

The Restorer

MODEL A FORD CLUB OF AMERICA

Volume 64 • Issue 5



January/February 2020



The Magazine for Model A Ford Enthusiasts



MAFCA NATIONAL CONVENTION

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- Era Fashions & Judging
- Restorers Class



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C O N T E N T S

January/February 2020 • Volume 64, Issue 5



Front Cover Photograph
By Nancy Firth

Todd and Michelle Calvert's early 1930 Murray Town Sedan in the 19th century mining town of Golden, Oregon. An ongoing project, it was that red when he got the chassis and body shell some six years ago. It's since become, Todd says, "a pretty solid driver."



Back Cover Photograph
By Joe Kresse

Mike McInnis with his 1929 Special Coupe and Joe Kresse with his 1931 Victoria went for a ride in Northeast Oregon on September 14 for International Model A Day.

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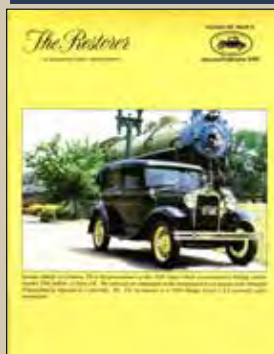
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The Model A Ford Club of America is a non-profit corporation of California and a national historical society dedicated to the restoration and preservation of the Model A Ford automobile as manufactured from 1928 through 1931.

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Access to MAFCA website Members Only area
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20 Years Ago



30 Years Ago



40 Years Ago



50 Years Ago



60 Years Ago

20 Years Ago • November/December 1999 • Volume 44, Issue 4

President Lyle Meek wrote an important reminder concerning safety after two members were tragically killed in their Model A. It's good to remember that automobile safety in the era of Model A's was not what it is today. Chapters were encouraged to develop a safety program, and individuals need to be conscious of what's going on around them each time they climb behind the wheel. Did you know that Model A's have a built-in engine analyzer? Read about it in Les Andrews' article on reading spark plugs. The second of a two-part article on "The Beast" (The Phoenix Deluxe Delivery) told the interesting story of this vehicle's restoration.

30 Years Ago • January/February 1990 • Volume 34, Issue 5

Doug Clayton wrote a nice article on vehicle judging, "A Blue Ribbon Is Easier Than You Think." That is as true today as it was in 1990. A classic article by Thomas Howe on converting from a trunk to a rumble seat is found in this issue. This was a reprint from the August 1928 Ford Dealer & Service Field. Fern Davis wrote on original vs. reproduction era fashions and what to do once you have made a "new old dress." John Jacobson tells us how to install air-conditioning the Minuteman way. This funny (but useful) bit may not be what you think. Check it out.

40 Years Ago • January/February 1980 • Volume 24, Issue 5

Here we read about Merle Smith being given the Lifetime Membership Award. Merle was the eighth person to receive this prestigious award. Many of Merle's articles live on to this day. "Reliability, economy and elite performance" was the caption of a seven-page advertisement on the Model A that Ford published in the '30s, republished in this issue. Arlene Stanley, from Paso Robles, California, wrote of her husband finding a 1930 Phaeton in a junkyard in Mexico. And, yes, it did apparently take an action by the federal government to get a Model A from Mexico to the U.S.

50 Years Ago • January/February 1970 • Volume 14, Issue 5

This 48-page issue proudly displayed a cover price of \$1.00. In the advertising section, one could buy a 1928 Phaeton for \$1,100. Merle Smith had a classic article on overhauling a differential that is still used by many backyard mechanics. It was announced that the Sixth National Meet would be held in Milwaukee. Did you know that at the plant in Long Beach, California, fenders were painted in a glass room 280 feet long? Jim Langley wrote on the painting process used by Ford at the Long Beach facility. Ed Hitze told of his purchasing 1,000 Model A's. (He was employed by a local dealership, and five or six times each week it was his job to go to the assembly plant and buy the New Ford.)

60 Years Ago • January/February 1960 • Volume 4, Issue 5

Headline: MAFCA's First National Meet is announced. This meet was to be held in Atlantic City. Scheduled as a three-day event, it set the precedent for what was to be expected for the next 60 years. The issue, while only 28 pages long, was packed with great information. Part 1 of a detailed, multi-part article on hydraulic brake conversion by John Gold is loaded with interesting information. This was an exciting time for MAFCA, as within four months, eight new chapters joined the family.

DID YOU KNOW YOU CAN PURCHASE the *First 50 Years of The Restorer* on flash drive at MAFCA.com?





Steering Column

Bill Truesdell – 2020 President



THE PAST YEAR was filled with Model A events, many of them special and memorable. We just experienced a wonderful National Awards Banquet in Claremont, California. It was hosted by Steve Voss, Ed Tolman, and their great Pomona Valley Model A Ford Club. We enjoyed fabulous tours and excellent food. A great big thank-you to the Pomona group for such a wonderful event.

This year we will be having more great experiences at the 2020 National Convention in Kerrville, Texas. Mark your calendar for June 21 to 26. Hosted by the San Antonio Alamo A's, the convention will offer tours of the scenic Texas Hill Country, the booming local wine-producing facilities, the Alamo, and the San Antonio Riverwalk. The destination of the Grand Tour will be Bandera, Texas, where you can see the "Cowboy Capital of the World."

You won't want to miss this great event. Registration is available now through the *MAFCA.com* website.

This year's National Awards Banquet (NAB) will be held in Fort Worth, Texas. Mark December 3 to 6 on your calendar. Hosted by the Fort Worth Model A Club, many exciting things will await you there. At this event, all the national awards will be presented, along with announcements of the 2021 Board members and their positions.

We have past-President Doug Clayton and the 2019 Board members to thank for passing along to our new Board an organization that is financially sound and well managed.

It is you, our members, who are the focus of our club. Events are planned for you. Resources are made available to you through *The Restorer* and other information collections. When you have a need for Model A Ford information that you haven't yet found, please contact our new Technical Director, Chuck Christensen, who has agreed to fill out the remaining term for Bill Myers, who had to step down due to health issues. We at MAFCA are ready to help you.

This year we will finish work on some new publications, including the *2020 Membership Roster*. That book will begin shipping in late February. We will also announce some new products. Keep checking the *MAFCA.com* website for updated information.

Finally, I invite you to contact me directly if you need my help. I can't guarantee we will always be able to do as you ask, but I can guarantee that we will give your request a fair study — and you will always get a response.

Now is the time to begin safety checks on your cars so they are ready for the upcoming touring season. I look forward to seeing you soon. ☺

The Restorer

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Editor Andy Scheer
Restorer@mafca.com

Era Fashion Editor
Lynette Marcione

MAFCA History
Garth and Janet Shreading

Chapter Chatter Tom Jeanes
Steering Column Bill Truesdell

Tech Q & A Chuck Christensen
Technical Editor Les Andrews

Lesmodela@gmail.com

Judging Standards Committee
Tom Rut, Chair

jsc@mafca.com
Doug Clayton • Chet Wojcik
Bob Hess • Bob Johnson
Senior Advisor: open
Chief Judge Tom Jeanes

Webmaster Rick Black
webmaster@mafca.com
A-World Youth Newsletter Editor
Sherry Winkinhofer
aworld@mafca.com

Era Fashion Committee
Diann Eason, Chair

efc@mafca.com
Jill Barrett • Laurie Elliott
Patti Jones • Melanie Whittington
Sherry Winkinhofer

Restorers Class Committee
Don Bader, Chair

RestorersClass@mafca.com
Dave Vestal • Al Glen
John Begg • Dave Gill
Howard Eckstein

MAFCA Committees and Appointments

MAFCA Board of Directors

President
Bill Truesdell
1116 Fair Weather Cir.
Concord, CA 94518
925-680-1578
President@mafca.com

Treasurer
David Libbey
44 George Hill Rd.
Grafton, MA 01519
774-293-0085
Treasurer@mafca.com

Chapter Coordinator
Tom Jeanes
4681 Sierra Springs Dr.
Pollock Pines, CA 95726
925-408-7294
ChapterCoordinator@mafca.com

Vice President
David White
158 Alewife Rd.
Kennebunk, ME 04043
207-590-0180
VP@mafca.com

Marketing/Membership
Mike Kelley
14615 SE 222nd St.
Kent, WA 98042
253-630-2629
Membership@mafca.com

Publications/PR Director
Doug Linden
60 Parkerville Rd
Southboro, MA 01772
508-485-7575
Publications@mafca.com

Secretary
Kay C. Lee
108 N. Pine St.
Washington, IL 61571
309-251-7488
Secretary@mafca.com

Technical Director
Chuck Christensen
1542 Queenstown Court
Sunnyvale, CA 94087
408-739-8424
Tech@mafca.com

Advertising Director
Dan Foulk
11120 Round Mountain Rd.
Bakersfield, CA 93308
(661) 303-1114
Advertising@mafca.com

Membership

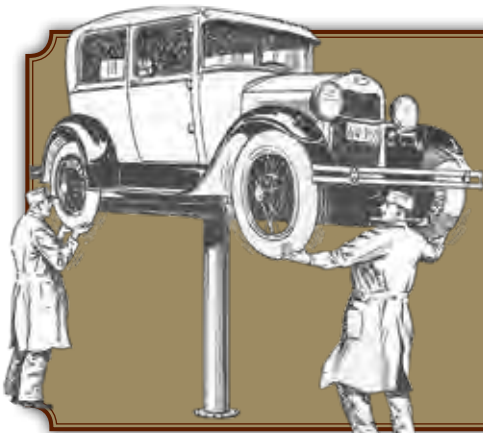
MAFCA dues are \$50 per year in the US, which includes a one-year subscription to this magazine, *The Restorer*. Canada and Mexico memberships are \$60 annually. International membership is \$70 per year. International Membership Digital Edition is \$50. Memberships commence on the date paid and entitle 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

E-mail: *info@mafca.com* • Visit our website at: *www.mafca.com*
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TECHNICAL Q&A



Bill Myers, 2019 Technical Director

Excerpts of answers to technical questions from MAFCA members

Q: Pressure Plate to Clutch Face Surface (*first appeared in November/December*) • Can you please give me a depth in inches in the flywheel from the clutch face surface to the pressure plate mounting surface. *James Hill, Langley, British Columbia, Canada*

A: *Second answer:* Several members have pointed out that I misunderstood your question. When I incorrectly stated the two surfaces were the same level, I was apparently thinking about a lightened Model A flywheel or a V-8 flywheel.

There is a 1¹/₈ inch stepdown from the pressure plate mounting surface to the clutch face surface on an original Model A flywheel.

Q: AR Starter and Bendix • A friend is looking for photos of an AR starter and bendix. I haven't found anything in the literature about them, except that they were discontinued in October 1928. If you know where I can find information or photos, I'd appreciate any leads. *Rick Black, Las Cruces, New Mexico*

A: The following information from Technical Editor Les Andrews is the best I've found:

Two different starter motors and bendix drive assemblies were installed on the Model A. The two are not interchangeable. The early starter motor (Abell) was used from beginning of production until Oct 1, 1928.

This starter had a 1/2 inch motor shaft. The later starter motor

(Oct. 1, 1928 to end of production) has a 5/8 inch motor shaft.

The early bendix drive has a special form of ten-tooth pinion gear and can only be used with the early flywheel ring gear.

The flywheel ring gear changed with the change in starter motor and bendix drive assembly.

Follow-up: Since I've never seen one, it's going to be a challenge to find a replacement. The *Service Bulletins* have a writeup on page 284 describing the problem with the original Abell starter drive. Now to find that service replacement part A11350-DR. *Rick*

Q: Steers Like a Lumber Wagon • I have a 1929 Model A that steers like a lumber wagon! I checked the undercarriage, and all looks good. I then checked the steering housing and saw a grease fitting. I assume there is grease in the housing instead of 600 W oil.

How do I check to see if there is grease in the housing? If there is grease in the housing, how do I remove it? I very much appreciate your help. *Robert Fehler*

A: I'm sorry to hear your Model A steers so badly. I also apologize for taking so long to reply. I live in Bedford, Texas, and you addressed your letter to the MAFCA headquarters, so they had to forward it.

Your steering box would originally have had a screw-in plug where the grease fitting is now installed. The possible reason

someone installed the grease fitting was that oil was leaking out of the gear box into the light switch. That is not an uncommon "fix" in Model A's. But it seems that a shade-tree mechanic's attempt to fix the problem of leaking oil has resulted in a hard-to-turn steering wheel.

Because the steering box may not have any lubrication in it now, you might remove the grease fitting and add some 600 W oil. It probably will mix with the grease, but I doubt it will help the steering much. The oil will probably just leak out.

Likely, your steering box is significantly worn, and the grease fitting and grease was probably added in an attempt to make the steering turn easier.

You may not want to hear this, but to correct this issue you will need to have the steering box rebuilt. Most Model A parts vendors sell the needed parts.

But this requires removing the entire steering column, then disassembling and reassembling it on a workbench. Then it has to be adjusted to specifications.

You can find the adjustment procedure in the *Model A Ford Mechanics Handbook* by Les Andrews, available from the MAFCA store.

Good luck with resolving your steering issue.

Q: Dangerous Wheel Wear • Help, this may be dangerous! Club members recently warned me that the wear on my front wheels (not the tires) could cause them to eventually crack.

It seems the wheels are moving and rubbing against the brake drum. Grooves are wearing into the brake drums and also in the wheels. The wheels are wearing at the outer and inner (circular) contact points and next to each of the lug holes. No one in my club has ever seen this.



I am using new cast iron front drums, and I tighten the lugs to 50 lbs.

The rear wheels do not seem to have this wear. I cannot detect any vibration while driving at 45 to 50 mph. The wheel bearings are not loose and are in good shape.

I have used the little cone spacers under the front lug nuts to make sure the wheels are tight. The lug holes in the wheels are nice and round.

Does anyone have any ideas? Call me at 408-377-6978. Thanks a bunch.
Rich Campbell

A: I'm not sure I have any ideas. Maybe one of our readers has suggestions.

Q: Generator Has Too Much Voltage
I have a generator on a 1930 Coupe that has too much voltage at the lowest amperage output.

History: When driving it home, the output wire from the generator broke and the generator burned out. I had it overhauled by a generator shop. I then set the output amperage at 12 amps, which resulted in about 7.6 volts. Later the output jumped to 18 amps. What I did not realize

was that the voltage jumped to about 9 volts. (I have a Nu-Rex semiconductor cut-out.)

Actions taken: I replaced the wiring from the cut-out to the terminal box and the terminal box to the starter. The terminals are crimped and soldered. (The harness from the terminal box to the ammeter was previously replaced.) I took the generator back to the armature shop. It tested okay, just a little high on the output voltage. They set the third brush to minimum output (all the way up) where it resides today. They said that three brush generators are constant current, which was a revelation.

Test results: I tested the voltage drop between the battery negative post and the cut-out with the headlights on high: 0.495 volts at 18 amps. Pretty good. I checked the voltage, and it was 8.47 volts at 8 amps with the generator at 105°F. I checked the voltage drop between the cut-out output and the negative battery post, and it was 0.220 volts, but at 11 amps — a clue!

Conclusion: The problem is confined to the generator. Clearly, something happened inside the generator a year ago and again over the weekend. I suspect that windings are shorting out, either in the field or in the armature. If it is the armature, I will switch to the Nu-Rex alternator. If the field windings are suspected, I will replace them.

Questions:

1. When a three-brush generator output wire breaks, what burns out?
2. If it is the field, is there a resistance number that I could verify if wires have shorted out?
3. Any thoughts or recommendations? Thanks.
Don Pillsbury

A: I have copied Jim Cannon (the previous Technical Director) on this message, as he often has better answers for electrical issues.

Follow-up question:

I had two problems initially:

1) The generator charge rate jumped dramatically.

2) The generator voltage at a fast idle was about 8.5 volts.

I disassembled the generator and found that the generator shop had placed a fat brush in the third brush holder. It was wearing down to the point where it was contacting two bars of the commutator at once. I replaced the brushes and replaced the field coil with a new one on the chance that was causing the voltage problem (it wasn't). That fixed the varying charge problem but not the voltage issue.

I borrowed a generator and got similar results. When the car was started, the borrowed generator would start at 6.6 volts, then steadily climb to 8.5 volts at 5 amps. I turned on the parking lights and got 9 volts. I turned on the headlamps and got about 7 volts.

I am at a dead end. I can get an alternator to bury the problem, but that goes against my grain.
Don

A: Jim Cannon's answer: Bad battery.

