Celebrating Henry Ford's 157th birthday, 10 Model A's from New Hampshire's White Mountain Region Chapter climbed Hobart Hill for this photo with Newfound Lake in the background (photo by Edie Currier). — Janice VandeBogart



My son Jason's bride, Nicole, in the cab of my '31 Pickup, which has been part of my family for 50 years. — Gordon Snyder, Paxton, Mass.



Our fall colors were outstanding this year. While out for a short ride, we encountered this Kodak moment just one street over from ours. — Doug and Nan Linden, Southborough, Massachusetts



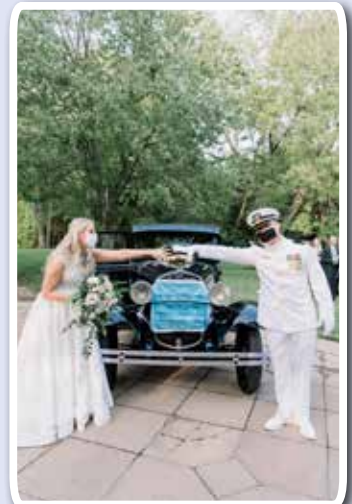
My 1931 Slant Fordor was the getaway car for my niece's wedding on International Model A Day in Dallas, Texas. — Gary Gray, Autumn Trails A's, East Texas



Steve Holt took this image at our regular Prairie A's club gathering when we work on members' cars. It's a reflection of my '29 Station Wagon in the side of his '31 Tudor parked in the lot. — John Pratt, Urbana, Illinois



First meeting when they were 4 years old, then reconnecting at age 29, Tyler Morton chauffeured his bride, Matilda, from their Covid-year wedding in his 1931 Closed Cab Pickup in Vancouver, B.C., Canada. They are third generation Model A owners. — Derek Morton, Lions Gate Model A Club



This past September our daughter Jennifer got married to Chris Swetz, a Naval Reserve Officer and former Marine. Since everyone would be wearing masks, my wife thought it would be funny to make a mask for the A. — Bob Rohrbach, Coopersburg, Pennsylvania

NEW MONEY, NEW BILLFOLDS

WITH THE DIFFERENT SIZE CURRENCY
CAME NEW WAYS TO CARRY IT.

WE ALL KNOW MODEL A'S underwent changes between 1928/29 and 1930/31. But did you know United States paper money also underwent a significant change in that era?

Until 1928, bills were so large, they were often referred to as “horse blankets.” These bills measured 7 $\frac{7}{8}$ inches by 3 $\frac{3}{8}$ inches. New, smaller replacement bills were officially released on July 10, 1929, primarily as a cost-saving measure. These new bills were printed on the same rag paper, but were now 25 percent smaller, measuring only 6 $\frac{1}{8}$ inches by 2 $\frac{5}{8}$ inches.

The old bills remained legal tender, but the public enthusiastically supported the transition to the new, easier-to-carry bills. I'm surprised Henry Ford didn't take advantage of this change by advertising, “Now you don't have to spend big bucks to buy a new Ford!”

Specially Designed
for the
NEW SIZE MONEY

HALVORFOLD—the busy man's companion—keeps up-to-date, Uncle Sam decides to reduce the money size—and HALVORFOLD comes down in size to meet it. More compact and neater than ever. Yes, these are all the well-known HALVORFOLD features which provide a convenient place for your money, cards, photos, currency, checkbook.

The HALVORFOLD
Loose Leaf Pass Case •• Card Case
Check Book Holder •• All-In-One

No fumbling for your passes—just snap open your HALVORFOLD and they all show. Each under a celluloid transparent face, protected from dirt and wear. New patented loose leaf device enables you to show 4, 5 or more passes, cards or photos. Large pocket for cards, special pocket for check and bank book and an extra compartment designed for the new size currency. A gem of craftsmanship available in a variety of genuine leathers. HALVORFOLD is attractively packed in a beautiful gift box.

Price List:
Black Selected \$5.00
Chestnut Selected 5.00
Tan Selected 5.00

Focus on Fashion



By Sherry Winkinhofer



THE NEW MONEY was an opportunity for merchants to sell new merchandise, and the market exploded with these accessories. The transition years of 1929 and 1930 saw an assortment of billfolds marketed in various sizes. The savvy retailer advertised, “Constructed for New and Old Size Money.”

This meant they were the large size, but of course you could put the smaller new money in it, too! Some were just the same, bulky version as used for years; others had an additional “small bill” compartment stitched in. Other sellers pushed the need to purchase a new, smaller billfold, with full catalog pages shouting “Designed for the NEW SIZE MONEY.” and “More compact and neater than ever.”

Some companies just hedged their bets, making their product available in any size desired. A Halvorfold ad proclaimed, “The OLD money size Halvorfolds are still furnished in all leathers at the same prices if desired.”

THE USE OF MEN'S BILLFOLDS as we know them today had been gaining in popularity since the turn of the century. By the Model A years, a billfold had become a standard man's accessory. The sources I researched used the terms *bill fold* or *billfold* interchangeably, with only a minority calling them *wallets*.

Men's billfolds were available primarily in bifold (folded in half) and trifold styles (folded in thirds.)

BILLFOLD SIZES

Old/New Money Trifold — 4 $\frac{1}{2}$ x 2 $\frac{3}{4}$ inches to 4 $\frac{7}{8}$ x 2 $\frac{7}{8}$ inches

Old/New Money bifold open size — from 8 $\frac{5}{8}$ x 4 $\frac{3}{8}$ inches to 9 $\frac{1}{2}$ x 3 $\frac{3}{4}$ and even 9 $\frac{1}{4}$ x 5 inches.

New trifold — 4 $\frac{1}{2}$ x 2 $\frac{3}{8}$ inches

New bifold — 3 $\frac{3}{4}$ x 4 $\frac{1}{2}$ to 3 $\frac{1}{4}$ x 4 $\frac{1}{2}$ inches





MC243. Masterfold of twotone Morocco grained Ramskin. This book has the special Masterfold slide fold, celluloid pass opening and card pocket. Cigarette Case to match. Both have hand laced leather edges. Each \$6.00

Advertising used numerous variations of the names, including the *hipfold*, *thinfo*ld, *threefold*, *varifold*, *single fold*, *halvoorfold*, and *masterfold*. Some bifold versions had an overlapping snap closure or a small strap to tuck into a little tab. A fair number included laced edges, in the traditional leather style.

More expensive billfolds had 14k gold or gold-filled corners and snaps. Many billfolds were embossed with elegant designs or a fraternal logo, and catalogs often offered personalization with gold print.

The more elaborate designs had room for a checkbook, and celluloid holders and pockets for passes and cards, and even photo holders.

I found only one men's billfold that included a coin pocket. Separate coin purses were sold for men and women. Oddly, none seemed to be included in the gift sets that were often available. Instead, these sets usually included cigarette cases, key cases, or matching lighters.

WHILE THERE WERE DOZENS

of billfold options for men, for women, the purse remained the standard. My research found only a few women's billfolds, but they weren't called billfolds. Sears sold a women's wallet "for the new currency" in their Fall and Winter 1928/29 catalog and a "Women's bill and coin holder" in their Spring and Summer 1931 catalog. I also found a "princess purse" resembling a billfold in a 1930 L. and C. Mayers catalog.

LEATHER WAS THE STANDARD material for era billfolds. It was durable and could be dyed and decorated as desired. Steerhide, calfskin, Morocco leather, and ram skin were common leathers, often made to mimic more expensive leathers. But genuine ostrich, alligator, sealskin, even sharkskin, and black elk were available as well.

Surprisingly, I found several versions of "cobra grain" billfolds.

Cobra grain is a term often used with Model A vinyl products. The advertising text indicated all items on that page were "genuine leather." But it did not clarify if these billfolds were made actual snakeskin or a lesser leather with a faux design. Still, snakeskin was used in the era, and I have



found modern snakeskin billfolds, so it remains a possibility.

I found it interesting that you could get a wallet to match the roof of your Model A! So whether you still had a pocket full of *Old Money* or had quickly moved on to the *New Money*, it was easy to carry that money in Model A Era style! ☹



RESOURCES

- National Museum of American History
- L. and C. Mayers Company 1930 Wholesale Jewelry catalog
- N. Shure Co. 1931 Wholesale Company catalog
- Sears, Roebuck and Co. 1931 catalog
- S. H. Clausin and Company 1931 Wholesale Jewelers
- A C Becken Company 1930
- Robert Simpson catalog 1928–29
- St. Louis Jewelry, Clock, and Silver Co. Wholesale catalog 1930



MAFCA Era Fashion Committee Update



By Diann Eason, Era Fashion Committee Chairperson

CHANGES, OPPORTUNITIES FOR THE NEW YEAR

IT HAS BEEN ONE YEAR since COVID-19 made its presence known. By now, we had hoped for a grand reopening of MAFCA events, but patience is still required. Change is inevitable, and it seems that this past year, it has been constant.

The Era Fashion Committee has completed the selection of a new Fashion Editor for *The Restorer*. A review panel was composed of three EFC members plus Past EFC Chairperson Peggy Gill, Fashion Editor Lynette Marcione, and *Restorer* Editor Andy Scheer.

I am pleased to announce that Sherry *Winkinhofer* of the Northwest Missouri Model A Ford Club has been selected. Sherry brings skills in writing for her local club newsletters, serving as editor of the *Youth A-World* newsletter, and serving for four years as an active member of the Era Fashion Committee. Sherry is also a contributor to the Model A Era Fashions MAFCA Facebook page. Welcome, Sherry!

Turn to pages 38 and 39 to check out her first article — about the redesigned billfolds that began to be sold in 1929 to accommodate the smaller paper money introduced in July of that year. Get ready to learn interesting era fashion facts with Sherry as the Fashion Editor.



At the 2019 National Awards Banquet, Era Fashion Chairperson Diann Eason (left) presents the Era Fashion Award to Sherry Winkinhofer.

THERE IS OPPORTUNITY in the future for yet more change. It is time to ask for MAFCA members interested in serving on the Era Fashion Committee to submit a letter of interest. The commitment is for July 1, 2021, to June 30, 2023. I encourage all members interested in learning, researching, writing, and consulting on Model A era fashion to apply. For the time being, the Era Fashion Committee will continue to use the Zoom meeting platform to accomplish its goals. The committee hopes to have the next in-person meeting at the National Awards Banquet in December 2021.



The Era Fashion Committee will continue to research and discover era fashion facts, write articles, and work on the Display Only category — and hope to get it approved by the MAFCA Board this year. For more information, see page 40 of the May/June 2020 issue. Send your letters of interest to fashions@mafca.com by February 15.

THE FINAL CHANGE for early 2021 is my announcement that I need to step down as Chairperson. My beloved husband of 53 years died in October, so I must focus on his estate and all those Model A cars! I will always cherish the time I had as the Chairperson and will remain on the committee until June 30. The EFC is a creative, dedicated, and knowledgeable group of Model A enthusiasts.

I am pleased to announce that effective January 1, Laurie Elliott has agreed to assume the role of Chairperson.



Laurie Elliott

AS ALWAYS, THE ERA FASHION COMMITTEE encourages your questions and comments, which can be sent to fashions@mafca.com ☺

Inside Model A Ford Museum

By Jim Thomas, Cincinnati, Ohio



AUTOMOBILE HEADER CLOCKS

THE CAR CLOCK ACCESSORY was simply an outgrowth of the pocket watch. These timepieces were produced by many clock manufacturers and resembled pocket watches.

AN ACCESSORY AUTOMOBILE CLOCK could be attached in various locations: on the dash or the header or even built into the rear-view mirror. Some car clocks were furnished with a detachable bracket, enabling the owner to carry the clock with him as a pocket watch after exiting the vehicle — and also to thwart a would-be thief.

Conversely, a Model A accessory was also produced to allow the driver to remove his pocket watch from his vest pocket and clip it to the right side of the steering column.

THE MODEL A FORD FOUNDATION, Inc. (MAFFI) is pleased to announce the creation of an interesting display of 24 automobile clocks designed to be positioned on the header of the car. These fascinating header clocks, representing many shapes, styles, and manufacturers, were donated to the Foundation by Peter B. Walstrom, from Seattle, Washington.



A Waltham eight-day wind-up car clock

PETE BUILT this collection of

header clocks over the past 25 years, having searched many swap meets, the internet, and stores specializing in timepieces.

This header clock collection is now on display in the Ford Parts Department in the Model A Ford Museum at the Gilmore Car Museum in Hickory Corners, Michigan. The beautiful oak display case housing this collection was designed and built by MAFFI Trustee Larry Wallace.

MAFFI is grateful for this impressive donation and Pete's generosity in providing the opportunity for others to get a close-up look at these magnificent timepieces.

Enjoy examining this timely collection on your next visit to the Model A Ford Museum, maybe on Model A Day, Saturday, September 18. ☺



6865 Hickory Road
Hickory Corners, MI 49060
269-671-5089
www.GilmoreCarMuseum.org

Help our worthwhile effort.
Join and support the Model A Ford Foundation.
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Visit www.MAFFI.org



MAFCA Merchandise Order Form

	Price	Qty	Total		Price	Qty	Total
TECHNICAL & REFERENCE							
New: 2020 Membership Roster	\$16			<i>Advertising The Model A Ford</i> Describes 316 different U.S. Model A Ford passenger car and light commercial vehicle ads.	\$39.99		
<i>How To Restore Your Model A - Volumes 1 - 9</i> (Please Specify Volume) <i>Featuring the best technical articles from The Restorer magazine.</i>	\$14 each			FASHION			
<i>Tiny Tips Book</i> <i>A compilation of Tiny Tips originally published in The Restorer magazine over a span of 50 years.</i>	\$14			<i>Model A Era Fashion Pattern Catalog</i> Contains the covers of clothing patterns. Full-size copies of these patterns may now be ordered from MAFCA. The catalog shows what is available.	\$12		
<i>Model A Ford Mechanics Handbook - Vol. 1</i> <i>A 400-page book with over 500 illustrations, service adjustments, trouble analysis, and step by step procedures. Spiral bound. By Les Andrews.</i>	\$38			<i>MAFCA Fashion Guidelines</i> Illustrations and newly discovered material for men, women, and children including reproductions and glossary of terms used in the '20s & '30s. Complete with soft cover binder.	\$38		
<i>Model A Ford Mechanics Handbook - Vol. 2</i> <i>Covers: body wood installation, hydraulic brakes, installation of 60+ accessories. By Les Andrews.</i>	\$32			<i>A Book of Fashion Facts</i> Reprinted articles from The Restorer and other fashion facts of the era.	\$32		
<i>Model A Ford Troubleshooting & Diagnostics</i> <i>A complete guide for troubleshooting and testing. Spiral bound. By Les Andrews.</i>	\$27			<i>The Fashion Files</i> <i>Era Fashion articles from The Restorer. 200+ pp</i>	\$25		
New: <i>The Victoria Book</i> <i>Richly illustrated, focuses on the distinctive aspects of this body style.</i>	\$29.95			<i>Stepping Out in Style</i> Two hard-to-find menswear fashion catalogues. Postage-paid CD or direct download	\$11 CD \$5.50 download		
<i>The Tudor Book</i> <i>Focuses on the body and interior of the Model A Tudor sedan.</i>	\$17.95			BADGES & PINS			
<i>The Coupe Book</i> <i>Focuses on the body and interior of the Model A Coupe.</i>	\$24.95			Name Badge	\$3		
<i>Ford Model A Standard Hardware</i> <i>This 36-page manual covers the hardware from all 11 chassis parts books Ford used in the Model A era.</i>	\$9			Club Decal	\$3		
New: <i>Paint and Finish Guide - 4th Edition Revised</i> <i>Revised and updated text with color photos throughout. New, larger accurate color samples.</i>	\$42.50			Club Pin - "I'm a proud member of MAFCA."	\$5		
<i>Model A Shop Drawings</i> 28 Model A assemblies in fully exploded view with parts lists on eighteen 8½" x 11" laminated cards (2-sided) per set. Ideal for shop use.	\$28			Jacket Patch	\$5		
<i>Model A Restoration Guidelines & Judging Standards</i> <i>The three-ring binder contains 23 sections and all revisions.</i>	\$55			This Lady Drives a Model A patch	\$6		
<i>Model A Restoration Guidelines - Revision 4 ONLY</i> <i>Released in 2016.</i>	\$30			Cloisonné Lapel Pin	\$5		
HISTORICAL BOOKS				New: <i>My Other Car Is a Model A bumper sticker</i>	\$2 3/\$5		
<i>"Grandpa, Tell Me About The Model A!"</i>	\$5			ELECTRONIC MEDIA			
<i>The Ford Model A - As Henry Built It</i> <i>These 247 pages show an utmost amount of detail and facts with great Ford images and drawings.</i>	\$45			<i>The Restorer DVD - The first 10 years of The Restorer magazine. Volumes 1-10, 1956-1966.</i>	\$15		
<i>The Restorer Scrapbook</i> <i>140+ era black and white photos of the people, the cars, and the Ford factory. 70 pp, magazine format.</i>	\$20			<i>First 50 Years of The Restorer</i> <i>Digital archive on jump drive.</i>	\$85		
				<i>Jewelry DVD - Jewelry Of The Model A Era 1928-1931. Featuring 124 slides: Men's, women's, children's jewelry.</i>	\$13		
				<i>Technical DVDs</i> <i>Indicate title (listed on MAFCA.com store)</i>	\$24.95		
				MAFCA LOGO WEARABLES			
				Baseball Hat <i>Black wool blend with Velcro closure.</i>	\$16		
				Model A Socks <i>size 9-11__ 10-13__</i>	\$12		

Use mail order form or for credit card orders call 1-866-379-3619
Shop online at www.MAFCA.COM



	Price	Qty	Total
Denim Hat <i>Blue with embroidered MAFCA logo.</i>	\$16		
<i>Need a Big Size? Add \$5 for 2XL; \$8 for 3XL</i>			
Denim Shirt <i>Black or Blue Cotton/Polyester. Short or Long Sleeve, with MAFCA logo on front</i> Men ___ Women ___ S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___ <i>Black ___ Blue ___ Short Sleeve ___ Long Sleeve ___</i>	\$37		
"I Love My ___" Polo Shirt ___ Town Sedan ___ Coupe ___ Tudor ___ Pickup ___ Victoria <i>Dark Blue w/small MAFCA logo on front and large "I Love My ___" on back.</i> S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___	\$24.95		
New: "I Love My Tudor/Coupe" T-Shirt ___ Tudor: <i>Dark Blue</i> ___ Coupe: <i>Gray</i> <i>(With or without pocket.) Add \$1 w/pocket</i> S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___	\$18		
Golf Shirt <i>The front has a small MAFCA logo on the upper left hand side. Black or Gray Cotton/Polyester blend, spotsshield stain resistance.</i> <i>(With or without pocket.) Add \$2 w/pocket</i> S ___ M ___ L ___ XL ___ 2XL ___ <i>Black ___ Gray ___</i>	\$24		
Sweatshirt <i>Pullover style sweatshirt is cotton/polyester 50/50. Has MAFCA yellow emblem on the back and a small emblem on the front.</i> S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___	\$23		
Sweatshirt <i>The zipper front and hood style sweatshirt is cotton polyester 50/50, has the MAFCA yellow emblem on back and a small emblem on front side.</i> S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___	\$27		
Twill Shirt with MAFCA logo <i>Button-down collar & pocket Burgundy ___ Tan ___ Hunter Green ___</i> S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___ Men ___ Women ___ <i>Short Sleeve ___ Long Sleeve ___</i>	\$48		
MAFCA Hooded Unisex Jacket. <i>Black with zipper.</i> M ___ L ___ XL ___ 2XL ___ 3XL ___	\$59		
MAFCA Men's Jacket. <i>Black with zipper.</i> S ___ M ___ L ___ XL ___ 2XL ___ 3XL ___	\$59		