Follow-up message: Thanks. It was the battery. But it wasn't bad; it was fully or over-charged! Question: If a generator burns out because of a broken output wire, what burns out: the field coil or the armature? *Don*

A: Usually either the armature will sling out the solder between the armature contacts or the armature windings burn up. ☹

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: 408-739-8424



MAFCA CALENDAR



2020 – 2021

January 11 • Shepherdsville, Kentucky. 36th Annual Winter Swap Meet, hosted by Falls City Region Model A Ford Club. Specializing in Model A parts. Visit Gaslight Auto Parts and Charlie's Carburetors at our meet. At Paroquet Springs Conference Center, 395 Paroquet Springs Dr. Admission \$5; under 12, free. 10 x 12 vendor spaces \$15. Car corral spaces: inside \$30; outside \$5. Doors open at 8:00. Contact: Roy Armstrong, 502-543-4189, royra@windstream.net

January 25–26 • Turlock, California. Modesto Area A's 54th Annual Swap Meet, at the Stanislaus County Fairgrounds. Admission \$10 on Saturday, \$5 on Sunday. Model A Fords, classic cars, and vintage items. New: Due to space limitations, no car newer than 1980 will be allowed in our Classic Car Corral. Contact: Tim Nicolau, 209-571-1232, P.O. Box 67, Ceres, CA 95307. For information: www.TurlockSwapMeet.com

February 23 • West Bend, Wisconsin. 55th Annual Greater Milwaukee Area Indoor Winter Automotive Swap Meet and Vintage Bicycle Swap Meet, hosted by the Wisconsin Chapter Model A Ford Club of America. 8:00 – 2:00, Washington County Fair Grounds, 3000 County Highway, West Bend. 44,000 sq. ft. of heated vending area. Auto vendor booth spaces, \$30–\$45. Previous vendor requests honored first. Admission \$7, under 12 free. Free parking, food available. Contact: Jeana Angelini, 262-337-0426, 414-759-2038; www.WIChapterMAFCA.com; jangelini@yahoo.com.

March 14–15 • Puyallup, Washington. 40th Annual Almost Spring Swap Meet and Car Show, hosted by Gallopin' Gertie Model A Ford Club. Vintage cars and parts, vintage motorcycles and parts, antiques, and collectibles: Admission, Saturday: \$5, 8 a.m. to 5 p.m.; Sunday: \$3.00, 9 a.m. to 3 p.m. Free parking. Vendors call 360-863-2877 or mail to 7625 197th St. S.E. Snohomish, WA 98296. Form at www.gertieas.com. Contact: Carrie Gail Dira, Almostspringsm@gmail.com.

March 21 • Selma, California. Blossom Trail A's 14th Annual Swap Meet at Selma Flea Market, Highway 99 and Mountain View, Selma, California. Vendor spaces: \$25. Admission: \$5 at the gate. Free parking. Collector cars and parts, used big boy toys sale. Early vendor set-up March 20, 6 a.m. to 9 p.m. Contact: Alan Borba, 559-896-3243, SelmaSwap.com

April 16–18 • Bakersfield, California. Central California Regional Group Jamboree hosted by the Bakersfield Chapter. At the Kern County Agriculture Pavilion, with the theme "Celebrating our Ag. Heritage in our Model A's." Contact: Dan Foulk, 661-303-1114.

April 17–18 • Greenwood, South Carolina. 15th Annual All Model A Parts Swap Meet, hosted by Old Ninety Six District Model A Ford Club. At 314 Old Mount Moriah Road, (on Rt. 221 between Rt. 25 and Rt. 225). Model T vendors welcome. Adults, \$2. Car corral, \$10 both days. Vendor spaces, \$25 pre-registered; \$30 at the gate. Lunch available. Door prizes and 50/50 drawing daily. Set up: April 16. Contact: Warren Eugene Reynolds, 120 Stoker Road Greenwood SC 29646, 864-980-7937 or 864-992-3230, swreynolds@centurylink.net

April 26 • Columbus, Indiana. 57th Annual Model A Ford Swap Meet hosted by Columbus, Indiana, Model A Club. At the Bartholomew County 4-H Fairgrounds, State Rd. 11 and County Rd. 200 South. 7:00 a.m. to 1:00 p.m. Admission \$3. Inside spaces 10x10 \$10. Table rental, \$2. 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.com.

May 31–June 5 • Overland Park, Kansas. Midwest Regional Meet hosted by Plain Ol' A's. We'll begin our week with a welcome party. We'll have a bus tour to the National World War I Museum/City Market area in Kansas City. The Grand Tour to Ottawa, Kansas, will visit a John Deere collection and the world's oldest continuously operating movie theater.

Seminars, car games, a Hubley derby, an ice cream social, and a banquet complete the week. Contact: Ron Guenther, ronsaresto@yahoo.com, 913-682-2545

June 21–26 • Kerrville, Texas. MAFCA National Convention hosted by the Alamo A's. Host hotel: World-famous YO Ranch Hotel and Conference Center. Check future issues for detailed information.

July 11 • Standish, Michigan. 9th Annual Model A's & Ts at the Depot hosted by Arenac Heritage Route Authority. The Standish Historical Depot invites all Model A's and Model Ts to its 9th Annual Car Show, open to all original/restored cars and trucks 1931 and older. 10:00 a.m. to 4:00 p.m. Vehicle pre-registration before July 6, \$5; after that, \$10. Awards to the best of show and the top 50 vehicles. Contact: Curt Hillman 989-860-1102, P.O. Box 457, Standish, MI 48658, modelatshow@gmail.com

September 10–13 • Newry, Maine. 2020 New England Meet hosted by Pine Tree Model A Club. Come to the mountains of Maine for the 2020 New England Ford Model A Meet. Plenty of Model A roads and mountain views with a visit to the Bob Bahre collection in Paris Hill. Contact: Jon Harris, jonathan_barris@maine.rr.com, 207-650-0713.

September 12 • Santa Maria, California. The Santa Maria Chapter of MAFCA invites you to attend our 18th Annual All-Ford Car Show and Swap Meet in historic Old Town Orcutt, just south of Santa Maria, California. Bring your car; anything born a Ford is welcome, including original, hot rod, street rod, and custom. There is always something great in the swap area. Family-friendly venue. See you in Santa Maria. Contact: Jay McCord, PO Box 2983, Santa Maria, CA 93457, 805-598-8133, jemccord@aol.com

September 19 • Hickory Corners, Michigan. Model A Ford Foundation hosts the 10th Annual Model A Day at the MAFFI Museum. Swap meet, Annual MAFFI membership meeting, Model A Hall of Fame induction, and special seminars. \$14 (11 and under, free). <http://www.maffi.org>. Contact: Jerry Morrissey, jertrudy@sbcglobal.net, 269-615-3719.

October 4–27 • Chile and Argentina, South America. The Model A Touring Club will ship three Model A's per Sea Container from various U.S. ports to San Vicente, Chile. Our tentative itinerary includes the Puelo, the Lakes District, Lago Villarrica, and the Andes mountains. We also hope to meet with South American Model A clubs and enthusiasts. Participation is limited, and international origin is preferred to start making reservations now. Contact Jay or Pat at pat@patburbank.com, or check our website: <http://www.modelatouring.club/>.

December 3–6 • Fort Worth, Texas. National Awards Banquet, hosted by the Fort Worth Chapter. Details available soon.

2021

June 20–24, 2021 • North Conway, New Hampshire. MAFCA National Tour, hosted by New Hampshire Lakes Region. Watch for details.

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.

Letters to the Editor

OUR NOVEMBER/DECEMBER copy of *The Restorer* arrived today. The articles and photos from the Canyonlands Tour were great. Thank you for putting it together so quickly, quite an accomplishment! Thanks, too, for including Linda's photo of the Korean tourists with our Tudor at Zion NP.



It was great to meet you in Kanab. Keep up the great work.
John and Linda Brissette

When I asked at the closing dinner for people to email me photos of their cars in scenic locations on the National Tour, I never suspected so many would respond in the next week. I regret that space limitations kept me from being able to include more of these photos. Our time in Utah's canyon country was indeed memorable.
— Andy

HI, ANDY. I JUST RECEIVED the latest issue of *The Restorer*. Wow! What an excellent issue!

The Kanab tour was the best! *The Restorer* is the best. Thank you! I'm not sure if anyone will ever top the Kanab, Utah, tour!

I was the guy with the 1928 Phaeton from Virginia. We met at one of the parks, but I can't remember which one. What a great time!



Keep up the great work. Thank you and happy trails.
Hugh and Loukie Smith
Buffalo Junction, Virginia

Having seen your Phaeton in Kalamazoo, Michigan, a few weeks earlier while we were attending Model A Day at the MAFFI Museum, I was pleased to see you and your car at the Grand Canyon.



As much as I love the Desert Southwest, I look forward to enjoying the opportunity to tour through completely different scenery at the June 20–24, 2021, National Tour in the White Mountains of New Hampshire.
— Andy

ON PAGE 21 you published a picture of a group of A's at a small pull-off area in Zion National Park. They are members of the Beehive A's of Northern Utah. Dennis Thompson, the owner of the red Coupe, stepped into the road to take a similar picture just moments before or after you took yours. It appears great minds think alike.



Thanks for all you do for the Model A community; it is appreciated.

Rich Kotter, editor,
Rumbleseat Review, Beehive A's

I CAN'T THANK YOU ENOUGH for the article on my doodlebug. I'm very excited and proud. *Hardy DeView*

My pleasure. But you did all the heavy lifting: building it, taking the photos, and writing the piece. I appreciate being able to showcase people's stories and all their hard work. — 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.

FUTURE MAFCA EVENTS

Central California Regional Group Jamboree
April 16–18, Bakersfield, California
host: Bakersfield Chapter

Midwest Regional Meet
May 31–June 5, Overland Park, Kansas
host: Plain Ol' A's

MAFCA National Convention
June 21–26, Kerrville, Texas
host: Alamo A's

National Awards Banquet
December 3–6, Fort Worth, Texas
host: Fort Worth Model A Club

MAFCA National Tour
June 20–24, 2021
North Conway, New Hampshire
host: New Hampshire Lakes Region MAC

MAFCA Board of Directors Meeting Dates for 2020

February 8 • La Habra, California
May 16 • La Habra, California
June 26 • Kerrville, Texas
August 29 • 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.

THE CAR ON THE COVER

By Andy Scheer

TODD AND MICHELLE CALVERT's early 1930 Murray Town Sedan, shown in the 19th century mining town of Golden, Oregon, is not a perfectly restored, fine-point show car. Even if it were a 20-footer in all other aspects, the non-factory color would give it away.

But to my eyes, that's okay. This car, which just six years ago was only a chassis and a body shell, has become, Todd says, "a pretty solid driver." I call that a success story.

Here's how Todd, from the Henry's Lady chapter in Grants Pass, Oregon, describes it:

"I PICKED UP THE INCOMPLETE, sad remains of this Town Sedan in Washington about five years ago. I have been driving it whenever I can since getting it into running condition ... an assembly of parts in motion with a lot of members' expertise and help in finding the missing components.

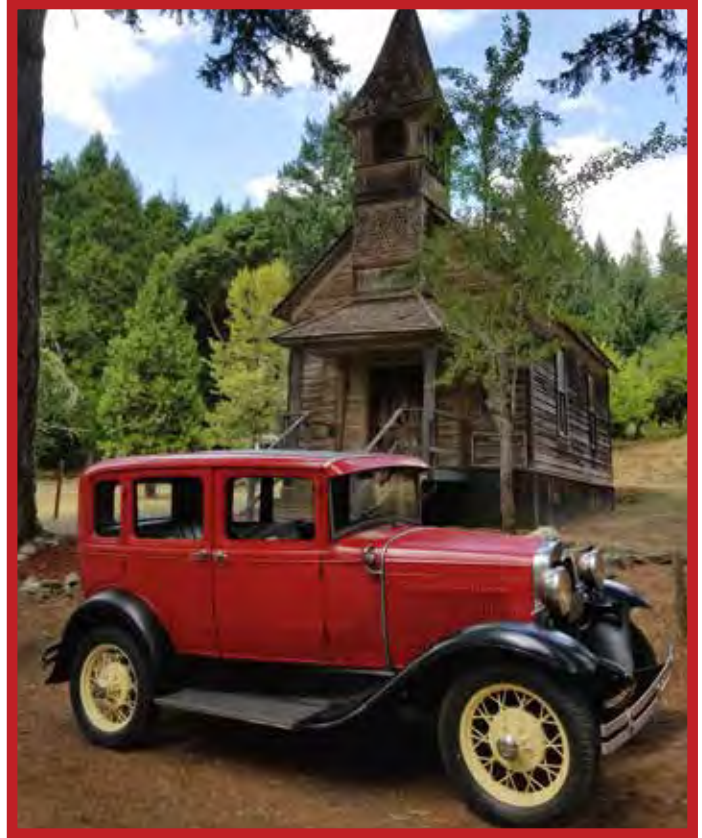
It is nice to have saved it from the junk heap, and my kids get a kick out of it, too.

It's stock except for the B engine, which came from a friend's car that burned in a fire.

I lost a rod a few months ago and did a quick bottom-end rebuild with five days to work out the bugs before a rainy 300-mile tour to Northern California with friends.

I've enjoyed doing all the work on my own with few exceptions, including all the woodwork from scratch. It's not a show car, but a pretty solid driver. The junk I collect and repair for it has a good purpose now, which makes me feel good.

THE BODY HAD THAT RED PAINT covering things pretty well when I got it — probably holding the thing together. (Under the red paint it's that two-



tone gray.) When the body was in my cramped garage, I seriously thought about how far I'd go on my first car. It's not my favorite color. In my haste to get it on the road, I left it and did my best to match the hood and all the body repairs. I figure when my youngsters are older, maybe we'll tackle it then.

It's a 50-footer and photographs pretty well for all the flaws it has. No joke, this car is full of the best of the worst parts I could find, which ensures it will likely always be fun to work on."

To me, that sounds like a good fit for *The Restorer*. ☺

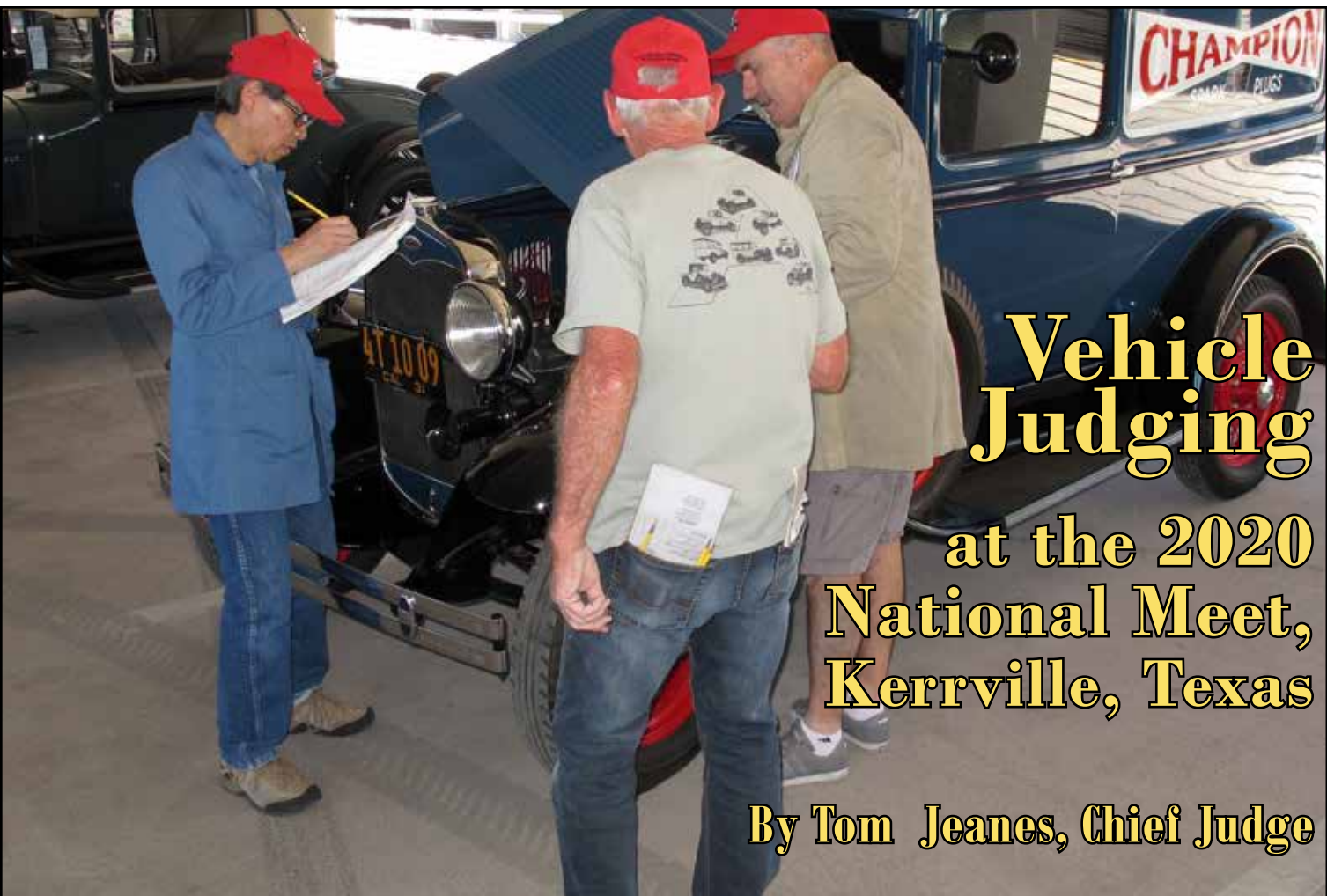
Model A Youth Scholarship Fund Dollars for Scholars

MANY THANKS TO ALL THE CLUBS that have supported the Model A Youth Scholarship Fund. We could not have done it without you. In 2019, we awarded nine four-year scholarships valued at \$39,000. All this was possible because you made the scholarship program a priority.

Now the cycle begins again. The Scholarship Fund is asking each club to designate a "Dollars for Scholars" month any time in 2020. This means that at your monthly meeting, everyone in the club gives a dollar to the Model A Youth Scholarship Fund, then your treasurer writes a check for that amount and sends it to the M.A.Y.S.F.

Let's raise the bar one more notch by making 2020 "Dollars for Scholars" the best year yet by raising dollars to educate our scholars.

Please mail checks to: Anne Neely-Beck
P.O. Box 365, Jeffersonville, GA 31044



I M A G I N E Y O U R S E L F S T A N D I N G in front of a Ford showroom, peering through the window at the displays of the new Model A Fords. There are bright new colors and body styles you had not seen before. You can hardly wait to walk in and look at the De Luxe Coupe or maybe that new model, the Victoria.

These are much the same feelings you experience when you enter the judging area at any meet, but most especially at a National Meet. The cars and trucks in place for judging have been lovingly restored to their classic elegance. There are some models you have never seen before, and there may be an unrestored original beauty that piques your interest. These are some of the benefits of serving as a judge.

VEHICLES ARE NOT JUDGED by comparing one to another. Rather they are judged against a standard, the *Model A Ford Restoration Guidelines and Judging Standards, Revision 4*. The *Guidelines* are a compilation of the most up-to-date information available about the Model A Ford.

Information in the *Guidelines* is divided into 23 areas and 7 supplements, which cover the engine, brakes, tires, etc., as well as special information regarding AA trucks and Canadian models. The *Guidelines* are available from MAFCA as well as most Model A parts vendors.



BEFORE THE MEET, JUDGES ARE ASSIGNED to teams. There are usually 12 teams. Each will cover one to three areas. Teams move from one vehicle to another, judging their specific areas before reporting their results to a tabulator.

Each vehicle starts with the maximum number of points possible (500 or 5,000 points for Restored, Original, Touring Class, or Modified Class). Points are deducted from each area when specific items do not conform to the *Guidelines*. Points are tallied for each vehicle, and the high-point vehicles



including the information at the top of the exam, print and mail the exam to MAFCA, Judging Standards Committee, 250 S. Cypress, La Habra, CA 90631-5515. Or email your completed test to jstest@mafca.com. Your exam will be graded, and a letter and Judging Card will be returned to you. You are then eligible to be assigned to a team and judge at the next meet.

Entering a Vehicle

At the National Meet, we need vehicles to judge, both cars and trucks (A and AA). As an owner, having your vehicle judged helps you to determine how close you are to attaining the level of restoration you desire. Every car is a learning experience.

Check the MAFCA website and click on *Vehicle Judging/Vehicle Classes* in *Judging* to determine your vehicle classification. If you are unsure about its classification, we can help you with that. Additional information will be sent to you when you have entered your vehicle for judging. (If you are having your vehicle judged at the National Meet, your registration must be received by May 1.)

Revision 4 Standards

We will be using the *2016 Model A Ford Restoration Guidelines and Judging Standards, Revision 4*. Vehicles will need to be consistent with the specifics provided in this revision.

We will judge using the 500-point scoring system, using electronic devices or tablets. This system has

several advantages such as instant tabulation, verifiable point tally, and best of all, the *Judging Standards* at your fingertips.

Scoring sheets and comments will be printed for each entrant. We will still use a paper window placard that provides the essential vehicle information. (We may have an occasional paper evaluation to act as a control.)

We will have the traditional Judges Breakfast on Tuesday, June 23, and will spend some time helping all judges become familiar

with the electronic devices.

I look forward to working with each of you and helping you having an enjoyable judging experience. ☺

Tom Jeanes belongs to the Hangtown A's of Placerville, California. He serves on the Judging Standards Committee and is a new member of the MAFCA Board of Directors. He drives a May 1930 Town Sedan and a June 1930 De Luxe Coupe.

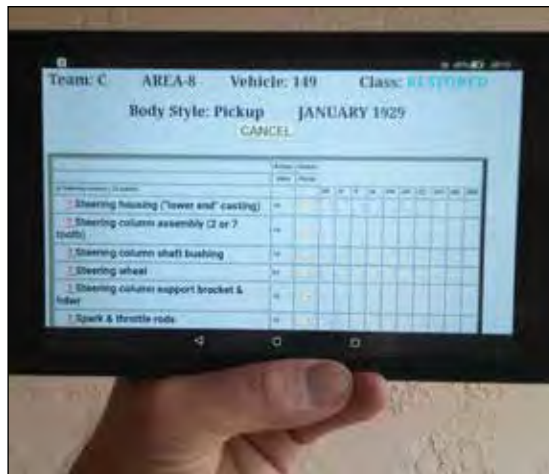


are awarded first, second, and third place by class. (There can be multiple first, second, and third place awards.) Vehicles may also attain an Award of Excellence and/or Best of Show.

Becoming a Judge

You can become a certified judge. Go to the MAFCA website (www.MAFCA.com). Highlight the category *Vehicle Judging*. Then click on the sub-category *Judging*. The section *Becoming a Judge* provides information on the judging process as well as how to become a judge, then advance to a higher level of judging. Included in that section are the judging tests for all classes of vehicles. The *Apprentice Pamphlet* is also helpful.

Taking and passing any test in this section will qualify you to participate in the meet as an Apprentice Judge. Unless you have a special interest in the Modified Class, it is most useful to choose a test in the test area *Restored, Touring, or Original*. The tests are "open book." Read each question and look up the answer in the *Guidelines*. The questions usually concern the text for a given section. When you have completed the test(s),



INSTALLING GREASE CAPS/DUST COVERS

Keep the grease in and the dust out.

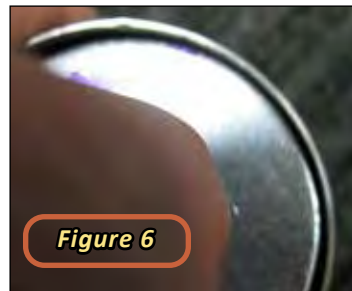
By Lynn Sondena

ORIGINALLY, THE MODEL A did not have factory-installed grease cap/dust covers on the front hubs (Figure 1). This metal dome fits over the front spindle nut by a press-type fit to keep the grease in the wheel bearing housing and the dust out of the hub and wheel bearings (Figure 2). But I have never come across detailed instruction on how to complete the task. My hope is that Model A owners will make this modification to their A's and enjoy the benefits.

Installation

1. Remove the flat bearing retainer washer [A-1195] and clean thoroughly (Figure 3).

2. Paint each washer with layout dye or flat black paint (Figure 4). This is so you can scribe a line on the



circumference to grind to the correct diameter. The outside is usually 1.872" and needs to be reduced to 1.812" so the cap will fit between the hub and washer (Figure 5).

3. Deburr and test fit the washer inside the grease cap/dust cap cover (Figure 6). These caps [A-1138] are readily available at most parts store or Model A vendors. Their outside diameter will vary from 1.937" to 1.941" as they are a steel stamping. The caps should be painted chassis black.

4. To install the caps, do not hit the center. That will leave a dent! Use a 3/16 or 1/4 straight blade screwdriver. Gently tap the screwdriver using the cap's rib (Figure 7). It does not take much pressure to install the caps. Place the screwdriver every 90 degrees until the cap fits snug.

THESE GREASE CAPS/dust caps will keep the grease inside the hub — and the wheel and hub cap will remain free of grease. ☹

Lynn Sondena lives in Sandy, Oregon. He and his wife, Patty, belong to the Beaver Model A Club of Portland, Oregon, and own a 1929 Roadster Pickup and a November 1930 Victoria.

NEWER HUBS

Late in October 1931, Ford redesigned the front hub [A-1105-B2]. The new hub is threaded internally, with a new threaded grease cap [A-1139]. These grease caps will not fit the old-style hubs, as they are not the same diameter. A new retainer washer [A-1195-B] measures 1.885" to 1.887". This article and measurements refers to the old-style washer [A-1195].

FORD'S WAY: THE FRONT AND REAR BRAKE GREASE BAFFLES AND OTHER RELATED ITEMS BY STEVE C. PLUCKER



Figure 1



Figure 2

THE REAR BRAKE GREASE BAFFLE AND ASSEMBLY

The first type Rear Brake Grease Baffle Assembly (Figure 1) was used in Model A production from the start of production through April–June 1928 before the separate emergency brake system was introduced.

This assembly (A-2239) included the “thin” sheet metal plate baffle (A-2240) and four spacers (A-2241) which were attached to the inside cavity of the plate. The assembly was approximately 5/8 inches in depth.

For Standard Parts (bolts and nuts) descriptions, see Figures 8 through 11.

Average spacer height is about 0.632 inches. Between 41/64 and 5/8 inch.

The correct placement of this part in relation to the Rear Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so the spacers and the outside lip of the baffle go against the Rear Backing Plate.

THE SECOND TYPE Rear Brake Grease Baffle Assembly (Figure 2), made from surplus sheet metal of the radiator shell, was adopted in April 1928 when the separate emergency brake system was introduced.

This assembly (A-2239-B) included the “thin” sheet metal plate baffle (A-2240-B) and four spacers (A-2241-B) which were attached to the outer face of the plate. The assembly was approximately 5/8 inches in depth but used shorter bolts than A-2239.

The assembly started out as being cadmium plated but was quickly changed to black enamel.

For Standard Parts (bolts and nuts) descriptions, see Figures 8 through 11.

Average spacer height is about 0.306 inches. Between 5/16 and 19/64 inch.

It became “obsolete” and “no longer required” on November 6, 1928.

The correct placement of this part in relation to the Rear Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so the spacers of the baffle go against the A-2600/A-2601 Emergency Brake Carrier Plate Assembly (which is then assembled to the Rear Backing Plate).

THE EMERGENCY BRAKE CARRIER PLATE

The second type baffle (Figure 2) fit into the “new” A-2600 (RH)/A-2601 (LH) Emergency Brake Carrier Plate Assembly which had a single thickness emergency



Figure 3

brake stop (Figure 3) along with many other parts related to the new and separate emergency brake system that were all drawn up in March 1928.

By about August 1928, a second Emergency Brake Carrier Plate Assembly was adopted when a "reinforcement plate" was attached to the assembly with three rivets to strengthen the area where the two ends of the Emergency Brake Band came in contact with the Emergency Brake Band Stop on the plate itself (Figure 4).



Figure 4



Figure 5

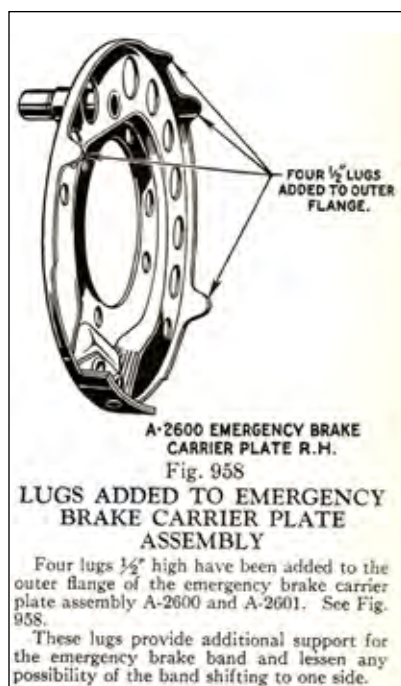


Figure 6

This was probably due to the weakness of the initial carrier plate as seen in the damaged plate (Figure 5).

Sometime in 1930, according to the August 1930 *Ford Service Bulletin*, four 1/2" lugs were added to the outer flange of the A-2600/A-2601 Emergency Brake Carrier Plate Assembly (Figure 6). This final assembly of the Emergency Brake Carrier Plate Assembly is interchangeable with the previous two assemblies and lasted



Figure 7

through the end of the production of the Model A.

THE THIRD AND FINAL TYPE Rear Brake Grease Baffle (A-2240-B) (Figure 7), now no longer an assembly, was introduced about November 6, 1928, when the spacers were no longer required.

This was just a single stamped sheet metal plate that "added four pockets at the bolt holes." The baffle was approximately 5/8 inches in depth and used the same bolts as A-2239-B but with a different shank configuration because of the lack of attached spacers on the plate. It took a special castle nut for attachment as seen in Figure 7.

For Standard Parts (bolts and nuts) descriptions, see Figures 8 through 11.

Note: Special Castle Nut A-21801 shows up in the Parts Price Lists (PPL) on June 1, 1929, within the Standards Parts section. But it did not appear in the Service Brake section of the PPL until July 1, 1931. This nut was lengthened, with a "special" shoulder added to the bottom so it would go into the cavity/pockets of the plate itself; thus the change in the bolt shanks.

The correct placement of this part in relation to the Rear Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so the four pockets of the baffle go against the A-2600/A-2601 Emergency Brake Carrier Plate Assembly (which is then assembled to the Rear Backing Plate).

NUTS AND BOLTS USED

It is important to note that the Rear Brake Housing Plate Bolts, short and long, and nuts used in these assemblies of the Rear Backing Plates, are special. There are two sizes of bolts where the shank is concerned, 1/2" and 7/16", as seen in Figure 8.

Using the wrong bolts or nuts when assembling the parts to the rear axle may require the use of a spacer, which was not included in the original assembly.

The following charts indicate the approximate length

of each section of bolts and the true Parts Price List (PPL) total length.

In Figure 8, the #1 bolt on the left (A-21211) is for #1 assembly and takes castle nut A-21791, which measures $7/16-20$ ($29/64 \times 5/8$).

The #2 bolt in the middle and the #3 bolt on the right (both A-21151) are for #2 and #3 assemblies accordingly.



Figure 8 (short bolts)

But the #2 bolt uses A-21791 castle nut, where #3 bolt uses A-21801 special castle nut, a $7/16-20 \times (43/64 \times 5/8)$. This is the special castle nut that fits within the cavity of the #3 baffle.

These nuts and bolts are positioned to the rear of the assembly. Two are required each assembly.

Note the shank differences in the three bolts.

In figure 10, the #1 bolt on the left (A-21210) is for #1 assembly and takes castle nut (A-21791), which measures $7/16-20$ ($29/64 \times 5/8$).

The #2 bolt in the middle and #3 bolt on the right (both A-21152) are for #2 and #3 assemblies accordingly.

SHORT BOLTS						
Baffle Type	Bolt Type	Bolt Used	$1/2"$	$7/16"$	PPL Total Length	Nut Used
1	1	A-21211	$3/4"$	$1"$	$20-1^{25}/32"$	A-21791
2	2	A-21151	$7/8"$	$5/8"$	$20-1^{17}/32"$	A-21791
3	3	A-21151	$5/8"$	$7/8"$	$20-1^{17}/32"$	A-21801

Figure 9



Figure 10 (long bolts)

But the #2 bolt uses A-21791 castle nut, where the #3 bolt uses A-21801 special castle nut, a $7/16-20 \times (43/64 \times 5/8)$. This is the special castle nut that fits within the cavity of the #3 baffle.

These nuts and bolts are positioned to the front of the assembly attaching the Rear Radius Rods to the Rear Backing Plates. Two are required for each assembly.

Note the shank differences in the three bolts.

Figures 12 and 13 compare each side with the other of A-2239-B on the left and A-2240-B on the right.

On the next page, Figure 14 compares the spacers/shoulders of A-2239-B (left) and A-2240-B (right).

THE FRONT BRAKE GREASE BAFFLE AND ASSEMBLY

The first type Front Brake Grease Baffle Assembly (Figure 15) was used in Model A production from the start of production and was used with the forged hubs only through about April 1928.

This assembly (A-2059, then changed to AA-2059)

LONG BOLTS						
Baffle Type	Bolt Type	Bolt Used	$1/2"$	$7/16"$	PPL Total Length	Nut Used
1	1	A-21210	$1^{1}/8"$	$1"$	$20-1^{25}/32"$	A-21791
2	2	A-21152	$1^{1}/4"$	$5/8"$	$20-1^{17}/32"$	A-21791
3	3	A-21152	$1"$	$7/8"$	$20-1^{17}/32"$	A-21801

Figure 11



Figure 12



Figure 13



Figure 14

included the “thin” sheet metal plate baffle (A-2060) and four spacers (A-2061), which were attached to the inside cavity of the plate. The assembly was approximately 0.56 inches in depth.

The bolt (A-20919) used with this assembly was a $\frac{3}{8}$ -24 SAE x $1\frac{5}{16}$ hex head bolt with a hole in the end. This designation or size was in all Parts Price Lists (PPLs) through March 1930. Thereafter all PPLs listed it as a $\frac{3}{8}$ -24 SAE x $1\frac{1}{32}$. This was an error.

The castle nut (A-21745) used with this assembly measured $\frac{3}{8}$ -24 SAE ($\frac{13}{32}$ x $\frac{9}{16}$).