	Price	Qty	Total
NEW: KNIT Beanie/Stocking Cap	\$16		
COMBINATION PACKAGES			
The Coupe Package (<i>The Coupe Book & Coupe Polo</i>) S ___ M ___ L ___ XL ___ 2XL ___	\$45		
SPECIALTY ITEMS			
Binders for The Restorer <i>Slipcase. Each binder holds 12 issues</i>	\$16		
Die Cast Metal Banks <i>1/25th scale Model A Sedan</i>	\$25		
MAFCA Travel Mug <i>Stainless steel, insulated</i>	\$11.95		
New: Paper A's Kit <i>"Make 'em and race 'em."</i> <i>Select: ___ Coupe ___ Pickup ___ Tudor ___ Fordor ___ Delivery Van</i>	\$15		
Embroidery Pattern Collection <i>26 designs</i>	\$10		
Coasters <i>Set of 8 ___ Set of 12 ___</i>	\$8/\$12		
Magnetic Reflector	\$19.99		
Afghan <i>56" x 46" Cotton, machine washable.</i>	\$39		
New: Leather Key Holder	\$10		
CARDS			
Note Cards <i>Six various pencil-drawn images by Kathy Binoniemi Lenten. 12 cards (two of each) w/envelopes.</i>	\$10.50		
Christmas Cards <i>A ___ B ___ D ___ E ___ F ___ G ___ H ___ 10 cards/envelopes</i>	\$14.95		
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<i>CA residents add 8.25% sales tax • S&H (see chart)</i>			
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Order on the web: mafca.com or Call 1-866-379-3619 or Mail orders to: MAFCA, 250 S. Cypress St., La Habra, CA 90631-5515.



CHAPTER CHATTER

By 2020 Chapter Coordinator Tom Jeanes
ChapterCoordinator@mafca.com



WHILE 2020 WAS one heck of a year, I have enjoyed being your Chapter Coordinator. As many before me have said, it seems the year has flown by. This was in part because it took me several months to get up to speed reading newsletters. At first, I saved every newsletter with the intention to read them at the end of the month. That did not work. By the end of the month, the next month was already upon me. I managed to catch up by April and have been studiously reading them as they come in. Many newsletter editors do excellent work, and it has been a pleasure reading about your club and your activities.

COVID-19 has thrown a monkey wrench (Ford script type) into our normal routines. Meeting face to face with the other directors is not the same as meeting on Zoom. It is difficult to gain a sense of belonging without being face to face. Fortunately I have known a couple of the directors for several years. The interaction with all of the board members has been beneficial, and I thank them for their willingness to provide information and guidance.

WHERE DO WE GO from here? I anticipate an opening up of places we can go and things we can see. We can start small and get warmed up. In June, we

will have the National Tour. It looks exciting. Have you signed up for the Earlybird Newsletter? For some, attending will require a long drive. (And that will provide an opportunity to earn a National Driving Award.) You can even get an award for short mileage trips. Chapter awards are also something to consider.

I WANT TO CONGRATULATE those who won Newsletter and Website Awards for 2020. The newsletters were exemplary, and the website entrants demonstrated creativity beyond measure. I would also like to thank those who received Service Awards. I know a couple who have received these awards, and they gave a lot to their clubs and to the hobby. Thank you so much for your efforts. We have all greatly benefited.

JUST A FEW REMINDERS. Send in your Chapter Registration as soon as possible. That provides current information about your club that can be available to other club members and also to directors such as myself. Finally, take a look at the newsletters that won awards this past year. You may have a small club, but you can do some things that can be beneficial. Have you ever thought about forming a regional group? Maybe you can combine your newsletters and expand your informational base. We need to get stronger and more visible. ☹

— *Traveling Tom*

Membership Moment

By 2020 Marketing/Membership Director Mike Kelley, *Membership@mafca.com*



TWO YEARS AGO, when I was elected to the MAFCA Board, I had the opportunity to choose what directorship I wanted to hold for 2019. I chose Membership Director. For 2020, I chose it again. Little did I know how different the two years would turn out to be.

In 2019, we were able to continue many of the successful membership programs already in place. These included the Free First Year membership program and the highly successful Event Kit program. During the year, we added a program for Model A parts vendors to include Free First Year membership flyers with parts orders.

As you know, 2020 brought totally different challenges. With the cancellation of most outdoor events, our Event Kit program took a severe hit. We chose to pause our Free First Year membership program for one year.

None of us knows what 2021 will bring. But we have decided to reinstate the Free First Year membership program. I predict the Model A experience will rebound to a level not recently seen. The idea of getting into your Model A and taking a tour has tremendous appeal.

If social gathering is permitted to a level that allows swap meets, car shows, and other events to be held, we will be in a position to once again implement the popular Event Kit program.

In closing, I would like to thank all of you for the honor of being a MAFCA director for 2019–2020. Happy Model A'ing. ☹ — *Mike*

Chapter News



ARIZONA



MARCA: While doing our part to restrict COVID, we rejoice when we are able to act like a club with friendly contact of likeminded people. We can see that expression on the faces of our club members, joining in what is requested and feasible while remaining safe. We look forward to a return of normal gatherings and will pursue our enjoyable hobby with all who see the importance of respect for history and for each other. *Henry Ruzicka*

Phoenix MAC: COVID-19 has pretty much shut down our activities. We did have a board meeting to take care of some year-end business. But we had to cancel our annual Christmas party. The installation of new officers banquet and the scheduled tour of the Tovrea Castle are slated for late January. The one plus is that the weather had turned, so that we could enjoy motoring around in Henry's fabulous horseless carriage machines. *Jim Grose*

CALIFORNIA

Acorn A's: Bill and Anne Biddell led a relaxing tour through Hayward to Niles Canyon Road. Next, to Palomares Road, with a short stop for a carburetor change on Glenn and Cathy's 1931 Coupe, then back on the road again. We paused for a quick lunch at Kasper's for hot dogs. We are missing two long-time members. Mary Baptista was treasurer for many years and David Wiseman was the 1990-91 president. They will be missed. *Judy Satariano*



Capistrano Valley A's: On Saturday, October 3rd, four members got together for a long-overdue meetup. Two Tudors and two Coupes toured from Laguna Niguel to the Dana Strand, through the Harbor to Capistrano Beach. We had perfect Southern California weather. It was great to see fellow club members and go for a ride. *Steven Murphy*

Capitol A's: We continue to connect with Zoom meetings. We would rather meet in person, but this works, too. Our membership decided to continue with our current board members for 2021. Congratulations! The Veterans Day parade was virtual, but we saw many Model A's decked out in American flags touring our city! Santa will be still visiting in December, and we are innovative: a drive-through Santa at the North Pole will keep the children believing! *Donna Smith*

Charter Oak A's: We had a few tours this past fall. On November 11th, several cars rode with many other organizations honoring Marine veterans at the Visalia Cemetery as a fundraiser. In November,

several chapters rode to Hanford Auto Supply for another tour, then to Superior Dairy for ice cream. A December outdoor holiday potluck and fundraiser was held for FoodLink of Tulare County. Several small tours are being planned. Happy New Year to all Model A clubs! *Marsba Brooks-Smith*

Chico Model A's: We often do drive-bys to celebrate events at retirement homes in Chico. In October, we were invited to a birthday celebration for a resident, Charlotte Puryear, at Sycamore Glen Retirement Home. Charlotte turned 100 years of age. Chico A's member Nancy Kraemer decorated the cars with signs and crepe paper. Bill and Sharon Simonton led the parade of cars. As we drove by, we honked horns and wished Charlotte a very happy birthday! *Sharon Simonton*

Diablo A's: We had a visit to Don McGrath's new home in Brentwood. A group of four cars, led by Ron and Caryn Borba, toured to Don's home. We visited for about an hour, then had lunch at Mimi's Cafe, eating outdoors. The board is planning a Christmas greeting visit to all the local club members, giving them a treat bag and wishing them Merry Christmas! Stay safe. *Herb Neumann*

El Camino A's: We held another mini tour on a warm, autumn day. Our destination was the historic Gamble Home and Gardens in Palo Alto, followed by a brief walking tour to nearby Professorville to see homes built in the 1890s for Stanford University professors. We look forward to more interesting tours in the new year. *Marilyn Perry*

Gra-Neva A's: After our September winery tour, we enjoyed a second winery excursion in October! Our monthly meetings have been on schedule due to alternative ways to gather safely. Good leadership has kept the vibrancy in this chapter. Recalling the birth years of our Model A's: 1928 was a grand year; but 1929-1931, very tough. Still, our elders got through them. 2020 was another time of hardship, but a better road lies ahead ... keep chugging! *Bobbie Whiting*

Hangtown A's: There are always lots of projects to do, especially since winter is fast approaching. We have wood to cut, gardens to empty, cars to winterize, and last tours to plan. In November, we toured the Gold Country Retirement Center in Placerville. We had eight Model A Fords and a Model T as well. On this sunny day, several residents sat outside and waved as we drove by, honking our horns. *Tom Jeans*



Harbor Area: Though we are still social distancing and all activities are canceled, four Model A's answered an invitation to lead the opening parade across the new Gerald Desmond bridge in Long Beach. There were four different body styles represented: Dick Wyckoff in a 1930 Cabriolet, Mirco and Elaine Pisu in a 1931 Fordor Blindfold, Steve Friedrich in a 1931 Roadster, and Jim Huizdos in his 1931 Victoria. *Sue Hankins*

Lake County A's: Happy New Year! We have lots of hope for 2021 to be able to live safely again

with friends and family. We have most of our plans completed for the 2021 Spring Opener, to be held on the first weekend in May. We will be sending out notices and applications soon. Save the date to join us for Model A fun, tours, and seeing friends again. *Dana Obermeyer*

Linden A's: On September 26, we took part in the Ironstone Corona Concours Tour, along with more than 125 cars. The 31st Annual Hot Rod Party in French Camp was on October 11, where we met Jon Provost, Timmy of *Lassie* TV fame. Terry Machado met Jon in 1963 when her entire school, all 24 students, was permitted to observe filming in Jacksonville, California. On November 1 we joined the Freewheelers for an Altamont Hills Drive Tour. *Terry Machado*

Modesto Area A's: We're still pretty much shut down. Some members took a scenic drive to Sutter Creek for a bit of shopping, then a picnic. A beautiful day for a ride to the hills. Sadly, we had to cancel our 2021 swap meet (a Turlock fixture since 1967). Taking advantage of Zoom meetings, we're planning our yearly toy and food drive. Hoping 2021 will bring a vaccine, an end to social distancing, and find us back together. *Barbara Collins*

Orange Blossom A's: Two club meetings were held outdoors at a local park. The new club officials were approved by the members present. We were able to enjoy a tour and lunch at the Parrish Pioneer Ranch in mountainous Oak Glen, California. There are shops in the area where you can purchase many handmade items, as well as apple orchards to pick your own or buy apples and apple pie there. Our Christmas party is December 5th. *Gary Struempff*

Orange County MAFC: Louise Hall is our new president for two more years, a great accomplishment for a club meeting under trees and voting via Zoom. A 50-Ford "thank-you" drive-by of hospitals and fire and police stations was made up of Ts, A's, and early V8s. Technical seminars focused on clutch adjustments and horn armature winding. We will celebrate new officer installations in January. May any flat spots on tires and oil drops on your floors be always changing. *Norm Kredit*

Paso Robles A's: We wish all of you a happy 2021. Many of you know of Paul Hohman's medical emergency. Paul lost consciousness on October 12. After consultations with local specialists, he was transported to Stanford and treated for an aortic aneurysm. He has been recovering since surgery — and made it to our last meeting. Plans are in the works for an outdoor Christmas gathering. As always, some Model A's show up bringing their drivers. *Bob McCormick*

Redding Rambling A's: Our cars are still upset that we can't get on the road much. We've had a board meeting to discuss the near future and what we can do. Things have not gotten any better here, so everyone is still not comfortable with gatherings. We're in the process of getting officers for 2021. We hope we can get some tours going the first of the year and that 2021 is a much better year for everyone. *Norm Faith*

San Diego Model A Ford Club: We greeted fall 2020 with our usual vigor by embracing old traditions without the crowds. With San Diego County canceling Halloween gatherings due to COVID orders, we decided to spread some spooky cheer. On Halloween Day, members decorated their cars and drove through residential areas and city parks with



some very scary passengers. Local residents enjoyed our unofficial Boo Parade, and especially the witches, skeletons, and scarecrows that rode along.

Kris Francis

San Fernando Valley MAFC: This month the spotlight is on our Era Fashions editors, Jeanni Lowery and Russ Buena, who enlighten us each month on what was fashionable in "Our Era." In November, the topic was Halloween costumes, and we learned that back then, they were geared more to the spooky than the comic and were mostly homemade, aimed at concealing the wearer and made of dark fabrics. Definitely not suitable for young trick or treaters!

Keith Smith

San Francisco Bay Area Chapter: Zoom, Zoom, Zoom. Lots of Zooming going on here: Zooming to our regular monthly meetings, as well as getting out and about. September found us at the Ironstone Concours Tour in Murphys, California. In October, we held our Halloween Pandemic Picnic in Golden Gate Park, and in November we took part in the Altamont Hills Drive Tour as well as the Anti-Virus, Social Distancing Car Rally to Winters, California.

Walter Caplan

San Gabriel Valley A's: Between COVID-19 and wildfires, our Model A Day tour was altered. Still, we prevailed and celebrated with burgers from In-N-Out, but in a different park. We had our first in-person meeting in October, meeting half-face to half-face. It was so good to see everyone. (Much better than Zoom!) We celebrated Halloween with a brunch, devilish games, and costumes. Congratulations to Michelle D. and Thomas G., who were Inspector Clouseau and the Pink Panther, of course.

Jim Lank

Santa Anita A's: A census of club cars has revealed that some of our members have unusual Model A's. For example, Bob Moore has a "Safari Wagon," a special car designed to resemble a Station Wagon with design peculiarities that make it appropriate for game hunting and photography by providing a top that allows a hunter or photographer to protrude through the top. Plans for the car were published in the October 1950 issue of *Mechanix Illustrated*.

Keith Smith

Santa Barbara Chapter: Parades are nil, and tours are short. But the cars are being prepared for when parades begin again. Outdoor board meetings are a highlight in the rain.

Bill Berger

Santa Clara Valley Chapter: We are back on the road; it's so good to see our A's touring once again. But never in my dreams did I think I'd be touring with a bunch of masked bandits. One sad note: October we lost Judy Dal Canto and Linda Gutierrez. Meetings and seminars are continuing on Zoom. December will welcome our 2021 board to carry the torch. Happy New Year.

Rodger Griffin

Santa Maria A's: August 15th, we joined the Cuesta Crankers on a tour of the back country of Porter Ranch. We were blessed with cloudy weather and sprinkles, which kept down the heat and dust. We stopped to have lunch at a picnic area on the property. We were 11 Model A's, 1 Chevy Phaeton, and 4 modern cars strong. On October 17th, the Santa Maria A's toured to the Avila Barn and the



nearby Gopher Glen Apple Orchard.

Trudy A. Stevens

Sierra A's: 2020 was different, but we rose to the challenge, finding ways to support each other, with tours and events that followed best health practices. We had a Veterans Day parade via video and breakfasts outside. Though six feet separates us, our newsletter and Ford spirit connects us. A heartfelt thanks to the 2020 board/officers and a big welcome to the 2021 team ... and hopefully a return to our usual meeting and event schedule.

Daylin Lee

Sonoma A's: Most club activities have been suspended. Two major decisions were to keep the 2020 officers and directors for 2021 and for club Sunshine Chair Sue Jacoby to again contact most members to ask how they are doing, then prepare a nice summary for our newsletter. This way, many of us can find out what is happening with each other. Some small groups have been getting together in their A's to enjoy the nice fall weather.

Bob Cortelyou

Sonora A's: On a warm October day in the Sierra foothills, we held a poker chip tour. Starting at Railtown 1897 State Park, we continued on country backroads to see monuments of local history and also play a ball-toss game for poker chips. All four stops were at locations displaying steam donkeys. We ended at a picnic area where we could social-distance and eat lunch. Prizes were awarded for high and low scores. It was a much-needed outing.



Mike DeCesare

Temecula Valley: As we move into January, we are grateful that none of our members has contacted the virus! With the exception of our Thanksgiving tour, all activities, including our Christmas party, had been canceled. The Thanksgiving tour saw several members venturing to Arizona, practicing social distancing. In the meantime, we all look forward to getting together when we can and staying in touch with each other until then. Here's to a healthy and happy 2021!

Joyce Grieb

Ventura County Model A Club: As a result of efforts from some key members, we've managed to enjoy a few fun group activities while staying virus-safe. In September, we had a picnic below the grapes while learning the history of the Dudley House. In October, we did a mini tour of the Santa Clara Valley with the Conejo Club, followed by a picnic in the Thomas' greenhouse. In November we had a Work-on-Your-A-Day at the Atchisons'.

Richard Atchison

COLORADO



MAFC of Colorado: 24 Model A's joined our October fall colors tour. From Denver, we headed

to Loveland then up Big Thompson Canyon to Glenhaven and Estes Park. Along the way, someone (now a new member!) saw us driving by and jumped into his Model A to follow us. After lunch, we took the Peak to Peak highway, stopping at the Chapel on the Rock. After a stop in Ferncliff, we descended Left Hand Canyon to Boulder.

Dan Ewing



Pikes Peak Model A Ford Club: We managed to have our annual club picnic and kept our social distance while enjoying lunch in an airplane hanger. We helped celebrate Harvest Days at the Western Mining Museum with seven A's. Our 15 Model A's joined forces with the Colorado Vintage Motor Car Club of America for a tour to see the fall colors, then have lunch at the new Brakeman's Restaurant at the old train depot.