The correct placement of this part in relation to the Front Backing Plate (according to the wear marks viewed on the baffle itself) is to place the baffle so the spacers and the lip of the baffle go against the Front Backing Plate.

The second and final type Front Brake Grease Baffle (A-2060-B) (Figure 16), now no longer an assembly, was introduced about April 1928, when the spacers were no longer required. It was specified to use with the pressed steel hubs.

This was just a single stamped sheet metal plate.

The bolt (A-20949) used was a $\frac{3}{8}$ -24 NF x $\frac{13}{16}$ hex head bolt with hole in the end. The castle nut (A-21745) used measured $\frac{3}{8}$ -24 SAE ($\frac{13}{32}$ x $\frac{9}{16}$).



Figure 15



Figure 16

The correct placement of this part in relation to the Front Backing Plate (according to the wear marks viewed on the baffle itself) is to place the baffle so as the holes of the baffle are in direct contact and against the Front Backing Plate.

THE AUTHOR WOULD LIKE TO THANK Dan Partain, Marco Tahtaras, and Jim Orr at the Ford Archives for their help on this article. ☹

Steve Plucker lives near Walla Walla, Washington, belongs to the Walla Walla Sweet A's, and is a 42-year member of both national Model A Clubs. Besides his September 1929 Standard Coupe, he also has a February 1929 Tudor.



Smith Compressor Club

THE SMITH MODEL A MOTOR COMPRESSOR CLUB is a group dedicated to gathering information about and preserving these unique machines, which use a Model A or B engine to produce 60 CFM of air at up to 90 PSI pressure. The club was formed in 2010, with a membership of more than 100 individuals and is officially recognized by both MAFCA and MARC.

The group has gathered information and learned there are various identifiable versions of these compressors with build dates ranging from 1932 to 1953. The quest of the club is to continue to discover, document, and share valuable information for current and future enthusiasts.

The club newsletter and dues were suspended in 2017, when the club was unable to find enough volunteers to continue operation. But new newsletter editors have been identified and the club is going to be reinvigorated with a Winter 2019 edition of the newsletter.

To join the group and receive future quarterly newsletters, mail your contact information and mail a check for \$10, payable to: Smith Model A Motor Compressor Club, c/o Treasurer, Carlen Pippen, 1556 Vigo Rd., Shelbyville, KY 40065. The group has an active Facebook page: <https://tinyurl.com/smithcompressor>.

For information, call Dick Webber, Club President, at 270-842-2686. If you have submissions for the newsletter, email them to smithcompressor@gmail.com ☹





The bus body as it sat for sale in 1990

WILL PRENGER lived in Sidney, in West Central Ohio. In his garage, he had a 1930 Huckster whose restoration he was still working on. It was, he said, the eighth old vehicle of his that he worked to restore.

Others included a 1927 Model T, a 1930 Tudor, a 1931 Pickup, a 1930 Farm Delivery Fuel Truck, and a 1931 Huckster, as well as a 1936 John Deere tractor.

He also owned a 1930 Roadster, a 1936 Tudor, a 1930 Pickup, a 1948 Pontiac, and a 1965 Mustang convertible.



The back of the bus body as found in 1990

IN MY 87 YEARS, my biggest restoration project — and the one I'm most proud of — is a Model AA School Bus with a Wayne Works wood body. That one took nine years to complete, and my wife, Carol, and I have had a lot of fun with it. We've had fun with all our cars.

I acquired the bus body in 1990. It's hard to believe that's almost 30 years ago. My friend, Ed Philpot, of New Bremen, Ohio, came up to me at the Fort Loramie, Ohio, engine show.

"I've got something I want to show you," he said. It was something, all right.

A couple of days later, we drove to Grand Lake St. Marys, about 15 miles away. There in the woods, along the shore of the lake, was the biggest piece of junk I'd ever seen. This thing had no floor, no rear door, no wheel wells.

At one time, long before any of us can remember, it had been a bus. More recently, but still not in anyone's memory, it had served as a fishing shack. Its owners had built rooms on each side of it and it had stayed in that "cottage" for many, many years.

I TOLD ED HE WAS NUTS if he thought anybody would be interested in something like that mess. Well, you can count me for an almond or a walnut or a pecan, because I went back and bought that shell of a body from Ed for \$500.

What made me do it? I got to thinking about the school teachers who were, like me, members of the Dayton Model A Club. Maybe one of them would think it would be good thing to have.

In its heyday, the bus had ferried children to the Spencerville, Ohio, schools. It's hard to know exactly when that was. But it must have been around 1933, because that's when Wayne stopped building wood-bodied buses.



A crane lifts the bus body onto a trailer for transport to the Prenger garage.

WE HIRED A CRANE and a truck to move it to my home in Fort Loramie, Ohio. It sat in our driveway until Carol demanded I move it from in front of the house. I used a come-along and pulled it into the garage. And there it sat for five years.

I'd go out, look at it, and think, What did you buy that dumb thing for? You must be nuts.

THEN ONE DAY, IT WAS TIME to crack the nut. Years before, I had worked in a machine shop, where I'd learned how to work with really thin sheet metal and weld. I was also a pretty handy woodworker, so I knew I could do most of the restoration myself.

Because I'd made a hobby of acquiring and stockpiling Model A parts, I already had the perfect chassis! I had bought it at an auto-wrecking yard several years before, when I had planned to build a farm delivery truck. The chassis had an engine and a radiator, but I'd need a radiator shell.

PART OF THE FRAME on the right side was completely broken off. I welded in a new section. The left side was bent down four or five inches, so I straightened that. I now had a level frame on which the body could sit flat.

Then I put in floor joists. And ... it was too high! It wouldn't come out of the garage! So I cut down the floor joists an inch and a half. I put metal strips on each side of the floor joists for support, then set the body on the chassis. For a long time, I didn't



Before restoration began, members of the Dayton-Buckeye Model A Ford Club enjoy a "ride."



Will Prenger with the chassis he had acquired some years before buying the bus body



There was lot of rust to deal with. Here, a close-up of some of the damage the body had sustained.

know how to seat it on the chassis. Autos come straight down, but if I did that, the steering wheel wouldn't turn. Then I saw a photo of a steel-bodied bus. From that photo, I made the whole dashboard.

Next I put in a plywood floor. I don't know what had been there originally. After I got that done, I bolted it down on the chassis.

I took every piece of sheet metal off the body on the outside and straightened it, sandblasted it, primed it, and put it back on.

NEXT, IT WAS TIME to address the hole around the cowl. We went to New Jersey to get that cowl. I cut all new pieces of sheet metal. I had to refit everything that was there. We put rubber all the way around this thing to keep steel from rubbing against steel.



The bus body after sheet metal was stripped off



The body sports a new wood frame, ready for new sheet metal siding.



Welded side rails in the frame

I made one change from what it was originally: I split the side pieces going around the cowl and put bolts back in them to hold the pieces together. I bent each side to bolt through them. I did this to get the gas tank and the cowl out without having to take off the whole bus body.

After I got that all fitted, I started working on the rear door. I built it out of wood and fit the sheet metal to it. There was a lot involved. I had to do all the wood and all the sheet metal to match the rest of the body.

To finish it, I needed one hinge. The other three had still been hanging on the old shell. The hinges were small and not available at a hardware store. Serendipitously, our daughter and son-in-law were demolishing their house ... and one hinge from that house fit perfectly!

WHEN THE DOOR WAS FINISHED, I made the wheel wells. I had them rolled so they had the right curve. I bolted them into place, then cut into them with a saber saw every two inches to build the lip on the outside of the running board. I took a piece of 3/8" round steel and welded it where the wheel well comes around. I bent them all down and welded all the saber saw cuts that I'd made in there. To smooth the outer portion of the fender, I used a right-angle grinder.

THEN I WENT TO WORK on building the step. There wasn't one, so I didn't know what it was supposed to look like. In fact, I did all the work on the bus freehand. I had nothing, no blueprints. For the step, I didn't know what kind of metal to use.

I measured the size I needed for the step and took the metal to a welding shop, where the man put in the bends I needed. When I brought it home, it fit exactly. The step was made in two pieces, which I bolted in place. I primed it and got it ready to paint.



Will Prenger constructs a piece for the back door.



Will Prenger built the steps for the front of the bus.

Now I could step into the body without having to go up three feet at one time. Inside, the leather above the seats was all original.

ALTHOUGH MUCH OF THE ORIGINAL GLASS remained, I replaced all the windows: three in the back, six along the driver's side, and five along the passenger side. All the windows except those in the back roll up and down. Even the windshield rolls up and down about three inches.

To put the windows in, we had to take out the top portion of the seats and put in all the window



The cowl as a work-in-progress in the mid-1990s



The center panel in place in the back door

regulators. I needed to find just one handle; the others were all there.

I primed the whole body and had it professionally painted. It looked so beautiful, my granddaughter asked to use it for her wedding car. Yikes! It still didn't have seats, and the wedding was just two weeks away!

WE HAD AN ADJUSTABLE DRIVER'S SEAT I had bought at an auction years before and stashed on a shelf. My son, grandson, son-in-law, and I built the other seats of wood. They run along the bus's sides instead of across.

Somehow we got them all installed in time! For that first wedding, we covered the wood with blankets so the girls wouldn't snag their dresses. This was four years after I'd begun the work and nine years after I bought the old "fishing shack."

The wedding was in McCartyville, Ohio. Then we drove the bus 15 miles to St. Mary's for the reception and photos. We got there okay. Still, we had three vans following us in case the bus broke down. (The day before, the bus wouldn't run.) But we



The first step in installing a floor



Cuts were made in the wheel wells to fit with the running boards.



Pat Heitkamp, Will Prenger's son-in-law and the bus's current owner, and Prenger install seats in 1999.



A small gas tank was added in case of emergencies.



One of two lights in the bus's interior. We're looking for a third. Do you have one?

made it. On the way home, it was tough going over a hill until I put more gas in the tank. Then it ran fine.

THAT WASN'T THE CASE at our grandson's wedding a few years later. Following the reception, the bus wouldn't start. We lifted the hood ... and suddenly, all the guys in

their tuxedos were leaning into the front of the bus. You never saw more elegantly dressed mechanics.

That time, gas wasn't the problem. By then, I had bolted an extra one-gallon tank inside the body. If we got low on fuel, I opened the valve and switched from the main tank to the little tank. After that, I always made it home.



The wedding party at the marriage Jenny and Rob Huddleston in 1999

THREE MORE GRANDCHILDREN have used the bus for their weddings. "And we've had it in lots of local parades and festivals and at schools," Carol said. "We got a lot of trophies. One was four-feet tall!"

We drove one of our grandsons to school in the bus one day, and the real school bus followed us. Then all the kids at his school got to get into our old bus to see what it was like. The real bus driver wanted to sit in the driver's seat.

In 2015, we sold the bus to my daughter and son-in-law, Cindy and Pat Heitkamp. But we continued to display it every year



The bus stands ready to whisk a Prenger family wedding party to their reception.



The world's best-dressed mechanics tackle a bus problem.

at the Fort Loramie Fall Festival.

“Willie was there with the bus every year for 20 years,” Pat said.

Thirty years since that first foray with my friend Ed, I’m still looking for a dome light for inside the bus. There are two of them, and I’m looking for a third that matches. If anyone has one, let me know.

I put a lot of years and about \$5,000 into the restoration. My



Students at North Star, Ohio, Elementary School explore the bus in 2006.



Carol and Will Prenger display two of the many trophies they won for the bus.

research tells me there are only about seven buses with this particular body in the U.S. Pat knows of just one other wood-bodied one like mine. It’s in California and isn’t in very good shape.

I’m not bragging, but I think I did a pretty good job. Carol and I have had a lot of fun with this bus — and with our cars. We’ve had a good life together.

So in the end, was I nuts? Maybe. But who cares? It’s been a great ride. ☹

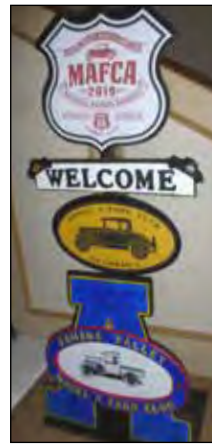
Mr. Prenger shared his story about the bus with Ms. Speelman five days before he passed away on June 23, 2019. Model A’s from the Dayton-Buckeye Chapter took part in his funeral procession from the church to the cemetery.



Will and Carol Prenger with their bus in 2015

National Awards Banquet Claremont, California

Route 66 Special



by **Ed Tolman**
photos by Andy Scheer

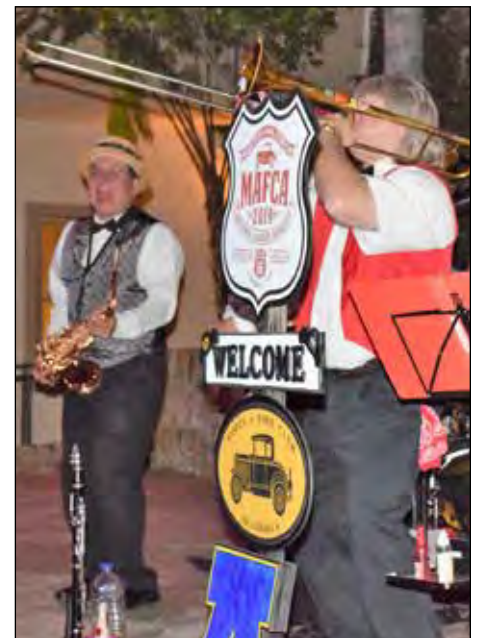
THE POMONA VALLEY Model A Ford Club was pleased to host the 2019 National Awards Banquet in Claremont, California, held December 2 to 5. There were more than 90 registrations, with some 165 people in attendance.

Monday evening found us gathered in a beautiful outdoor courtyard where members enjoyed appetizers and were entertained by a local Dixieland band playing vintage numbers as well as holiday favorites.

Mother Nature even intervened prior to the event



The Monday evening reception (Jaye Steinbrick photo)



A jazzy start (Ron Blackwell photo)



In the National Hot Rod Museum (Bill Whitmore photo)

with a beautiful layer of snow on Mount Baldy and the surrounding San Gabriel mountains.

TUESDAY MORNING BROUGHT the opportunity to visit the National Hot Rod Association Museum in Pomona (or attend the MAFCA Board meeting at the hotel). Most of us went to the museum! After lunch, members were treated to two technical seminars.

Ron Mosher shared several unique and rare items associated with the Model A Ford, including vintage literature on loan from Sam Guthrie of Arizona Model A. Scheduled presenter Les Andrews was unable to attend due to medical issues but prepared a PowerPoint program that was presented by Art Moore and Ed Tolman of the Pomona Valley Chapter. We had a great discussion regarding vibrations caused by various aspects of the Model A engine and its mounting, as well as other possible causes. Les's "A Smooth Ride, Without Vibrations" will be available online with a link on the *MAFCA.com* website.

WEDNESDAY CAME WITH RAIN, but not enough to dampen spirits, as the group headed off for a visit to the Sam Maloof Home and Gardens in Alta Loma. Sam was a truly gifted artist and furniture builder. Today, Maloof



The Board met all day Tuesday.



At the Sam Maloof Home and Gardens

pieces are on display at museums around the country, including the Smithsonian.

After lunch, we were treated with additional seminars. Dr. Wilbert Smith shared his passion to spread the love of the Model A Ford to the students at Pasadena High School. And Randy Harper, also of the Santa Anita A's, showed us all how to tune and troubleshoot the Zenith carburetor.

Patti Jones and Diann Eason of the MAFCA Era Fashion Committee gave an outstanding seminar on the fashion designs of the times. Look for all these presentations to be available on *MAFCA.com*.



Waiting for the morning tour bus



Patti Jones demonstrates era fashions.



Randy Harper spoke to a packed room as he showed slides and spoke about diagnosing and repairing carburetor air leaks.



Helen Christensen (left) and Chuck Christensen (right) met Santa and Mrs. Claus after the show at the Candlelight Pavilion.

ON THURSDAY, MORE THAN 80 attendees took advantage of a local dinner theater, the Candlelight Pavilion, where we were treated to an excellent luncheon and infused with the holiday spirit by talented actors and singers performing *The Bells of Christmas*.

That evening, at the annual Awards Banquet, Bill Truesdell was installed as the 2020 MAFCA President. Outgoing president Doug Clayton was honored as well.

Alex Janke was posthumously awarded MAFCA lifetime membership, as was his sweet wife, Ruth Janke. The 2020 Board, including new members David Libbey and Tom Jeanes, were installed. Many individuals and chapters were honored for their contributions to MAFCA and the advancement of the Model A Ford hobby.

THROUGHOUT THE WEEK, attendees were invited to spend some spare time in the hospitality suite, where volunteers made sure everyone had a beverage and munchies. There we were able to sit and visit and get to know new people or renew old friendships.

The bucket raffle room also had an appeal during our down time. More than 100 items were raffled. Besides

some very nice donated items of Model A parts and era fashion pieces, there were over a dozen cash prizes and about twenty gift certificates from several parts houses. Many thanks to our sponsors and supporters.