Ray Gross

CONNECTICUT



Fairfield County A's: With a new year here and 2020 in the rearview mirror, let's hope better things are to come. Even with the virus still around, we had to take the Model A for a spin on a perfect Sunday ... then stop at this apple farm for an apple crumb pie, but ended up with cider donuts. It was just great to get out and about on a sunny day, with the trees ablaze in fall colors.

Henry Kutash

FLORIDA

First Coast Region MAC: Our members have attended Veterans Day parades and numerous car shows. In October, the club was invited by the Live Oak A's to tour to Savannah, Georgia. Six Model A's made the 150-mile trip. Members enjoyed the hospitality given by Lee and Jeff Froehle. The highlight of the tour was visiting Danny Norman's Tea Grove Plantation. Danny has more than 40 buildings full of antique tractors, cars, and memorabilia. Thank you, Froehles.

Larry Smart



Heart of Florida MARC: After many months of down time, we used the large, open space of Hickory Point State Park to have our annual meeting and elections. Usually we have a shared menu of goodies brought by members, but this time individual members brought their own meal and beverage. Since this was the 20th anniversary of the founding of the club, Sultana Skordas gave a history of the club's beginning.

Elaine Ring

Palm Beach A's: Before the fall COVID spike, we managed to meet for lunch at the OK Corral Gun Club in Okeechobee. The weather was perfect for touring in 7 Model A's, 1 Model T, and 2 Shays.



After lunch, we toured the 350-acre complex. The gun club features 10 shooting venues, dining, lodging, and a general store. Several members were able to attend the Cars & Coffee that is held monthly at the Elliot Museum in Stuart. *David Carlson*



Sara-Mana MAFC: With the success of our twice-a-month Virtual Tech Days, we are now conducting our regular monthly meeting via Zoom. To escape the virtual world, Rich and Donna Moray organized a Florida Railroad Museum outing. Museum volunteers checked out our A's while we explored their railcars. Our visit included a ride in an open railcar to the abandoned town of Willow. Our real-world adventure concluded with a stop for ice cream. *Mike Zelle*

GEORGIA

River Cities Model A Club: A spectacular tour was organized by Jim Langley to J.R. Williams's lifetime collection of cars and memorabilia, housed in two buildings and a garage. Thank you, Mr. Williams. It is time again to nominate new officers. The committee of Jim Langley, Richard Noxon, and Bob Smith

nominated President Al Lugo, Vice President Mark Smith, Secretary Connie Penney, Treasurer Richard Noxon, and Newsletter Editor Bill Shirley. They will be voted on and installed at the Christmas meeting. *Pat Gamble*

ILLINOIS

Central Illinois A's: COVID-19, with its attendant isolation, means we have had few chances to get together as a club. But that doesn't mean our A's are sitting idle. We are all draining the radiator, changing the oil, and protecting our "ladies." With or without a heated garage, our members take good care of their cars. With seating a full slate of officers and getting ideas for trips, we are all set for 2021. Let's roll! *Kay C. Lee*

Land of Lincoln A's: During September we visited the A.E. Staley museum in Decatur. The museum focuses on the family and the impact of the company, a processor of corn and soybeans, both locally and internationally. The company is still a major employer, but is now owned by Tate & Lyle. After lunch we enjoyed a presentation at the Arts Council on the local mural project. In October, we visited a private antique car collection. *Cheryl Laskowski*



Rock-Ford A's: Cold and snow are here, and our cars are put away for the winter. But we did manage to have a great fall color tour through northern Illinois and southern Wisconsin, with a social-distanced picnic. All other activities for our club are still on hold until we can meet safely, which we hope be early this year. We're all looking forward to being able to gather again with our friends and spend the days driving. *Anne Laviolette*

INDIANA



Columbus Indiana Model A Club: On October 10, John Prohaska led us on the "Tour de Cluck," a neat trip to Oldenburg, Indiana, for a fried chicken dinner and a visit to a collection of antique farm equipment. From October 13 to 20, Phil Sutton led 15 Model A's on a trip down the Blue Ridge Parkway to see the fall colors. We had folks from Indiana, Ohio, Virginia, and Kentucky on the trip, and nobody contracted COVID. *Larry Morlock*

IOWA



Central Iowa Model A Club: In September, we took an Iowa Scenic Byways Tour to Amana. In October, we took a fall colors tour to Red Rock Dam. Thanks to our Social Committee for putting things together safely in a pandemic. *Margaret Cory*

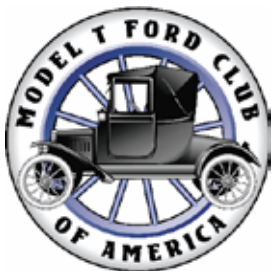
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Hawk A Model A Club: As with most clubs, COVID-19 drastically modified our 2020 Model A season. We did have four successful get-togethers: meeting in parks, masking, social distancing, and providing our own food. All were well attended, with no health consequences. We are looking to 2021 to resume a modified, full schedule of activities, with touring beginning in May. Let's hope these plans can be fulfilled. IMAD (Iowa Model A Day) continues to be planned for August 20-21. *Jan Wenger*

KANSAS

Plain Ol' A's: Our Fall Foliage Tour was enjoyed by all attending. It was a nice day for driving our cars on Model A roads and ended with a picnic at the Turner Barn and Orchards in Gardner, Kansas. The annual Trunk or Treat held at Hy-Vee was well attended by children in costume and our decorated Model A's. Keep safe and wear your mask. *Bruce and Vicky Mills*



Wichita A's: Saturday, September 26, we enjoyed a tour around the city, looking at Keeper of the Plains statues that are scattered around the community. Throughout the city are 42 Keeper statues that have been painted in various themes by local artists. The club visited eight of the statues, then enjoyed a box lunch at College Hill Park. *Brenda Broadhead*

LOUISIANA

Red Stick Model A Club: Members of our Baton Rouge, Louisiana-based club got out for a "Ride to Nowhere." With temps in the 50s, we enjoyed a tour set up by James Lambert and Tommy Roy. We traveled back roads through Port Vincent, French Settlement, Maurepas, and Springfield and returned to Walker, where we started. It was a great day to warm up the cars. Our tour directors plan another ride next month. *George Corse*

MAINE

Pine Tree Chapter: Normally for this issue I write about the New England Meet, traditionally held in mid September. This year was our club's turn to host it, but we couldn't because of the pandemic. We look forward to welcoming folks from across the region next year. Our usually busy touring season slipped by with only two events, both in the yard of club vice-president David White and his wife, Jody. Thanks, David and Jody! *John Brissette*

MARYLAND

Greater Baltimore Model A Ford Club: In October, 37 club members in 20 Model A's participated in a covered bridge driving tour of Frederick County including an alfresco bring-your-own picnic lunch at Loy's Station Covered Bridge Park in Rocky Ridge, Maryland. Our virtual efforts continue to keep club members connected via monthly Tech Talk meetings and monthly membership meetings via Zoom. Localized small groups also continue to help each other with car repairs as well as going on occasional lunch outings. *Jonathan E. Miller*

MASSACHUSETTS

Model A Ford Club of Cape Cod: Due to COVID-19, our chapter has not had the opportunity to engage in any activity. Over the past few months our membership has seen several new members join. We look forward in 2021 to get back to enjoying our club's camaraderie and displaying our wonderful

Model A Fords to the public and visitors on Cape Cod. *Jack Schnyer*

Model A Restorers Club of Massachusetts: We had two tours in September. The first was a Beach Picnic Tour in Duxbury, Massachusetts, hosted by Chuck and Dolores Marchewka. The weather was great but very windy. The kite surfers on Duxbury Bay put on quite a show for us. On the second tour, with perfect weather, Bill and Kerri Brum led us down country roads to Keith's Apple Farm in Acushnet, Massachusetts, to pick apples and pumpkins. *Charles Marchewka*

Worcester County: On International Model A Day, 17 A's toured to the Quabbin Reservoir for a picnic and Hardwick Winery for a tasting. For the October Ladies Day Tour, 18 A's toured to Red Apple Orchards for cider donuts, then to Kringle Candle in Bernardston, ending the day in Barre for ice cream. Thanks to the ladies for planning this outing. We concluded our season with a November frostbite run to Bolton Orchards and Nashoba Valley Winery. *Keith Costello*



MINNESOTA

Twin City MAFAC: A winterization list was developed to guide members in placing their cars in storage for the season. COVID-19 has prompted our board meetings to go to Zoom meetings. We have a new slate of members running for open board positions and will have elections before year's end. The annual photo contest will be judged by December 1st. *Mark Leder*

MISSISSIPPI

Mississippi MAFAC: We finally got to have a monthly meeting in November. Though our attendance was down, we were able to meet at Little Willies Barbecue in Pearl, Mississippi. Most of the talk was on working projects on our Model A's and catching up with the news from those present. Our president, Wayne Hilliard, was not able to attend after testing positive for COVID-19. Wayne is doing well and should be back with us soon. *Doug Jones*

NEBRASKA



Cornhusker MAFAC: Club activities continue cautiously as COVID-19 continues to rage. Our group resumed meetings in the fall, either outdoors or in spaces that allowed for social distancing. An October "tour" to Branched Oak Lake was successful and fun, and members participated in COVID-safe car displays, such as the virtual Seward Fourth of July car show, and the Arbor Lodge/Applejack Festival show in September in Nebraska City. *Janet Jeffries Beauvois*

MONTANA

Magic City Model A's: Many tours were canceled, but in some cases we made alternate plans. Seven Model A's made a three-day Shake Out Tour to a lodge near Lewistown. The trip to Canada was canceled, but seven Model A's made a five-day trip to Glacier. With careful planning, we've been able to have all our meetings with the exception of March,

meeting outside at members' homes, in their shops or businesses, where we had ample space. *Larry Malmstrom*

NEVADA



Las Vegas Valley Model A Ford Club: A few members enjoyed a Veterans Day parade at the Boulder City Veterans Home. Veterans sat outside and watched as a few car clubs paraded around their circle entrance. The veterans waved and cheered as they yelled out to them our thank-yous. After a bag lunch in the sunshine of a nearby park, we took a leisurely cruise around Lake Mead before heading home. A perfect way to get together yet practice social distancing. *Liz Prehm*

NEW HAMPSHIRE

Lakes Region Model A Club: Our club maintains a positive outlook even as many of our activities and meetings were lost due to surges of the coronavirus. Fortunately, driving our wonderful little cars can be enjoyed with little social contact. Early November also provided some extended driving time with unseasonably warm weather. Spaces are filling up at the June 2021 MAFCA National Tour sponsored by the N.H. Lakes Region club. Information about the event is available on the tour's website: www.2021mafcanationaltour.com *Nancy Wilmot*

NEW MEXICO

Borderland A's: The COVID-19 pandemic has shut down most of our activities, as it has for most of the country. Our annual Veterans Day parade was canceled, so a few of us donned our masks and drove our cars to a couple of VFW posts here in town. The veterans enjoyed seeing our cars, and we had a great conversation. We're all hoping that we can resume our meeting and touring schedule in this new year. *Rick Black*

NEW YORK

Adirondack A's: The past two months have been uneventful. Meetings and the Christmas party have been canceled. The youth program '31 Sport Coupe is in progress without the youth members for now. The chassis is waiting for the body, which is ready for paint. We would like to thank Jack Brynes Ford for the use of his shop. The dealership is in the process of being sold, as Jack is ready for retirement. *David Mesick*



Model A Ford Club of Long Island: Our Model A club had its annual auction of Model A parts on October 3. The event was well attended and took place outside of the Museum of American Armor in Old Bethpage. Thanks to member Eddie Storey, who was a fantastic auctioneer at this event. On October 18, we had a fall foliage tour and luncheon. A wonderful tour of the north shore of Nassau County, it was enjoyed by all who attended. *Debby Duprez*

Mohican Model A Ford Club: On November 7th, Mike and Mabel Silliman hosted the annual business

meeting and auction at the White Eagle Lodge in Hamilton, New York. Officers and board members were elected for 2021. Twenty-five-year membership pins were presented to our outgoing president, Ray and Judy Cousins. Items donated by members were auctioned to raise money for the 60th Anniversary Trip, postponed from last year. Because of virus issues, our December to March monthly meetings have been canceled. *Jane Hicks*

OHIO

Dayton-Buckeye MAFC. We have had no official activities. Everything has been canceled due to the coronavirus pandemic. *Bob Zitney*

Ohio Valley Region: Conrad and Dottie Gerdes hosted an October tour on Indiana's scenic backroads to a hay press barn. Our meetings and Christmas party venues have closed because of high COVID-19 rates in our county. This means we will reschedule remaining events for next year. We will continue to have informal dial-in meetings, welcome new club members, and work on our Model As. *Art Foreman*

OKLAHOMA



Tulsa MAFC: A sudden COVID-19 quarantine for some Sooner club members caused several to miss the fall tour with our club. But some Tulsa and Sooner club members enjoyed a modified tour to the Fort Smith area. A contactless Christmas cookie exchange run and toy collection for charity replaced our Christmas party. A few members participated in a Veterans Day parade. Sadly, we recently had to say goodbye to treasurer Alan Schmidt and member Donna Robinson. *Barbara Cail*

OREGON

Beaver Chapter: We had an interesting year, with most events canceled. Our club has had many small, local tours: fall color, viewing recent fire damage, and one extended tour with 12 cars to Glacier National Park in Montana in September. We have had lots of time to work on our cars. Our planning for 2021 includes the Portland Swap Meet in April, so we will try again. Hopefully we will get back to normal in 2021. *Tom Irwin*



Enduring As: Member Robert Weber was among veterans honored with individual photo banners displayed along Albany, Oregon's streets for Veterans Day. He was also on an Honor Flight display, while club members Jeff Hansen, Gene Suing, Paul Hurst, Joe Eddings, Don Studier, and the public drove by the displays. This was a Veterans Day "reverse parade" because of COVID restrictions. *Martin Harding*

Rogue Valley As: The past few weeks, we have been putting the rebuilt engine back in my dad's 1930 Cabriolet. Sunday night, we got it running! We're so happy and excited to get it back on the road. As Pete Pringle says, there are only a few things left to do before driving it, like grease all the fittings and rewire the headlights and horn. Ahooga! *Nell Mathern*

Willamette Valley: At this writing, our governor has declared a 14-day COVID "freeze" to December 2nd. Thanksgiving will be held with safety in mind. The day may be partly sunny in Salem, so a Thanksgiving drive is possible. Winter projects are in the wings.

Members have at least a couple Pickups and a couple Coupes in various stages of restoration. Let's have an active and healthy 2021 as we endure covid and area wildfire damage. *Bob Myers*

PENNSYLVANIA

Beaver Valley Model A Ford Club: We would like to send a shout-out to one of our longtime members. He has held every office, multiple times, through the years. He has hosted meetings, set up tours, held seminars, and is always available to help. He owns many complete As as well as multiple parts. Thank you, Don Gaffney, for being what Model A club members are all about. Model As are great! *Dan Baker*

SOUTH CAROLINA

Aiken Model As: Nine cars took part in a 40-mile, self-catered picnic road trip, socially distanced, at Boyd's Pond. Member presented a replica of Ford's Christmas engine for all to see. In November, 14 members delighted local assisted living facility residents with a weather-delayed Veterans Day drive by. Remember, use MAFC resources, club membership knowledge and expertise to keep our unique interests A-Ford-able. Happy holidays from Aiken As. Stay Safe. *Lewis Fierke*

Old 96 District MAFC: Practicing social distancing, we drove our As around Ashley Assisted Living to entertain residents. Two club members conducted a yard sale, where parts could be purchased for garage projects. Some members participated in the Iva Depot Days Car Show. We will miss members Alice Ruth Reynolds and Bob McGovern, who passed away in 2020. Old 96 has high hopes of resuming activities in 2021, including our annual Swap Meet scheduled for April 16-17. *Debby McDill*

TENNESSEE



Smoky Mountain Model As: We have new board members for 2021, and they're ready to take on whatever may be allowed in our new, crazy world. We had another outdoor meeting at the home of Steve Wickizer, with eight cars and 20 members making the journey. Steve's Tudor was hiding in the garage, receiving brake rehab. A special thanks to Darrell Davis and Jimmy Vineyard for getting the club two new banners. *Randy Schwerdt*

TEXAS

Alamo As: We had a nice drive in September to Longhorn Caverns near Burnet. Jimmy and Amy Taylor did a wonderful job hosting our club for the October meeting at their home in New Braunfels. After the meeting, Jimmy also gave an informative seminar on distributors. We have a new slate of officers coming on board in 2021 and new members Rick and Amanda Reyes have volunteered to produce our monthly newsletter, *The Distributor!* Facebook: *AlamoAsFordModelAClub.* *Ken Stevens*



Dallas MAFC: We held in-person meetings in October and November. In October, many members

attended the annual Autumn Trails Weekend. It was a smaller affair than usual. The Christmas party will be combined with our 60th Anniversary. The club has plans for a trip to Galveston Island to celebrate New Year's Eve. We are looking forward to the Rocky Mountain Trailer Tour in June 2021. Our Car of the Year nominee is a beautiful '31 Victoria Leatherback. *Pam Henricks*



Fort Worth MAFC: Our members had not met since March, so in September we had a tour to Stephenville, Texas, had lunch in their central park, and held a meeting. The end of October, members traveled to the annual Autumn Trails in Winnsboro, Texas, for a weekend of fellowship with other Model A clubs, a parade, an awards dinner, and tours through East Texas. Before Thanksgiving, members participated with lighted cars in the virtual Fort Worth Parade of Lights. *Chuck Nixon*

Golden Triangle As: Our club had a great time on our tour to Coldspring, Texas, in October with 6 cars and 16 people participating. We had a very interesting tour of a honeybee farm and drove on some beautiful back roads. Some of our members also attended a car show at Lamar University in November. *Kevin Parsley*

Greater Houston As: The past few months have been a great time to get the As out and go for a drive. The annual Autumn Trails tour was held in Winnsboro, Texas, last October. With social distancing, Jackie and I, Mel and Jane Rivers, as well as Bob and Frances Sample, made the trip. The weather was perfect and, as always, the local folks were friendly and accommodating. There are surely some wonderful A roads in East Texas. *Tom Walne*

Lone Star MAFC: Our 200-mile round trip tour to the Old Kingsbury Aerodrome was fantastic. On this mid-November day, we had clear skies with temps in the middle 80s. There were WWI reenactments, classic, vintage, and antique aircraft on display, low-flying planes with smoke trails doing flips, and also food and craft vendors. After a year of so many cancellations, this was the perfect day to don our '20s era duds and get our Model A's motoring. *Laurie Taylor*



Robert Bullard teaches boy scouts about Model A's during our club picnic. (Photo by Elaine Bullard)

Piney Wood MAFC: Relieving our cabin fever, Robert and Elaine Bullard organized a trip to the Stephen F. Austin State Park. After visiting with each other over a picnic lunch, we taught a nearby Boy Scout troop about our As. We also visited the San Felipe de Austin historic site, learning about Stephen Austin's role in bringing Americans to what was a part of Mexico in the 1820s. It was great to catch up with our club members! *Jackson Garrison*

Tyler Model A Club: We had October and November meetings with 20 members attending. President Mike Allen has been able to locate restaurants with separate rooms where Tyler Model

As members could meet. Twenty members and 7 cars made the trip to Winnsboro, Texas, for Autumn Trails. What a great event with members and cars coming from clubs throughout Texas, Louisiana, and Oklahoma. We have four new members this fall and look forward to continued growth. *Bruce Witwer*



Gaylon Vaughn and club president James Kasper with Gaylon's Pickup on the Autumn A Tour.