MAFCA CHAPTERS FROM all over the West were very generous and helped to make this year's National Awards Banquet a great success. The Santa Anita A's volunteered to assist in so many ways. And we are so very grateful to those from the Pomona Valley Chapter who served on the steering committee for donating time, treasure, and talent — especially Steve Yoss and Bill Whitmore, who served as chairman and vice-chairman.

Be sure to mark your calendars and make your reservations for next year's National Awards Banquet, to be held December 3 to 6 in Fort Worth, Texas. ☺

Ed Tolman is serving his fifth year as president of the Pomona Valley Chapter and drives a 1931 Coupe that he restored in high school in 1972.



An abundance of items to be won in the bucket raffle room



In the hospitality room, Mary Tribbett from the Hangtown A's and Ed Tolman play Ed's vintage banjo ukuleles.

National Awards Banquet



Event Chairman Steve Yoss begins the evening's activities.



President Bill Truesdell (left) is installed by Past President Dan Foulk. (Lydia Tolman)



Outgoing President Doug Clayton (right) receives a thank-you plaque from Vice President David White. (Lydia Tolman)



Doug Clayton presents a lifetime membership award to Ruth Janke and also on behalf of her late husband, Alex. (Lydia Tolman)



Doug Clayton gives a Volunteer of the Year award to James Taylor, who led the National Tour. (Lydia Tolman)



In Massachusetts, Dave Dunn (left) received a Volunteer of the Year award from Doug Linden.

MAFCA's Board of Directors for 2020:

From left:
Bill Truesdell,
Dan Foulk,
Doug Linden,
Mike Kelley,
Tom Jeanes,
Kay Lee,
Dave Libbey,
David White.

Chuck Christensen
(not pictured)
will serve out the
remaining term of
Technical Director
Bill Myers, who
stepped down for
health reasons.

(photo by
Lydia Tolman)



Newsletter, Website, and Chapter Service Awards

Newsletter Awards

Newsletter of the Year

The Roadrunner, Northwest Missouri Model A Ford Club, Sherry Winkinhofer

Newsletter of Excellence

The Ford Script, 50th Anniversary A's, Patsy Desaulniers

Newsletter of Distinction

Newsletter of the Aiken Model A Club, Pat Roberts

Newsletters of Merit

The Distributor, Orange County MAFC, Tissy Smith-Hatcher

The Steering Column, Great Baltimore MAFC, Dave McLeish

The Ford Squeaks, Piney Wood MAFC, Frank De Lucia

Quail Call, San Diego MAFC, Valerie Basham

Columbia Crier, Columbia Basin MAC, Jan Jackson

The Accelerator, MAFC of New Jersey, Joan Kimball

Motometer, Utah Valley MAC, Robert Mack

The Quail Tail, Dallas MAC, Michelle Blanchard

The Choke Rod, San Francisco Bay Area Chapter, Walter Caplin/Scott Williams

The Flying Quail, Sierra Chapter MAFC, Tom Dodd

The Distributor, Queen City MAC, Bruce Hyland

Quail Mail, Lehigh Valley, John F. Costenbader

The Rumble Sheet, San Fernando Valley MAFC, Jim Lank

The Generator, Old Dominion MAFC, Stew Wolfe

Best Regional

Northern Wheels, Northern California Regional Group, Tom Jeanes

Best International:

Model A Torque, North Island (New Zealand) MAFC, Kay Palmer

Best Special Interest:

The Ring Leader, Heartland Touring Group, Sharon Gates

Website Awards

Website of the Year

Brazos Valley Model A Ford Club, Ginger Wentreck

Website of Distinction

Wisconsin Chapter, Sue Quam

Certificates of Merit

Treasure Valley MAC, Greg West

Harbor Area MARC, Sue Hankins

Palmetto A's, Happy Begg

Chapter Service Awards

Morris Eddy, Alamo A's

Rodger and Norene Griffin, Santa Clara Valley Chapter

Cindy Omoth, Sonoma A's

Dave Uhlig, Sonoma A's

Jason Deisman, Charter Oak Model A Club

Bill Truesdell, Diablo A's

Judy Cottom, Sierra Chapter

Roy and Barbara Cail, Tulsa Model A Club

Ronald Wilkins, Santa Maria Chapter

June Lee, Borderland A's

Marvin Sehestedt, Borderland A's

Arcadio Navarro, San Juan Model A Club



Bill Truesdell presents the Jim Ryner Photograph Award to Dan Ewing. (Lydia Tolman)



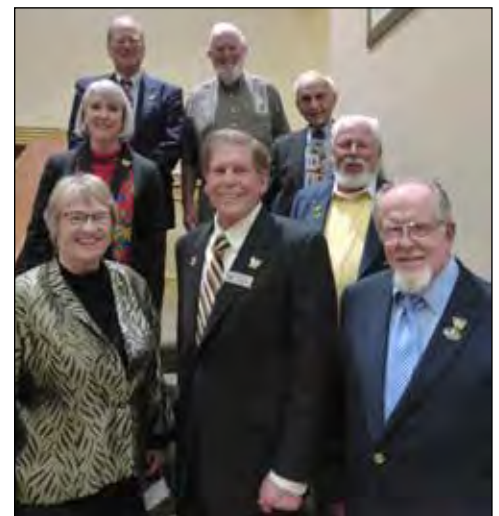
Era Fashion Chairperson Diann Eason (left) presents the Era Fashion Award to Sherry Winkinhofer. (Lydia Tolman)



Doug Linden presents the Newsletter of the Year Award to Sherry Winkinhofer for The Roadrunner. (Lydia Tolman)



Frank Hartley accepts the Director's Literary Award on behalf of his brother, Wes Hartley. (Lydia Tolman)



Past Presidents (from left) Mary Tribbett, Happy Begg, Doug Linden, John Frazee, Doug Clayton, Dan Foulk, Dave Vestal, and Bruce Davis.

MAFCA Literary Awards

Bill Reeder Award

Howard Eckstein, Orem, Utah
"Diagnosing Your Model A's Misbehavior," March/April 2019



Director's Award

Wes Hartley, Busselton, Western Australia, "14th National Model A Rally, Te Anau, New Zealand," July/August 2019



President's Award

Lynn Sondanaa, Sandy, Oregon
"A 'Dusey' of a Way to Set the Zenith Float Level," May/June 2019



Era Fashion Award

Sherry Winkinhofer, Liberty, Missouri
"One, Two, Dress Up My Shoe," March/April 2019



Editor's Award

Jack Remillard, Pendleton, Oregon
"New Hope for a Special Coupe," July/August 2019



Jim Ryner Photograph Award

Dan Ewing, Louisville, Colorado
Back cover photo of 1929 Cabriolet, January/February 2019



August 21–25, Bellevue, Washington

By Rich and
Jan Nestler

Evergreen A's Welcome All to the 2019 Northwest Regional Meet



Visiting the Seattle Museum of Flight

FOR THE EVERGREEN CHAPTER it began two-and-a-half years ago with the thought of hosting the 2019 Northwest Regional Meet. Hosting is a lot of work, but the rewards are great. The financial goal is to not lose money, and the primary goal is to have fun and accentuate the Model A Ford hobby for all.

Leading up to the meet, we experienced a lot of camaraderie: mutual trust and friendship among people who spend a lot of time together.

THROUGHOUT THE MEET, those attending were greeted at our registration and merchandise desk, hosted by Tim and Bonnie Nau.

The adjacent raffle room featured 133 items. In addition to the raffle, we offered one silent auction item: a 1930 Pickup that was in restoration phase, with much good work already completed and many parts included.



The grand tour gave 55 Model A's the opportunity to travel the back roads and stop at a park for lunch

Our hospitality room, maintained by Don Werlech, Debbie Lapolla, and assistants, offered refreshments including famous cookies from the Borracchini Bakery and apples from Apple Valley A's and a chance to sit and chat with fellow members.

The first evening concluded with a dinner cruise on Puget Sound, highlighting the Seattle area and skyline.

DAY TWO OFFERED opportunities to pick up information on self-guided area tours, then head off in groups or individually.

There was also a bus tour to the Boeing Museum of Flight. High points included being able to venture through one of only three Concorde on display in the U.S., walk through the former Air Force One plane used by presidents Truman through Johnson, and view the Apollo 11 spacecraft on loan from the Smithsonian. One can also tour Bill Boeing's original Red Barn.

That evening included the official get-acquainted dinner and a welcome by Bellevue's mayor.

DAY THREE WAS PACKED.

The Restorers Class seminar was presented by Don Bader, Mike Thoe, and Al Glen. Evaluations followed. Awards were presented, with gold going to Bill and Susan Worden and their 1929 Roadster.



Assessment by the Restorers Class evaluators



Games included changing spark plugs with heavy gloves.

The multiple technical seminars were well attended. These included one on the cooling system conducted by Gary Price and George Sage, one on the speedometer by Mike Thoe, and a general seminar by George Sage covering tips and techniques.

Fashion was also a big part of day three. Fashion judges included Brian Carlson, Mary Carlson, and Leah Goodwin, with Chief Judge Janet Gundlach.

The participants all entered the Model A Era Image category. Winners were Marsha DuBreuil, Award of Excellence; Terri Kelley, first place; and Susan Worden, second place.

Four generations of the Cavender family modeled Era clothes: Merlin and Diane Cavender; their daughter-in-law, Lori Cavender; their granddaughter-in-law, Taylor Cavender; and their great-granddaughter, Nicole.

Some attendees used part of day three to board a bus for Seattle's famed Pike Street Market.

Day three was also Hubley day, beginning with an afternoon tune-up and check-in, followed by the actual races, which lasted into the night on an elevated track for easy viewing.

THE AFTERNOON OF DAY FOUR offered those with adventurous souls a chance to participate in car games led by Perry Baxter and Ashley Thomas.

One event involved tossing bean bags into modified Model A engine pans. Another involved removing and replacing Model A spark plugs while wearing heavy welding gloves. A third involved chalk lines and parking.

DAY FIVE, our sunshine-filled concluding day, was built around our grand tour and the adventure of getting 55 Model A's traveling back roads, including a stretch on an original paved brick roadway dating to 1913.

Along the way we passed Lake Sammamish, making a stop at the original Carnation Farms, founded in 1899,

before arriving at Marymoor Park for lunch and some time to enjoy croquet, bocce, horseshoes, and time with friends.

It would have been easy to hang around the park, but there was more to do, including multiple ways to return to the hotel by way of other local attractions. At the evening banquet, we shared a great meal, enjoyed presentations of awards for membership longevity, longest distance traveled, and hard-luck adventure. Recipients of the Restorer Class awards were recognized. We also held the drawings for the three primary raffle items, including a rebuilt engine, and also for a multi-night stay at Cascade Mountain Villa.

THE EVERGREEN CHAPTER thanks all who attended and extends a special thank-you to those who so freely offered their time and talents to make our meet a success. We especially thank co-chairs Mike Kelley and Win Brown.

The evening — and our meet — ended with applause, appreciation, tired and happy faces, and a renewed understanding of why these events take place. Again, it's camaraderie.

It's making new friends and sharing memories with those from our past and having fun with Model A Fords. Henry would be proud. *Ahooga!* ☺

Rich and Jan Nestler, members of the Evergreen Chapter, state of Washington, have been Model A Club and MAFCA members for six years, but have enjoyed the Model A hobby for a much longer time. Their A, "Prairie Chicken," has been in the family since having been purchased new in 1930.



An Encounter with the Twenty Millionth Ford

By Rurik Kallis



FIFTY YEARS AGO, in September 1969, my wife, Marjorie, and I had just bought our first house in Costa Mesa, California, and I had finished teaching summer school at Orange Coast College. It was time for a short vacation before the fall semester. We were headed to Eureka, California, to visit Marjorie's sister and husband to see the progress on their 1929 Model A Coupe.

On the way up the coast, we stopped at Petaluma for the annual Antique Street Fair. Walking among the vendors, we spotted a table with wooden boxes of old 5 by 7-inch glass photo negatives. I began

to pull glass plates in faded paper envelopes from one of the boxes. The images looked circa 1930.

AS I PULLED OUT MORE glass plates, I came across two of the twenty millionth Ford — in front of the San Francisco City Hall.

The glass plates were a dollar each. Being short on time, we paid the vendor two dollars and went on our way north with the glass plates. They were put away — for 50 years.

After reading about the twenty millionth Ford in the July/August issue of *The Restorer*, we found the glass negatives and had prints developed in Sacramento.

After 50 years, it was time to share those images from those glass plates. ☹

Rurik Kallis from San Andreas, California, belongs to the Motherlode A's.

He and Marjorie still drive the 1929 Phaeton he acquired for \$50 in 1961.

He joined MAFCA and bought his first model A in 1956 at age 19.



Marjorie and Rurik Kallis in August 2001 after their Phaeton's frame-off restoration



The Twenty Millionth Ford, on its tour around the country, was featured in a ceremony including San Francisco officials and Ford dealers on September 16, 1931. It left the Rouge plant on April 14.

Our Daily Drivers

at the
**2019 NCRG
Roundup**
By Dave Gill



Left: The vehicles are in place for their evaluation.
Right: Gold, silver, and bronze medallions.

THE RESTORERS CLASS EVALUATIONS was one of many highlights of the 2019 Northern California Regional Group Roundup hosted by the Sonoma A's in Santa Rosa, California, this past May. It was my first stint as the Chief Evaluator, so I sought to make sure that both the evaluators and the participants enjoyed the process.

TEN MODEL A's were signed up to be evaluated. Before the evaluation starting time, participants were asked to have their vehicles at a parking area, where a quick photo was taken. Drivers were then directed to park in a designated area. After parking their A's, they were free to go about their afternoon or stick around to watch.

ON THE BUSINESS SIDE, three Restorers Class evaluators and six apprentice evaluators had signed up to participate. Before beginning the evaluations, the evaluators met to discuss the processes and review the newest changes to the score sheets.

I also outlined my plan to have two apprentice evaluators work as a team with a tenured evaluator. This allowed us to assess each apprentice's strengths and determine who was ready to advance to full evaluator status.

Teams were assigned to evaluate specific cars. Soon the cordoned-off area looked like a choreographed ballet of activity as hoods were lifted, undercarriages inspected, and doors opened, then closed. Discussions then ensued as the teams completed the six areas of the scoresheet. This process of assigning teams preformed wonderfully, and the evaluations were completed in less than two hours.



Dave Vestal, Pat Menz, and Larry Clement discuss an area of concern.

AWARDS PRESENTED

Gold Medallion

Pat and Paul Menz, 1931 Fordor
Dennis and Julia Martin, 1929 Roadster Pickup
Jerry Eddy, 1930 Sport Coupe

Silver Medallion

Les and Bobbi Andrews, 1931 Fordor
Donald McGrath, 1930 Tudor
Lawrence Clement, 1930 Fordor

Bronze Medallion

Richard Rodriguez, 1930 Fordor
Scott Brenneke, 1931 Fordor

Participant Award

Les and Linda Wittrup, 1930 Coupe

MEDALLIONS AND CERTIFICATES were presented at the final evening banquet. Based on positive feedback from both evaluators and owners, it was confirmed that this component of the hobby for these daily drivers is enjoyed and appreciated.

The evaluators were Dave Vestal, Brian Carlson, Paul Menz, Pat Menz, Jesse Torres, Dennis Martin, Bill Clark, and Larry Clement. Without these hard-working individuals, these evaluations could not have been done. Thanks, evaluators! ☺

Dave Gill is a member of the Sacramento Capitol A's. His involvement in the Model A hobby began in 2009, when he purchased a 1929 Tudor to drive around the country to celebrate his retirement.





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Women's Household Aprons

A look at the common and uncommon

By Laurie Elliott

IT APPEARS THAT WOMEN in the years 1928–1931 were divided into two groups: those who had servants and those who had aprons. Most belonged in the second group.

The *MAFCA Model A Era Fashion Guidelines*, 2015, Coordinated Apparel, page 3C-26, shows samples of era aprons and discusses them. It says, “Both utilitarian and fancy aprons were seen in magazines and catalogs of all four years,” and describes the fabric types, colors, and methods of construction of a variety of household aprons. When I opened my era catalogs and magazines, I found a lot more than that accurate, but brief description.

THERE WERE DRESSES that looked like aprons, and aprons that looked like dresses. There were half- and full smocks, and cover-all dresses and work dresses. So I consulted my dictionary, which defines an apron as “a piece of cloth or leather worn to keep the clothes clean or protect them from injury: a covering for the front part of the body...”



Figure 2



Figure 1

So that’s the difference; an apron is a covering for clothing. And a work dress, utility dress, or uniform is the clothing. That narrowed things down, but some of those utility dresses and uniforms didn’t completely fasten all the way up or down. Which led to Laurie’s Rule of Thumb #1: *If you can walk down a windy street in front of a member of the clergy and not reveal so much that you embarrass yourself, you’re wearing clothing.*

For the purpose of this article, we shall apply my rule. If you want a further description of women’s uniforms and work dresses, see *MAFCA Fashion Guidelines*, Major Garments, pages 3A-69–70. But I can’t guarantee you wouldn’t be embarrassed on a windy street. In figure 1, item 1093 is advertised as a “dress,” and the accompanying item 1097 as an “apron.”

MAFCA FASHION GUIDELINES state, “Early aprons usually had no discernible waist, with the front of the apron being all one-piece and the ties attached low and tied loosely behind.” These circa 1928 one-piece cotton aprons could be bought from mail order catalogs such as M.W. Savage Co. for three aprons for \$1, postpaid. Finished and semi-finished aprons, printed with designs to be embroidered at home, could be bought for 40 cents to around \$1 each, depending on the quality of fabric.

To put this price into perspective, Montgomery Wards advertised all-silk or all-wool tweed dresses for \$6.98 and long-sleeved cotton dresses for \$1.98 postpaid. Designs ran from simple to ornate, but usually required only simple stitches such as running or outline stitch, lazy daisy, and French knots to complete.

Hostess, tea, or bridge aprons generally fell into the one-piece category. Usually constructed of organdy, batiste, sateen, or other lightweight fabric, these bibless, dressy aprons were worn by the hostess while serving and were often trimmed in lace. (Remember this; it’s important.) In figure 2, this bridge apron from the *Art Needlework*



Figure 3

Fall/Winter 1927 catalog was sold for 59 cents each or \$1 for a set of four in your choice of peach or green. The description does not include instructions for how to keep that tiny bib portion up, so I'll guess the wearer pinned it.

Remember what I said about hostess aprons being fancy and trimmed with lace? Figure 3 shows an offering by the Walter Field Co. Fall/Winter 1928–29 catalog described as being of “easy to clean” “full gum rubber with rubber ruffles and flowers.”

Just how sloppy does a hostess have to be to need a full rubber apron with rubber decorations? One can imagine gum rubber aprons being used for wet or sloppy situations such as doing laundry, bathing rambunctious children, or performing dairy barn duties, but serving tea? Who

was being served tea, circus animals? Anyway, they were a bargain at three for 89 cents.

Another unusual apron, in figure 4, is referred to as a “double front” or “Hooverette,” which has a double-breasted wrap front, which can be reversed left over right or right over left. Essentially a loose dress, it wouldn't pass my Rule of Thumb #1.

MANY APRONS HAD WHIMSICAL poems and decorations. This seems to be especially true of half aprons with laundry or mending themes. Art Needlework offered a “Darning Apron” with this saying to embroider: “*I've darned and darned / until my fingers are sore / I'll be darned if I darn anymore.*” That's a commonly felt sentiment, I'm sure.



Figure 4

You might ask yourself why a grown woman would want to wear an apron decorated with dancing flowers or clothespins and some silly verse? Why not? I suppose it's for the same reason we watch videos of cats playing pianos. A little bit of whimsy can cheer and encourage us to get on with the unavoidable chores of the day.

Themed aprons seem to have been a marketing trend. Labeling aprons as “Hooverette,” “Kitchenette,” “Fudge,” and “Darning” were ways to make products stand out, especially in publications aimed towards women.

Often, such aprons were suggested as gifts. The December 1931 edition of *Needlecraft Magazine* offered this poem (a thinly disguised advertisement for aprons) authored by Constance Vivien Frazier:

Model A Ford Club of America		Statement of Activities	
Statement of Activities and Changes in Net Assets for the Year Ending June 30, 2019		Support and Revenue	
Garth Shreading, Treasurer			
Current Assets	2019	Statement of Activities	
Cash	\$190,857	Support and Revenue	
Certificates of Deposit	730,000	Membership – Initiation	\$3,620
Receivables	0	Membership – US	545,641
Accrued Interest	4,572	Membership – International	23,179
Inventory	125,534	Accessories	28,046
Inventory – Awards	30,624	Accessories – Non-Members	2,585
Prepaid Expenses	32,254	Publications	34,658
Total Current Assets	1,113,842	Publications – Nonmembers	22,305
Property and Equipment		Postage	20,151
Building and Improvements	\$216,508	Advertising	889
Land	23,000	Advertising – Nonmembers	45,835
Furniture and Fixtures	10,526	Donations	0
Office Equipment	41,181	Investment return	12,075
Accumulated Depreciation	(242,838)	Income – Chapter Insurance	17,160
Total Property and Equipment	48,377	Other	0
Other Assets		Total Revenues and Support	\$756,144
Deposits	10,500	Expenses	
Total Other Assets	10,500	Administration	\$392,944
Liabilities		Publications & Library	25,874
Accounts Payable	\$6,190	National Events	38,551
Income Taxes Payable	956	Restorer Magazine	166,379
Accrued Payroll Taxes	5,014	Accessories	40,840
Simple IRA	9,202	Loss on Meets and Events	0
Sales Tax Payable	137	Total Expenses	\$664,588
Total Liabilities	\$21,499	Increase in Net Assets	\$91,556
Net Assets		Net Assets at Beginning of Year	\$1,059,663
Without Donor Restrictions	\$1,151,219	Net Assets at End of Year	\$1,151,219
Total Net Assets	\$1,151,219		
Total Liabilities and Net Assets	\$1,172,718		

*I always like the Christmas gifts
my thoughtful friends provide.
They send me interesting things,
and lovely things besides;
For some are silk, and others come
from places far away,
And some are thoughtful, simple gifts
to gladden me each day.
But do you know, however fine
my presents are, and rare,
It's not a perfect Christmas, if
there is no apron there!*

PERHAPS BECAUSE THEY WERE USED until they fell apart, there aren't many original aprons on the current market. Still, you just might find one. *The Model A Era Fashion Pattern Catalog* features an undated apron pattern that looks similar to the 1930–31 aprons found in the magazines and catalogs listed. You could also try to reproduce one of the more simple aprons referred to here.

And don't forget that dress you'd need to wear underneath! MAFCA's *Model A Fashion Pattern Catalog* is chock full of simple daytime dresses in a variety of sizes. For an easy option in a modern, standard size, look for a pattern for medical scrubs. I used Simplicity #4644 and needed only a few minor alterations to turn the round-necked scrub top into a Model A Era looking pullover dress. Good luck — and knock 'em dead! ☹

References:

- *Art Needlework and Fancy Wear for Women and Children*, Fall/Winter 1927–1928, and Fall/Winter 1930–1931, Frederick Herrschner, Inc.
- Montgomery Ward & Co., Fall/Winter 1929–30
- M.W. Savage Co., Spring/Summer 1931
- *Needlecraft Magazine of Home Arts*, December 1931.
- *Woman's World*, December 1930

Laurie Elliott serves on MAFCA's Era Fashion Committee. She and her husband, Michael Lee, live in San Jose, California, and are members of the Santa Clara Valley Chapter. They own a 1931 De Luxe Coupe.



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*For my 78th birthday, I drove my 1930 Model A 180 miles to Saint Simons Island, Georgia, and flew in this 1940 Waco open cockpit biplane.
— Bill McLean, Moultrie, Georgia*



On one of my last rides for the season with Harry, my 1929 Sport Coupe, I drove through these trees with fall colors. — Dave Huenink, Wisconsin Chapter



We met new friends from Amsterdam, and they enjoyed our car when we visited Bryce Canyon during the National Tour. — Martin and Linda Harding, Enduring A's, Albany, Oregon



The Treasure Valley Club, with members of the Northwest Vintage Speedster Club, spent the night at the Idaho Hotel in Silver City while driving this year's Idaho 4 Banger 400. — Bob Mather



Carlee Sosebee of Harlem, Georgia, the 2019 Miss Oliver Hardy Festival Queen, enjoys her ride in a 1930 Standard Roadster owned by Kent Carruthers, of the Shade Tree A's, Augusta, Georgia.

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 photo file.

Members of the Redding Rambling A's in Northern California enjoyed a fall outing for lunch at the Historic French Gulch (California) Hotel.
— Tobey Barnes



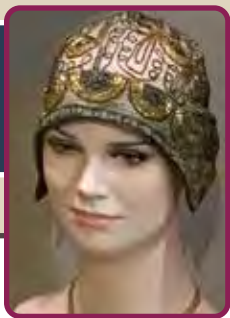
For International Model A Day, 16 A's from the Colonial Virginia MAFC toured to a pumpkin patch near Toano, Virginia. — Rick Calhoun



Brian and Carolyn Gilmore, new members of the Henry's Lady Chapter of Grants Pass, Oregon, enjoy driving their 1929 Pickup.



On International Model A Day, members of the Capistrano Valley A's had a great time touring to Capistrano Bay, then Historic San Clemente in Southern California. — Steven Murphy



Evening cloche with sequins, circa 1928–1929

En Vogue

Lynette Marcione, Placerville, California



Fashions in Fairbanks

WHEN WE THINK OF ALASKA, most of us think of the pristine wilderness, the rare and endangered wildlife, glaciers, and the gold-rush pioneers trying to make their fortune.

But in Fairbanks, Alaska, there is a hidden treasure: the Fountainhead Collection — Vintage Treads and Threads.

As car lovers, my sister and brother-in-law recently visited one of the venues promoted for tourists, the Fountainhead Antique Auto Museum. This unlikely location housed more than a showcase of North America's earliest automobiles. Besides 95 rare automobiles, it also contained 175 dresses,



A lovely example of a 1931 dress with flowers, although dresses of this style generally had a belt



Spectacular beaded dresses and coats, circa 1926–1928

suits, and accessories from the late 1800s through the 1930s — the largest vintage clothing display in the Pacific Northwest.

MOST OF US KNOW that as the automobile grew in purpose and popularity, fashions changed to accommodate the new form of transportation. The museum features the cars paired with the fashions to help create



Extraordinary beaded dresses from circa 1926–1928



A silk cut velvet evening dress adorned with silver glass beads and rhinestones worn under a silver studded Assuit wrap, circa 1928

a more complete picture of the life and style of the periods featured.

The museum opened in 2009. What started as a small display of vintage clothing developed into what is now an extensive collection from auction houses and private collectors of “dresses, men’s wear, undergarments, coats, sportswear, shoes, hats, hair pieces, purses, parasols, and jewelry,” according to an account of the museum’s history by Nancy DeWitt, author of *Motor Age Fashion*. DeWitt has published two additional books, *Alaska’s Fountainhead Collection* and *Extreme Motoring: Alaska’s First Automobiles and their Dauntless Drivers*.

WITH EXCITEMENT, MY SISTER SENT ME picture after picture of the fabulous clothes and the cars. She patiently waited to take the photos until other museum visitors were out of the way. There was no distracting interference to the glory of the subject matter of interest, the clothes.

For further information about this museum and its collection of cars and clothes, visit www.fountainheadhotels.com/things-to-do.html ☹

References

- *Motor Age Fashion*, Nancy DeWitt
- *Fountainhead Collection*, Nancy DeWitt
- *Extreme Motoring*, Nancy DeWitt



Hats from the 1920s



MAFCA Era Fashion Committee Update



By Diann Eason, Era Fashion Committee Chairperson

NOW IS THE TIME FOR YOU (and just two other people) to join the Era Fashion Committee. You may be asking, *Why would I want to be a member?* If you are a member of MAFCA and have an interest in men's, women's, and children's clothing during 1928–1931, you could be a member of the Era Fashion Committee for a two-year period from July 1, 2020 to June 30, 2022.

I asked current members to share their experiences as an EFC member.

Laurie Elliott says, "I wanted to serve on the EFC because organizations run on volunteers, and I enjoy era fashions only because someone else put in time and effort. Everything I have learned is due to another's work. Serving on the committee would be my way of giving back and saying thank-you"

Sherry Winkenhof says, "Being able to share the knowledge I have gained with other fashion enthusiasts and learning from them has been a wonderful experience that has expanded my knowledge immensely!"

Melanie Whittington, our newest member, says, "I wanted to be on the EFC to learn more about fashion specific to this era and to help others learn more and improve their impressions."

Jill Barrett says, "With the desire to keep learning, I jumped into serving on the Era Fashion Committee. I saw it as an immersion program to build my knowledge and have fun with fellow era fashion enthusiasts. I have enjoyed the fellowship and helping our Model A hobby."

Patti Jones, a 50-year MAFCA member who has served several times on the EFC, says, "It never ceases to amaze me how many new things I have learned about our era fashions when serving on the committee. You do not have to have a lot of resources, but a willingness to work as a group to produce and enlighten our MAFCA members regarding era fashions."

THREE POSITIONS WILL OPEN this July 1. To be an Era Fashion Committee member, you need to be a member of MAFCA, have an interest in Model A Era fashion, be willing to travel at least once a year for a committee meeting, and be willing to use a computer for electronic meetings.

Applications are due February 15. Send a letter of interest, stating your fashion experience, qualifications, and why you would like to be a member of the Era Fashion Committee.

You may send your application via email to efc@mafca.com or by conventional mail to:

Diann Eason, EFC Chairperson, c/o MAFCA, 250 South Cypress Street, La Habra, CA 90631-5515. ☺



Inside Model A Ford Museum

By Jim Thomas, Cincinnati, Ohio



STEPPING OUT IN STYLE



IT'S THE SUMMER OF 1929, and the nation is in the waning phase of the Roaring '20s. The stock market has yet to crash and the Great Depression to cast its dark shadow. Life is good, and the country is enjoying unprecedented prosperity and a carefree lifestyle.

The current "Stepping Out in Style" display at the Model A Ford Museum provides a snapshot of the elegant atmosphere surrounding a couple's evening at the theater, dressed in their most stylish attire. And what could better than to be transported to the event in their beautiful, new chauffeur-driven Model A Town Car.

This display features a 1929 Town Car (Ford body style 140-A) on loan to the Museum from Peter Walstrom, of Greenbank, Washington.

The Town Car was Ford's most luxurious (and, at \$1,400, the most expensive) Model A. It featured a unique body style, a deluxe leather interior, special interior appointments and an open-air chauffeur's driving compartment. As Ford's attempt to attract the luxury car buyer, it was just the right vehicle for stepping out in style.

THE NEARBY DISPLAY CASE contains many of the accessories needed for a night out. These include a collection of theater booklets, a beaver top hat, a silver bracelet, a set of mother of pearl opera glasses, an ivory cigarette holder, silk gloves, and a pair of silver shoes with rhinestone button covers. Above the display case, a poster advertises the 1929 Joan Crawford and Robert Montgomery movie *Untamed*. This film was produced by MGM as they transitioned from silent films and was Crawford's first "talkie."

The colorful theater booklets are of special note. These stylish, 30-plus page booklets contained much more than just information about the evening's cast and performance. They also featured many beautiful fashion ads — covering everything from silk hosiery and beachwear to formal gowns. Also included were ads for cigarettes, perfume, jewelry, furs, men's ties, and even car tires and ice cream. Some of the booklets contained a special page for the theatergoer to record information about the performance and who accompanied them to the theater that evening.

THIS DISPLAY WAS ARRANGED by Linda Morford, MAFFI Fashions Project Coordinator. Linda presented details about it in her "A Night at the Theater, Stepping Out in Style" seminar at the September Model A Day celebration. Pete Walstrom also provided information about the display car in his "The Model A Town Car" seminar.