Victori-As: We've had only one meeting since March. In October, we held our Autumn A Chris Powell Memorial Tour with the Austin As. We lost Chris a year ago. We toured Palmetto State Park and had a picnic lunch at Independence Park in Gonzales. We are looking forward to a combined annual meeting/lunch/auction/Christmas party in November. *Nancy Whiddon*

UTAH



Our last club tour in November to a pioneer cemetery in Milton, Utah

Beehive As: As I write this, a state mandate has put our November club meeting on hold, and our Christmas party is uncertain. Because of this year's circumstances, we have been forced to be less active, but we have done some fun things for ourselves and the community. Our leadership for 2021 has been selected, and assuming a vaccine will be available to curb the spread, the summer should see us back on the Model A road. *Randy Christiansen*

Color Country MAC: It's been a busy summer. In spite of the COVID restrictions, we've been to lots of car shows, parades, and "traveling parade" day trips around colorful southern Utah, and we're blessed with great scenery and Model A roads to get there. Three couples took their As over 10,000-plus-foot Cedar Mountain on a leaf-peeping tour, and four other couples made our annual day trip to Zion National Park. *Clark Peterson*



Utah Valley: Thirteen Model As joined our local history tour of the early Mormon settlement, Spanish Fork. Sites included a private pioneer museum; the beautiful Sri Sri Radha Krishna Temple; a lovingly restored Mormon Pioneer cemetery; and the historic Leland Milling Company, originally powered by a mill race. Five club cars helped Utah Valley University raise \$400,000 for scholarships. An excellent Tech Talk on tires by Bob Todd, former General Motors/Michelin engineer, capped off our September meeting. *Roger Davis*

VIRGINIA

Cape Henry Model A Ford Club: Exercising an abundance of caution, our club activities remain low key, with individual activities prevailing. Our annual meeting was held with strict social distancing. Billy Stutz was elected president. John Long conducted a nature tour along the Alligator River. Among the abundant water fowl and black bear population, several Model A enthusiasts were spotted, a reported endangered species. *Gordon Spence*



Aaron Block makes repairs to the firewall of this 1930 Town Sedan.



Colonial Virginia MAFC: COVID forced many cancellations last year, but it couldn't stop fall touring in Virginia. In October we toured through York, New Kent, and James City Counties, with a stop at James River State Park and lunch at Two Drummers Smokehouse. At the October meeting, Peter Maytham was awarded the Spark Plug Award for his many contributions to the club. November brought a Williamsburg Route 5 tour and a visit to historic Westover Episcopal Church. *Ivan Morefield*



Old Dominion: Nine members and four As toured the VCU Rice Rivers Center in Charles City, followed by lunch at Indian Fields Tavern. Fifteen members and six As went on a Fall Leaf Tour on the Skyline Drive in the Blue Ridge Mountains with a picnic lunch at Big Meadows in Shenandoah National Park. Twelve members and six As went to James River State Park. Monthly meetings were held at Deep Run County Park. *Sam Watkins*

George Washington Chapter: For International Model A Day, our club had a short tour beside the Potomac River and C&O Canal in Maryland. The day couldn't have been better. We had 8 Model As and 20 club members. One member's car had a problem that our collective wisdom couldn't solve (hard to believe!), but the tour was interesting enough that everyone was happy. It was a long-overdue escape from the current COVID-impacted lives we are all living. *Bruce Metcalf*

WASHINGTON

Apple Valley Model A Car Club: Sorry to report that Mike Kelley's mother, Betty, passed away. We send our condolences. The Fall Foliage Tour to Rimrock Lake was a success, as several Model As took part in the drive. Participating members enjoyed their picnic in the great outdoors. The annual Christmas party was definitely canceled, as there is a new rise in COVID cases in the state. *Barbara Buschini*

Evergreen As: With plans to embrace 2021 while recognizing the good of 2020, we replaced our annual holiday dinner and awards banquet with a Zoom event during which chapter awards were announced and presented. Funds intended for the function were reallocated and presented to a local food distribution charity, Northwest Harvest, with members in As delivering the check. With the year's last monthly Zoom Social Hour, we celebrated with a white elephant gift exchange. *Rich Nestler*

Gallopin' Gerties: Our board meetings were suspended until January 2021. We had a drive-through "sider squeeze" car show at the Meeker Mansion in October. The LeMay trunk or treat was a fun drive-through event also. Work on the Cabriolet restoration is progressing. We planned to have a New Year's Day tour with the Model T club. *Carrie Gail Dira*

Vancouver Washington Volcano As: We hope this finds you healthy and happy! Most of our normal events and gatherings have been canceled. No, let us just say postponed, until we can all get together again. John and Dianne Earnest led a beautiful backroads tour in early October with points of interest listed on the tour notes. The tour ended at their home for snacks and a discussion of the points of interest. Stay safe! *Dian Lane*

Walla Walla Sweet As: We're keeping busy with the As. Congrats to Daylan and his new bride. Dave P. is getting help from Bill G. on brakes. Craig tightened his cowl trim. Carla's car is tucked away for winter. Bill G. will be powder-coating his rims. Seven of us participated in an unofficial Veterans Day parade. We'll vote on 2021 officers by video. We're looking to spring, expecting many group tours and potlucks! A little longer; we got this! *Debbi Bethel*

WISCONSIN



Central Wisconsin: Our club took a ride from Wild Rose, Wisconsin, to Greg's Speed Shop near Waupaca for a tour and explanation of what goes into a vehicle restoration. We continued to Clintonville, where we were given a tour of the Four Wheel Drive Museum, which is home to over 80 FWD/Seagraves trucks. A special thanks to the Singers and Rycerzes for planning and leading the event. *Steven King*

INTERNATIONAL



Lions Gate Model A Club: Although our members across the border in Washington State couldn't join in, some Canadian members enjoyed socially distanced club picnic-runs around the Vancouver Delta and along the historic Telegraph Trail built in *(Continued on page 52)*

Classified Advertisements

MAFCA Members are entitled to one free ad per issue. Ads for specific cars, parts, and services may be run only once per year. Free classified ads are for the hobbyist only. No commercial classified ads accepted. Businesses offering Model A parts and services are welcome to advertise in other sections of *The Restorer*. Display rates quoted on request. The Classified Advertising section is for Model A Ford automobiles, Model A parts, and related items only.

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First 30 words plus name and address: free
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Ads should be typed or plainly printed and labeled "For Sale" or "Wanted" or "Will Swap."

All items listed for sale must state the asking price. Ads for autos should mention the state where the vehicle is located. Lead words will be printed in boldface. Photos should be professionally printed on photo paper or emailed as an attached file. Digital photos should be at least 720 pixels wide. Send ads to:

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Model A's for Sale



1928 Special Coupe. Rare, newer restoration. \$18,500. Near Fresno, California. Chuck Kallas, 559-287-1256.



1929 Rumble Seat Roadster. Ground up restoration just completed. Barn find from the '60s. Bonnie Gray, Chelsea Blue with French Gray striping in nitrocellulose factory paint. Transmission and engine rebuilt with modern rear and front seals, touring cam, modern valves, insert rods (10 under), mains 20 under with 40 over pistons. Two-tooth steering, cast iron drums, new Firestone tires. 12-volt with halogen lights. Classtique upholstery and top. Complete with tool kit and car cover. Oregon. Clear title. \$25,500 Call Bill Cote 541-752-0924 or Lew Garrison 503-931-6072. Email: lewscars@gmail.com

Model A's for Sale



Very early February 1929 Tudor. Cleaned up, solid wood and rust-free body. Refurbished the worn parts with better parts, thus keeping the original patina. Asking \$12,000. Steve Plucker, Walla Walla/Prescott, Washington, 509-749-2211. For more details and photos: pif@bmi.net



1929 Tudor. All original except for 6-volt alternator. No rust. Selling for health reasons. Asking \$15,000. Located in Seattle, Washington. 206-595-8317.



1929 Roadster. Boat tail built from two International pickup hoods for lotsa fun

Model A's for Sale

driving. Stromberg downdraft carburetor, modern manifold, 16" bent spoke wheels. Texas. \$13,500 OBO. Anthony, 832-607-8528, topkick7@comcast.net



1929 Sedan Delivery. \$29,500 OBO. California car, restored, excellent condition. Has been in storage 6 years. Too many cars; somebody has to go! Call Dennis for details: 818-383-0404.



1929 Briggs Town Sedan. Clean car, no rust. 1500 miles on professionally rebuilt engine. Too many extras to list. Priced to sell at \$16,500. Southern Oregon. Dennis 541-535-6354, perrymountain@gmail.com

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(Classified ads continue on page 52)

Model A's for Sale

1929 Closed Cab Pickup. Fully restored in 1978. LeBaron Bonney interior, new white oak sideboards, utility locked box under bed. Runs great. Modern engine with B camshaft, hardened seats, stainless valves, etc. Parade or tour ready. Asking \$25,000. Kansas. Keith Oney, 785-458-2647.