Plan to visit the Model A Ford Museum to see this and many other displays related to the Model A Ford. Mark your calendars and plan to attend this year's Model A Day festivities: September 19 at the Model A Ford Museum. ☺



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TECHNICAL & REFERENCE 2016 Membership Roster postage paid International orders charged actual shipping	\$15			<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) Featuring the best technical articles from The Restorer magazine.	\$14 each			FASHION <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>Tiny Tips Book</i> A compilation of Tiny Tips by Tiny Snell, Red E. Powers, and MAFCA members submitted tips originally published in The Restorer magazine over the past 50 years.	\$14			<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. 1</i> A 400-page book with over 500 illustrations, service adjustments, trouble analysis, and step by step procedures. Spiral bound. By Les Andrews.	\$38			<i>A Book of Fashion Facts</i> Reprinted articles from The Restorer and other fashion facts of the era.	\$32		
<i>Model A Ford Mechanics Handbook - Vol. 2</i> Covers: body wood installation, hydraulic brakes, installation of 60+ accessories. By Les Andrews.	\$32			<i>The Fashion Files</i> Era Fashion articles from The Restorer. 200+ pp	\$25		
<i>Model A Ford Troubleshooting & Diagnostics</i> A complete guide for troubleshooting and testing. Spiral bound. By Les Andrews.	\$27			<i>Stepping Out in Style</i> Two hard-to-find menswear fashion catalogues. Postage-paid CD or direct download	\$11CD \$5.50 download		
<i>The Tudor Book</i> This volume focuses on the body and interior of the Model A Tudor sedan.	\$17.95			BADGES & PINS Name Badge	\$3		
<i>The Coupe Book</i> This volume focuses on the body and interior of the Model A Coupe.	\$24.95			Club Decal	\$3		
<i>Ford Model A Standard Hardware</i> This 36-page manual covers the hardware from all 11 chassis parts books Ford used in the Model A era.	\$9			Club Emblem Enamel on aluminum - 4½ x 2¾ inches.	\$12		
<i>Paint and Finish Guide - 3rd Edition Revised</i> Includes paint chips remastered to original Ford colors, improved color chips placed on more neutral paper, revised charts and updated text, and 18 new factory or original vehicle photos.	\$34			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> The three-ring binder contains 23 sections and all revisions.	\$55			This Lady Drives a Model A patch	\$6		
<i>Model A Restoration Guidelines - Revision 4 ONLY</i> Released in 2016.	\$30			Cloisonné Lapel Pin	\$5		
HISTORICAL BOOKS "Grandpa, Tell Me About The Model A!"	\$5			New: My Other Car Is a Model A bumper sticker	\$2 3/\$5		
<i>The Ford Model A - As Henry Built It</i> These 247 pages show an utmost amount of detail and facts with great Ford images and drawings.	\$45			ELECTRONIC MEDIA <i>The Restorer DVD - The first 10 years of The Restorer magazine. Volumes 1-10, 1956-1966.</i>	\$15		
New: The Restorer Scrapbook 140+ era black and white photos of the people, the cars, and the Ford factory. 70 pp, magazine format.	\$20			<i>First 50 Years of The Restorer</i> Digital archive on jump drive.	\$85		
				<i>Jewelry DVD - Jewelry Of The Model A Era 1928-1931.</i> Featuring 124 slides: Men's, women's, children's jewelry.	\$13		
				<i>Technical DVDs</i> Indicate title (listed on MAFCA.com store)	\$24.95		
				MAFCA LOGO WEARABLES Baseball Hat Black wool blend with Velcro closure.	\$17		



	Price	Qty	Total
New: Model A Socks size 9-11__ 10-13__	\$12		
Denim Hat <i>Blue with embroidered MAFCA logo.</i>	\$17		
<i>Need a Big Size? Add \$5 for 2XL; \$8 for 3XL</i>			
Vest Embroidered MAFCA logo - Navy Blue S__ M__ L__ XL__ 2XL__	\$39.95		
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: Dark Blue __Coupe: Gray <i>(With or without pocket.) Add \$1 w/pocket</i> S__ M__ L__ XL__ 2XL__ 3XL__	\$17		
Golf Shirt <i>The front has a small MAFCA logo on the upper left hand side. Black or Gray Cotton/Polyester blend, spotshield stain resistance.</i> <i>(With or without pocket.) Add \$2 w/pocket</i> S__ M__ L__ XL__ 2XL__ Black__ Gray__	\$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__ Navy__ Hunter Green__</i> S__ M__ L__ XL__ 2XL__ 3XL__ Men__ Women__ Short Sleeve__ Long Sleeve__	\$48		
MAFCA Hooded Unisex Jacket. <i>Black with zipper.</i> M__ L__ XL__ 2XL__ 3XL__	\$59		

	Price	Qty	Total
MAFCA Men's Jacket. <i>Black with zipper.</i> S__ M__ L__ XL__ 2XL__ 3XL__	\$59		
COMBINATION PACKAGES The Coupe Package <i>(The Coupe Book & Coupe Polo)</i> S__ M__ L__ XL__ 2XL__	\$45		
SPECIALTY ITEMS Binders for <i>The Restorer Slipcase.</i> Each binder holds 12 issues	\$16		
Die Cast Metal Banks <i>1/25th scale Model A Sedan</i>	\$25		
MAFCA Travel Mug <i>Stainless steel, insulated</i>	\$11.95		
Ladies' Canvas Tote Bag <i>Has two zippered compartments and heavy nylon web handles. Black with gold logo.</i>	\$13		
New: Embroidery Pattern Collection 26 designs	\$10		
Coasters <i>Set of 8__ Set of 12__</i>	\$8/\$12		
Magnetic Reflector	\$19.99		
MAFCA Afghan <i>56" x 46" Cotton, machine washable.</i>	\$39		
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__ C__ D__ E__ F__ G__ H(new!)__</i> 10 cards/envelopes	\$14.95		
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CHAPTER CHATTER

By 2019 Chapter Coordinator Doug Linden
ChapterCoordinator@mafca.com



WHERE DID THE TIME GO? This past year has flown by. It seems like just a few months ago we celebrated 2019, and now we've just welcomed 2020. I hope your chapter had a great year of events and touring.

The highlight of 2019 for many of us was the Canyonlands National Tour. These past months I have enjoyed reading the reports about it in your newsletters and on your websites. Getting out and about in our Model A is what the hobby is all about.

ONE ASPECT OF BEING Chapter Coordinator that I enjoy is reading the newsletters sent to me each month. I am editor of my own chapter's newsletter, so I appreciate the effort these editors do to bring their members an interesting newsletter. The variety in style and content is what makes them interesting. Determining those who deserve recognition is really hard, as they are all good; some are just better than others.

This year, the Newsletter of the Year award goes to Sherry Winkinhofer, editor of *The Roadrunner* of the Northwest Missouri Model A Ford Club. Each month, Sherry produces a newsletter packed with great information for her members. And her work doesn't end there;

Sherry also produces the quarterly *A-World* newsletter for the kids in the Model A family.

In this digital age, websites also provide club members with up-to-date information on tours and events. This year, the Website of the Year award goes to Ginger Wentrcek of the Brazos Valley Model A Club. As webmaster, she has done a great job of creating an inviting website for both members and visitors.

I am happy to recognize Sherry and Ginger, and the other editors and webmasters, who this past year have done an exceptional job.

I WOULD LIKE TO INFORM YOU that for 2020, MAFCA will take a break from the free first-year membership we've offered the past few years. The Board wants to evaluate the long-term effectiveness of this program before deciding whether to continue this offer.

FINALLY, I'D LIKE TO REMIND chapters to fill out the Chapter Renewal Form they recently received. Now that you have your officers lined up for 2020, please return the form to MAFCA so we have current contact information for your chapter.

I look forward to seeing many of you in Kerrville, Texas, for the 2020 MAFCA National Convention. ☺



Membership Moment

By 2019 Marketing/Membership Director Mike Kelley

THE MAFCA BOARD has decided not to extend for 2020 the Free First Year MAFCA Membership program.

Instead, the emphasis for this year will be to continue to communicate the numerous benefits associated with MAFCA membership.

Many of us may be asked this year why someone should join MAFCA. When opportunity arises, please consider these talking points:

- *The Restorer* magazine, published every other month, is considered by many to be the best publication in the automotive hobby.
- Access to technical expertise provided by our Technical Director.
- Opportunities to order MAFCA merchandise, which

includes Model A restoration reference material and an extensive library in the area of era fashions.

- Access to the classified section in *The Restorer* and on the MAFCA website for advertising vehicles and parts wanted and for sale. (Members can place one free ad of up to 30 words per issue.)
- Information regarding activities of nearly 300 local chapters, plus regional events and special interest groups.
- General liability insurance coverage for any occurrence associated with activities of your chapter.

TOGETHER, WE WILL continue to grow MAFCA. As always, please remember I'm open to any and all suggestions you may have. You may contact me at 253-569-2352 or Membership@MAFCA.com.

Until next time, happy Model A'ing! ☺

Chapter News



ARIZONA



MARCA: Our weather has turned pleasant, for fall is beautiful in Arizona. This month we have participated in meetings, tours, a brake seminar, a chili supper, and breakfasts with fellow club members. Pictured is Sammy Guthrie showing the best method to set the brakes. (Photo by Bill Draper.) We closed out 2019 with our annual Christmas party and gift exchange. If it is cold where you are, join us for a pleasant ride into 2020. *Henry Ruzicka*



Patagonia T & A: Eight of our members ventured to Kanab, Utah, to attend the National Tour October 6-10. Six members dared to drive over 1,500 miles in their Model A's, although only two made the trip without any mechanical problems. We visited Zion and Bryce Canyon National Parks, seeing many deer, a fox chasing a squirrel, and even two California Condors. The people of Kanab were very friendly and helpful. *Doug Holler*

Phoenix MAC: Fall brought our winter visitors back to enjoy the weather that all in Phoenix are blessed with. The holiday season renews what has become traditional gatherings: PMAC's annual Christmas party and participation in the City of Glendale's Hometown Christmas Parade. The Christmas party changed venues to the Arrowhead Country Club. This is our third consecutive year of driving Henry's Ladies for all to admire in what has become the largest Christmas parade in the southwest. *Jim Grose*



Tucson A's: On September 14, we celebrated International Model A Day with 29 vintage vehicles at Fellowship Square retirement center. The residents had fun, attendees were well fed and entertained with live music, and a safety check demonstration was performed on several vehicles. In November, an event was held at the Forum that was well attended by a considerable number of members on short notice. Food was provided for a five-dollar donation to the Alzheimer's Association. *Sindy Osterman*

ARKANSAS



Fiftieth Anniversary MAFC: On our springtime tour to the Daffodil Festival at Wye Mountain, Arkansas, with Ray Hightower and Dean Armstrong and their A's, neither rain, thunderstorm warnings, nor tornado watches deterred Ray and Dean from making it. The rest of the club must have stayed home in their "fraidy holes." *Ray Hightower*

CALIFORNIA

Blossom Trail A's: The 2019 holidays, with their parties, parades, and the joy of family and friends, are over. We now look forward to the year ahead. Our ladies hosted a luncheon for the ladies of the Sierra Model A Chapter of Fresno. Several members hosted breakfast tours, and we had a second annual Turkey Trot, much like a poker run except first prize is a turkey. Our Christmas Party early in December was a lovely event. *Maurine Segars*

Charter Oak A's: The past holidays were busy for our Model A's. Visalia's Candy Cane Lane Parade had several entries with a stop afterward for dessert. Our Christmas party was a festive event with good food, raffles, and a gift exchange. We also collected toys for CASA. New Board members were installed. A December tour to Hillcrest Farms was scheduled. Condolences to the Huerta family. A safe, healthy, and happy New Year to all Model A clubs! *Marsha Brooks-Smith*

Chico Model A's: We celebrated 42 years together in October. We had a wonderful anniversary lunch with great food and fellowship, followed by fun games, hosted by Ben and Nancy Kraemer. November 11, we celebrated Veterans Day by participating in a parade in downtown Oroville. With the Oroville Model A group, we had 10 cars and 19 people participate in the tribute to our veterans. *Sharon Simonton*

Cuesta Crankers: In November, John Saulsbury held tune-up and repair day at his barn. December brings the holiday season and our annual Christmas party and installation of new officers at the Madonna Inn. We will start the New Year with our annual brunch meeting at the Cambria Pines Lodge. We look forward to Model A events and touring in 2020. *Pete Peterson*

Delta A's: Four couples from our club joined almost 700 other members in Kanab, Utah, for the 2019 Canyonlands National Tour. It started with a catered welcome party in Hamblin Park and concluded with a dinner inside in the just-completed Kanab Convention Hall as the temperature dropped. Our group toured together and all found the parks we visited amazingly beautiful: Bryce, the North Rim of the Grand Canyon, and Zion. Thanks to our hosts. *Pat Rut*

Diamond Tread: In October, a dozen of us with eight cars and one motorcycle attended a trunk or treat in Cerritos. In November, we ventured to the Back in the Day Museum in Orange. Everything in the museum was for sale, but very expensive. It was an excellent collection of the past. In late December, we look forward to the Horseless Carriage event. *Bonnie Ryan*

El Camino A's: Our annual garage tour, led by Sam Asaro, visited two local garages and one private

collection that featured an impressive collection of pre-war Ford vehicles. Lunch was enjoyed at an Italian restaurant with dessert following at another stop. In addition, our club donated 118 pounds of items for our second food drive of the year. Good job, everyone.

Marilyn Perry

Hangtown A's: In October, many members went on vacation. Some celebrated the 60th wedding anniversary of the Irwins held at the Historic Sequoia in Placerville. Several members also participated in trunk-or-treat events in Placerville and Pollock Pines. We decorated our cars and had the opportunity to enjoy the parents and kids in their costumes. This is always a fun time. In late November, we will visit a mock-up western town complete with buildings and antiques. This should be fun. *Tom Jeanes*

Happy Honker A's: A group of 23 Model A's toured to Edwards Air Force Base and were treated like royalty! Honker member Bill Dohnke and his son, Lt. Col. Fred Dohnke, who is stationed at Edwards, hosted our tour. We visited the Air Force Test Flight Museum, managed by George Welch, who has an extensive knowledge of all things Edwards. Our tour was extensive, including some highly sensitive areas where no photography was permitted. *Karen Bockman*



Harbor Area: Ninety members managed to keep the secret: a surprise 90th birthday party luncheon for longtime member Art Wagner. We had our Annual Anniversary Picnic to celebrate 62 years as a MARC club and 22 years as a MAFCA club. Eight members traveled to Kanab, Utah for the MAFCA Canyonlands National Tour, where they enjoyed day trips to Zion and Bryce Canyons and the North Rim of the Grand Canyon. *Sue Hankins*



Lake County A's: Our former president and current VP, Dick Munger, has received a nice surprise and distinction. His 1931 Coupe is featured in the 2020 Hemmings Motor News Model A Calendar for the month of June. In 2016, Gil Sisson's 1931 Victoria was in the calendar. As a club, we now have the distinction of two of our cars being featured in the Hemmings calendar. Pretty cool! *Dana Obermeyer*

Linden A's: We joined the San Francisco Bay Area Chapter September 27-29 for the 23rd Annual Ironstone Concours d'Elegance in Murphys. We attended the Friday dinner, the Concours on Saturday, and returned Sunday. Congratulations to Award of Merit winners Dave and Marilyn Chiotti's 1939 Studebaker Commander sedan and Tom and Terry Machado's 1967 Lincoln Continental limousine.

October 19 found us with the Freewheelers at the San Francisco Bay and Delta Model A's in Sausalito, a great destination.
Terry Macbado



Modesto Area A's: September saw the women traveling to Hughson for some antiquing, touring the Waterford Museum, and enjoying a lunch hosted by the museum docents. Thanks to Marci Schellman. Then the competition got hot at the Hubley races organized by the Gonsalves and Terras. October found us traveling to Occidental to Sturgeon's Mill, a steam-powered logging mill, and enjoying Bodega Bay and some antiquing. Six families joined the fabulous Canyonlands National Tour.
Barbara Collins

Orange Blossom A's: Twenty members toured to the Black Bear Restaurant in Moreno Valley for breakfast. Ten Model A's drove in the Riverside Veterans Day Parade. Club members selected nine 2020 tours from a list of 35 possible sites, and we were asked to sign up to be the tour guides. Members Jeff and Norma planned and conducted a poker run tour. Our 2020 officers and directors were installed at our end-of-the-club year Christmas Party.
Gary Struempff

Orange County MAFC: We celebrated electing a new technical director, Darwin Kibby, and a new Vice President/Activities, shared by Joe Goff and his granddaughter Kaci Terens. They replace Dennis Kliesen and Steve Pavich, respectively, who have done great jobs. Mt. Baldy was conquered by 10 Model A's just in time before the rain came late that afternoon. The pancake breakfast will be March 29. Planning has already begun, led by Frank Reese and Richard Bolls.
Norm Kredit

Palomar A's: We had seven Model A's plus two moderns tour to Kanab, Utah. It was a safe, mostly uneventful, and gorgeous trip. Great memories! Our club got to learn all we wanted to know about alpacas at a tour to the Alpaca Hacienda. We are getting to celebrate Christmas at our annual installation banquet and close out another great year touring in our A's and enjoying out club family. Merry Christmas and Happy New Year.
Barbara Kruegel

Paso Robles A's: Dave and Cyndi Krill successfully drove their 1930 Station Wagon on the Great Lakes Tour; no roadside trouble, just not enough time to enjoy all the features sites. Meanwhile, several local clubs joined to participate in the Paso Robles Pioneer Parade. First held in 1931, the parade is full of clanking, screeching, rumbling, and puffing of antique farm tractors, crawlers, threshers, and a steam-propelled tractor. All enjoy a free bowl of chili beans.
Bob McCormick

Pomona Valley Model A Club: Summer and fall have been busy for the Pomona Valley chapter with preparation for the upcoming National Awards Banquet in Claremont, California. Jaye Steinbrick, our webmaster and IT person, has done an amazing job, as have the other members of the committee. Fourteen of our members made the trip to southern Utah for the Canyonlands Tour in October and had a blast!
Ed Tolman

Redding Rambling A's: Toby and Jane led us on a fantastic tour to French Gulch, an old town west of Redding. We went to the park, then to their old bar/museum. Finally, we lunched at the hotel. Ernie and Linda led the annual Veterans Day parade. Two of our lead open cars had a veteran riding with them in celebration of the day. Thanks to all for leading the tour and those who participated.
Norm Faith



Sacramento Capitol A's: A trip of a lifetime, the Canyonlands Tour: 18 days, 2,743 miles, 67 hours in our A's, 7 National Parks, and the best group of friends to travel with! We had 39 members attend this great event. The Veterans Day Parade made us American proud, Ford strong. Elections: Let's re-elect the awesome President Dennis Martin. He did such a great job, let's do it again! We look forward to Santa at our annual Christmas Party.
Donna Smith