1930 Briggs Body Standard Fordor. Older update of paint, Mohair interior. New touring motor, updated brakes with cast iron drums. Great touring car, runs well. \$16,000. Arlington Heights, Illinois. Call Carl Hagland: 847-577-5408 or email: ford1930@att.net



1931 Tudor Special De Luxe. Rust-free older restoration in very good, daily driver condition. Meticulous attention to original details, with the exception of a 6-volt alternator. \$14,500 firm. Maine. George Yarbrough, 207-944-0842 or cracker39@roadrunner.com



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Model A's for Sale

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1931 Station Wagon. Made for touring. 5.5 head, B cam, counterweighted crank, Mitchell synchronized trans, Volvo overdrive. Wood and body good, top very good. Sunbrella interior, side curtains. Asking \$22,000, Mike: 209 329 3913, mikeakahori@gmail.com Lodi, California.



1931 400A. Done for judging or driving. Everything done right. Black body, nitro fenders etc. Enamel, no clear. Stripe, wheels Apple Green. Fewer than 2,000 miles since completed. Health forces sale. Washington. \$49,950. Jim Barbee, 425-432-2115.

Model A Wanted

Looking for a restored **1928 AR Model A** Sport Coupe with rumble seat or any 1928 model actually manufactured in 1927. Must be in mint condition. Contact Luther Hendrix, 256-899-2303. Fort Payne, Alabama.

Parts for Sale

Roadster back seat wood, \$30. Cast front fender braces, \$45 each. Lot of brake parts; write needs. Front spring, \$50. Rear spring, \$50. Original outside mirror head, Station Wagon or Pickup, \$80. Monte Frost, 5100 S 82nd Street, Omaha, NE 68127.

One heavy duty radiator 27 x 18 out of a Model A. AA Pickup with a powder coated shell. Both in very good shape. \$475. Tony Jacobs, 673 W 20 S., Lindon, UT 84042. Cell: 385-233-1284.

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Parts Wanted



For a **1929 Roadster Pickup.** I have the back, middle, and front irons — but need the one-piece wrap-around (as shown in the photo of a friend's RPU top irons). Or will buy a whole top iron set. Gary Ellingson, 1024 McClain Dr., Sunnyside, WA 98944, 253-459-5871.

Literature for Sale

150 like-new Restorer magazines from 1995 to the present, \$75. 260 issues of *Model 'A' News* magazines from 1976 to the present, \$125 plus shipping or you pick up here. Richard Nelson, 1050 S. Ridge Road, Lake Forest, IL 60045, 847-234-1466, ranelson1@comcast.net

As a MAFCA member, you are entitled to place a free, 30-word Model A-related classified ad. (See page 51 for details.)

Chapter News (continued from page 50)

the 1860s to link American communications with Europe. A few new members swelled the number of Model A's on the runs. Two of our cars made a 1,500-mile circuit through the British Columbia hinterland — a large bathtub plug doubling for a lost gas cap.

Derek Morton

SPECIAL INTEREST GROUPS

Woody Wagons: Associated with MAFCA since 1973, we are a Special Interest Group for the Model A Station Wagon, Special Delivery, and Traveler models. We also have many members with Hucksters and other wooden vehicles. I am the new director and have been since October 2019 after the sad news of the passing of Tim Johnstone. Membership is \$20 a year. We produce quarterly newsletters with Station Wagon history, photos, drawings, and information for these unique vehicles.

Tim Zavacki

Want your chapter's news included? Make sure that 75-word report is emailed, by January 20, to MAFCAnews@gmail.com

Send Chapter News to: **The Restorer**, MAFCAnews@gmail.com or mail to 5074 Plumstead Drive, Colorado Springs, CO 80920

Send **up to 75 words** about your club's most recent activities. Deadline for the March/April 2020 issue: **January 20, 2020**

Include your news in the body of the email. Include your name, club name, and state. High-resolution photos of general interest will be published as space allows. Physical photos cannot be returned unless sent with a self-addressed, stamped envelope.

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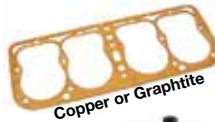


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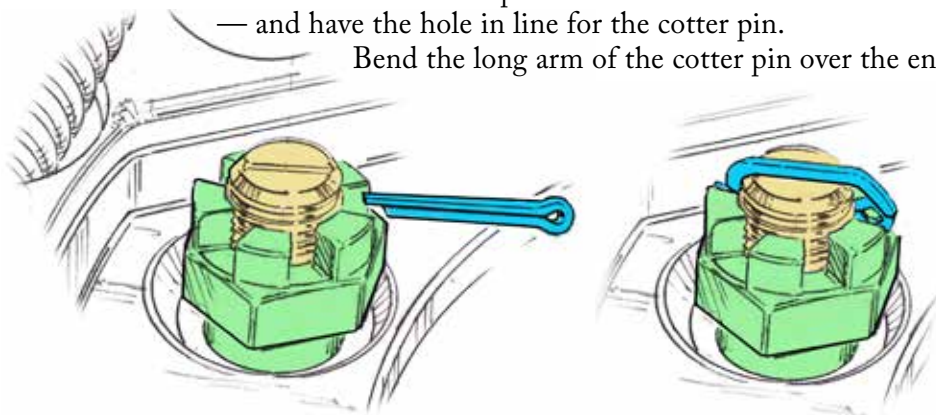
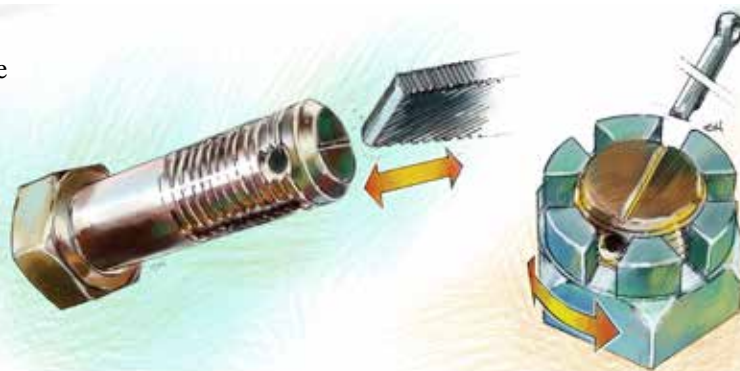
Tiny Tips Classic
From MAFCA Members

PUTTING IN COTTER PINS, by getting the castellated nuts aligned with the hole in the bolt, can be difficult for those of us whose eyesight isn't what it used to be or who are working in poor light. But a little preparation will make cotter pin assembly much easier.

Before you get out your wrenches, reach for a fine-tooth file with at least one good corner. I use a small, triangular file to put a shallow, but very visible cut on the thread end of the bolt, running parallel to the hole for the cotter pin.

This makes it much easier to line up the notches in the nut with the fine cut on the end of the bolt — and have the hole in line for the cotter pin.

Bend the long arm of the cotter pin over the end of bolt to conceal the mark. ☺



This Tiny Tip originally appeared in the November/December 1987 issue.

*If you have a helpful tip about Model A restoration or maintenance to share with MAFCA members, please send it, with a photo or sketch, to the MAFCA office:
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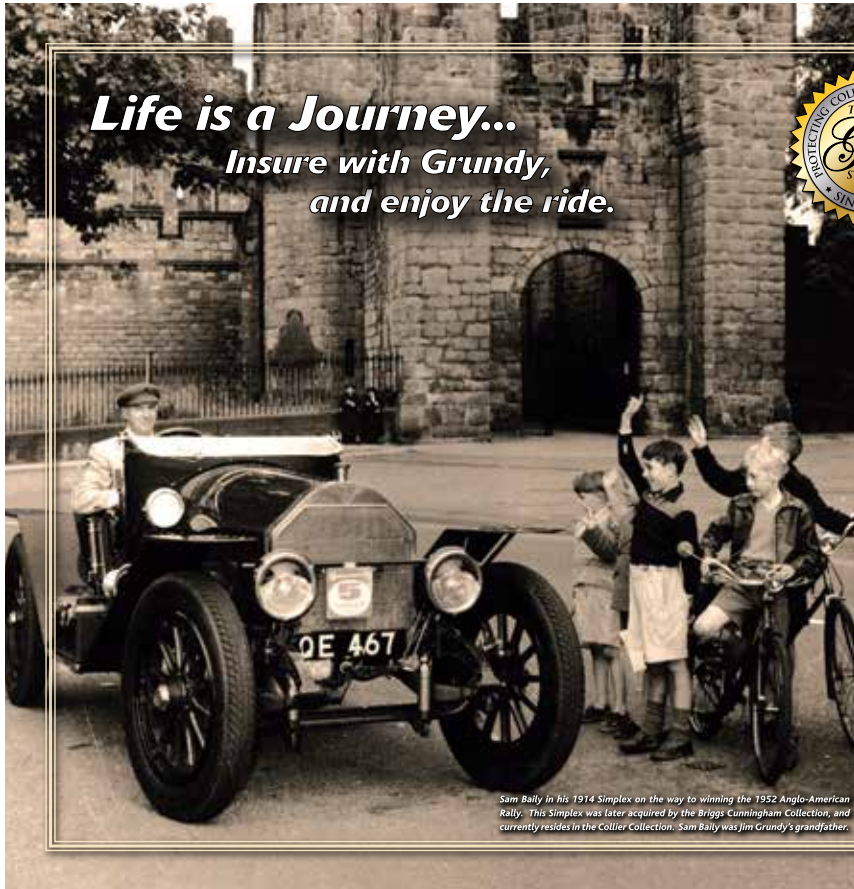
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