San Diego Model A Ford Club: In November, club members were invited to participate in the San Diego & Arizona Railway's Gold Spike Centennial at the Campo Railroad Park. Eleven Model A's and several moderns ventured through San Diego backcountry to join in the festivities which included band music, train and car displays, train rides, and a reenactment ceremony. There was even a running Model A "rail track inspection car" that the museum had restored.
Kris Francis

San Fernando Valley MAFC: Sunday, October 10, saw our latest Swap Meet and Car Show in The San Fernando Valley. Commendations to members in the support crew. Recent visit to Valley Relic Museum at the Van Nuys Airport was enjoyed by over 25 of our members. Congratulations to Carroll Vaughn on being awarded his 55 Year MAFC Pin! Kudos to Catherine Tompkins for the manner in which she has taken over Era Fashions in our newsletter, The Rumble Sheet.
Keith Smith

San Francisco Bay Area Chapter: Late in September we made our pilgrimage to Murphys for the 23rd Annual Ironstone Concours. We viewed the spectacular automobiles on the winery's lawns and congratulated two club members for their Awards of Merit. Then back to San Francisco for the 151st Italian Heritage Parade, a.k.a. Columbus Day, the nation's oldest Italian-American celebration, driving our Model A's through North Beach. Next came the Mayor's Salute to Veterans Parade and the World War II 75th commemoration.
Walter Caplan

San Gabriel Valley A's: September's hot dog night culminated with guest speaker Jody speaking on an intriguing treatment for Parkinson's: rock steady boxing. Model A Ford Day took us to the Rubel Castle, a project made entirely of recycled material. Kooky and fascinating, it has hosted Ike, Sally Rand, and others. We celebrated Halloween with great food, costumes, and devilish games conjured up by Elaine P. Several cars helped anchor the Walk to End Alzheimer's at Pasadena Community College.
Jim Lank

Santa Anita A's: About 70 members showed up at the September meeting at the Church of the Good Shepherd in Arcadia, our new meeting place. All comments were positive. The outlook for the future is great! At the October meeting some of the club members sported attire suited to the festivities of the holiday season, while others came in their humdrum,

everyday costumes. The club had 14 cars on hand to support the Pasadena High School A Exhibit.
Keith Smith

Santa Barbara Chapter: The winter days are full of vehicle tours. The weather has been beautiful. The month ended with a viewing of the movie *Ford v Ferrari*. Christmas is just around the corner.
Bill Berger



Santa Clara Valley Chapter: We had 22 member families attend the Canyonlands National Tour. The Aspens were in full fall color, which made the tour even better. Our local October tour saw seven families attend the San Benito County Fair and display their Model A's. The monthly seminar was at the Colbecks'. The men talked about Model A radiators while the women learned about crafts that children can make.
Bill Cilker, Jr.

Santa Maria A's: October 19, the Santa Maria A's held our 9th Annual Model A end of the year roundup at John Humann's. We were joined by the Cuesta Crankers and joined in on their 55th year celebration with MAFC. Coming together made for a fun-filled social day with lots of stories and laughs, a wonderful barbecue put on by John Humann and his crew, and ending with a great game of bean bag baseball. We had a fun day.
Trudy A. Stevens

Sierra A's: Cooler weather brought an amazing Veterans Day Parade, where we had the opportunity to chauffeur WWII veterans. Our breakfasts are going strong with fabulous food and even more fun times. We can't wait for the Christmas season with our upcoming banquet and exciting tours, along with an Electric Christmas Light Parade. We were excited to nominate our new board for the 2020 season and thank all our officers who served this past year.
Daylin Lee

Sonoma A's: Bob and Geri Gutteridge led a coast tour of 16 members to Fort Ross and featured a manifold cookout for lunch. Cindy Omoth led a tour to the Sonoma County Wildlife Rescue Center where injured birds and animals are cared for. Jan Ewertz is arranging for a three-part chocolate-making class and also a cooking school Christmas luncheon. Bill Ewertz led a postponed tour to Ray Fiore's private auto collection.
Bob Cortelyou

Sonora A's: We had beautiful weather for a fall tour to Placerville and Apple Hill. The five families did a manifold cook on the way with some interesting dishes. The club did a "hard times" potluck for the October meeting, and we are now in the process of nominating officers for 2020.
Judy Guzzetta

South Bay Touring A's: Our club has had a pretty busy fall. Our overnight trip this year was to Lone Pine where we visited Manzanar, a restored Japanese Relocation Center during WW2. It is full of history and well worth visiting. We also took in the Western Film History Museum and drove the movie road in the Alabama Hills. Our last tour was to the Rubel Castle in Glendora, a unique place. Seminars are still going well.
Dick Valot

Temecula Valley: We had a wonderful mystery tour, through back roads of Temecula wine country, ending up at the Vail Ranch for lunch. Next is the annual Thanksgiving tour led by Larry and Karen Beel. December brings our festive Christmas party, where we celebrate good friends, good food, a gift exchange, and lots of laughter. We will begin 2020 with our New Year's Day tour, always an exciting way to start another

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-Poul Hedegaard Laursen,
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adventurous Model A year. Happy New Year!

Joyce Grieb

Ventura County Model A Club: Since the last chapter news, our club has participated in the Santa Paula Labor Parade and had a tour of the Ventura County Gem Society Museum and the Ojai Olive Oil Factory. Recent club meeting topics have included tutorials on front-end alignment and active-shooter situation protection plans. Grease jobs, manifold replacement, ahooga horn repairs, and fender shrinking were the order of business at our recent club Work on Your A Day.

Richard Atchison

Whittier Chapter: In October, we went to the Homestead Museum for the "Ticket to the '20s." We enjoyed '20s and '30s music, dancing, and era clothes and displayed our cars to the delight of attendees. Our annual club picnic was at Michigan Park. We enjoyed delicious catered tacos and also displayed our cars for the public. In November, we toured to Oak Glen and the Apple Shed. What fun: fall colors, cool weather, and fresh mini-donuts with fresh cider. *Howard Gentry*

COLORADO



Buffalo in Theodore Roosevelt National Park

MAFC of Colorado: Tours to Medora, North Dakota, with 14 cars, then to Kanab with 12 cars highlighted our fall tours. We also saw fall colors, picked pumpkins, and trotted to three grocery stores to see who could shop for a food bank and come closest to their \$15 limit. Our ladies held an era fashion, beach pajama party and made Christmas ornaments from wine corks. Parades, lunches, and our biannual Bunko party rounded out the year.

Jim Huff

FLORIDA



At Cecil Pines

First Coast Region MAC: We have been enjoying the Florida weather. In October we were invited to help celebrate the 80th anniversary of Goldhead State Park in Keystone Heights. The park was built by the Civilian Conservation Corps. In November, we attended the Cecil Pines Car Show at the decommissioned Naval air station Cecil Field. The proceeds were given to the American Cancer Society. We donated a check in honor of past member Judy Becker.

Larry Smart



Palm Beach As: Our touring season began with a three-day weekend event combining activities with

the Gold Coast Club. We visited two outstanding automobile and motorcycle collections in Stuart as well as a touring of the Elliot Museum. Many unique As are on display there along with local items of historic significance. In November, we drove to Arnold's Wildlife Rehabilitation Center in Okeechobee, followed by lunch. We had a great day for touring! Check us out at palmbeachas.com. *David Carlson*

GEORGIA

Shade Tree As: We continue our Wednesday lunches at Ci Ci's Pizza and our Follow-the-Quail-Tours to festivals, parades, and local points of interest under the leadership of Frank Knapp. We drive our Model A's year 'round. Model A owners in the area are welcome to join us.

Jim McPherson

IDAHO

Treasure Valley Model A Club: Several members of the club joined the "Four Banger 400" led by Bob Mather. They drove to historic Silver City in the southwest corner of Idaho. Silver City was a boom town in the late 1800s. The club also did a great job supporting the annual Idaho Veterans Home Show. The show is organized by Don Borchers and raises money for the Veterans Christmas Fund. This year we raised \$2,600 for the vets.

Jim Borchers

ILLINOIS



Central Illinois As: In mid-September, our club took a mystery tour, beginning with St. John the Baptist Catholic Church in Bradford, Illinois, with stunning stained-glass windows and an organ loft. Then to Langley, Illinois, to visit Psycho Silo Saloon. Our Model A's ended up as the stars of videos being taken with a drone beside the saloon's rusted-out vehicles on display. The tour ended at Tanner's Orchard after our traditional ice cream treat. Let's Roll! *Kay C. Lee*

Naper As: We had some fine end-of-season events and tours. A couple of beautiful fall color drives went off without a hitch. The weather cooperated for our annual picnic at Cantigny 1st Division Memorial Park. The annual Illinois Regional Turkey Dinner and Naper As Christmas capped off the year nicely. We are planning some instructive tech sessions over the winter.

Nick Mazzarella



Rock-Ford As: We had a record turnout for our annual banquet, and quite a few attendees got in the spirit by dressing for the occasion in era clothing, which added to the enjoyment. Participation at club events in 2019 was exceptional. Our early snows had us putting our cars away before we would have liked, but it will also give us a head start on getting them ready for next year's driving.

Anne Laviolette

Salt Creek As: We had a good turnout at the M.A.F.F.I. Model A Days. In early November, we joined the Illinois Region for a great turkey dinner. After Thanksgiving, we look forward to our annual Christmas party in early December. In January, we will vote on a new board and look forward to activities

being planned for the new driving year. We hope we won't get the polar vortex again and look forward to a great New Year.

Holly Beem

INDIANA

Columbus Indiana Model A Club: In October, we went on a Fall Foliage Tour. Eight Model A's and one foreign car took to the back roads to our lunch destination at Story Inn. Following lunch, we stopped at the Salt Creek Winery. After wine tasting, we hit the back roads again for a leisurely drive back to Columbus. Gerald Alexander, past president and board member, passed away in September. He is survived by two sons.

Nora Dean

IOWA

Central Iowa Model A Club: Fifty members enjoyed an October picnic at Cherry Glen catered by Wobbly Boots Roadhouse BBQ. Jane and Marvin Whitlock coordinated the event. Fifty-seven Model A Club members and guests from Model T Club met November 17 for a potluck soup lunch and election of officers. Katie Priaux, Chris Klein, and Dixie Hutzel were thanked for arrangements and soup preparation. 2020 G.A.M.A.R.A.I. dates will be September 14-19.

Margaret Cory

Hawk A Model A Club: In September, 37 members drove to Tipton, where we visited their Cedar County Historical Museum, Freedom Rock, and historic jail. In October, 22 club members enjoyed a two-day tour to Dyersville and Independence. Highlights were visiting the St. Francis Xavier Basilica, the Field of Dreams, the National Farm Toy Museum, and Heartland Acres Agribition Center. Two member cars were trailered to Kanab, Utah and participated in the Canyonlands Tour. What scenery and fellowship.

Jan Wenger

KANSAS

Plain OI As: We had one couple and their Model A attend the Canyonlands National Tour in Kanab, Utah. What a great experience. Our Cold Weather Tour in November was to the TWA Museum and the National Airline History Museum in Kansas City, Missouri. The Christmas Dinner in December brought our club's activities to a close for 2019.

Bruce and Vicky Mills

Wichita As: In September, we observed International Model A Ford Day with a scavenger hunt in the Valley Center area. That same weekend we gorged ourselves at an ice cream and dessert social. Four of our couples enjoyed the Canyonlands National Tour in Utah. Three drove their Model A's a total of 2,747 miles with no major issues. One car was trailered to Utah and home. Several members enjoyed All Ford Day at Sedgwick County Park.

Brenda Broadhead

MAINE



Pine Tree Chapter: Members Frank and Kathie Kennedy; Mark and Heather Smith; Trish Roberson and Bruce Marshall; and my wife, Linda, and I went to the Canyonlands National Tour. What a fantastic experience: Model A enthusiasts from every corner of the country touring one of the most scenic regions on Earth! Many thanks to the MAFCA committee for organizing such a wonderful tour! Thanks, too, to the people of Kanab for being such gracious hosts. Great memories!

John Brissette

MARYLAND

Greater Baltimore Model A Ford Club: In September, several members drove their Model A's for a weekend trip to tour Longwood Gardens in Kennett Square, Pennsylvania, driving about 350 miles. In

October, several members attended the annual antique automobile show in Rockville, Maryland, as part of a contingent of 16 Model A's. Our club made its annual tool donation to the Automotive Technology Program at the Community College of Baltimore County-Catonsville, which generously hosts our monthly meetings.

Jonathan E. Miller

MASSACHUSETTS

Model A Ford Club of Cape Cod: Our fall season has been busy. Events included the Yarmouth Seaside Festival Parade, a display of our vehicles at the Yarmouth Antique Center, our annual chowder fest, and the Wright's Chicken Restaurant tour to Rhode Island where many other old car clubs also meet. We also met to plan tours and events for next year. The nominating committee was appointed to suggest a slate of officers for 2020.

John R. Schnyer

Model A Restorers Club of Massachusetts: Members enjoyed our annual auction night at our November meeting. Auctioneer Dean Zwicker and his helpers auctioned off a host of items from Model A parts to three raccoon coats. A fun night for all. On November 3, over 30 members attended the Wrights Chicken Farm dinner in Rhode Island. Several other car clubs attended the annual event. We look forward to being part of the annual Plymouth, Massachusetts, Thanksgiving Day Parade.

Charles Marchewka

Worcester County: Marcie Zahree joined the ladies

of the club who have received a "This Lady Drives a Model A Ford" patch. Tours included Barre Falls Dam, Wrights' Chicken Farm, a Ladies Day Tour to Tower Hill Botanic Gardens, and our Frostbite Tour to the Wayside Inn. We were able to go inside the Martha Mary Chapel and grist mill both built by Henry Ford.



We had five club A's and their members attend the Canyonlands National Tour.

Keith Costello

MICHIGAN

Superior A's: Our touring season wrapped up early. Temps dropped in mid October to single digits, which pushed Henry's ladies into winter hibernation and turned our thoughts to the Upper Peninsula two-week holiday of whitetail deer hunting. While the temps did rebound, the early snow remained. Activities in the shop will become our focus after the holiday season. Use the time wisely to get the ol' girl ready for the first warm day in spring.

Arthur Gischia

MINNESOTA

Twin City MAFC: Our new location in Rosedale for clinics and meetings has ample seating with space for conversation and a well-lighted parking lot. Our first clinic topics included winterizing and troubleshooting Model A's. Our Election Banquet was held in December at Tinucci's Restaurant. 2020 is a Leap Year, so some members will take their Model A's out on a tour on February 29. This has become a tradition for our club. We hope the weather cooperates.

Ed Porter

NEBRASKA



Cornhusker MAFC: Car displays continued at various venues, including at Arbor Lodge during the September Applejack Festival in Nebraska City. In November, we participated in the Veterans Parade in downtown Lincoln, and the group also held a soup supper before the regular meeting that month.

Homemade soups and side dishes were enjoyed, and donations were collected for the Veterans Wreaths Across America project at Wyuka Cemetery. A Christmas dinner party was planned for December.

Janet Jeffries Beauvais



Meadowlark Model A Club: We've been busy. We toured a private car collection in Unadilla, won first place in the Gretna parade, had a potluck lunch, took part in a vintage car show at Historic Fort Omaha, celebrated National Model A day with a photo shoot at the only mountain in Omaha, enjoyed our club picnic, and took a fall color tour through eastern Nebraska and western Iowa. We also did community service with two highway litter pickups.

Howard Denker

NEVADA



Las Vegas Valley Model A Ford Club: Our members and friends visited the Model A Museum at the Gilmore Museum in Hickory Corners, Michigan, as part of a weeklong Heritage Tour organized by Tony and Jan Gardner. The week included The National Automotive and Truck, Auburn-Cord-Duesenberg, Studebaker, and Hudson museums, as well as the Henry Ford Museum, Ford's Rouge Plant, and Greenfield Village. The tour was packed full of beautiful cars and exhibits, excellent food, and friends enjoying every part of it.

Liz Prebm

NEW HAMPSHIRE



Lakes Region Model A Club: Members who participated in the MAFC National Tour in Utah were unanimous in their praise of a highly successful event, with great weather, good food, enjoyable camaraderie, and exciting tours through outlandishly beautiful scenery. At home we had perfect fall driving weather, concluding with an intriguing Frostbite Tour through the back woods of our beautiful Lakes Region and our Christmas party. Our little cars now rest in peaceful anticipation of the 2020 driving season.

Nancy Wilmot

NEW MEXICO

Borderland A's: In November, we teamed with the Daughters of the American Revolution in Las Cruces to participate in the Veterans Day Parade. We had great weather and a great turnout. Later that month, we held a technical seminar on timing the Model A engine. Several members said they are confident they will be able to keep their cars in tune. December saw us hold our annual potluck Christmas party. Happy holidays and drive those A's!

Rick Black

NEW YORK

Model A Ford Club of Long Island: November 3, we had our annual Fall Foliage Tour. Bob Bidone mapped a fabulous route along the North Shore of Long Island. Lunch followed at the Millennium Diner in Smithtown. November 11, many of us drove in the Veterans Day Parade in St James, with lunch afterward at the American Legion Hall. November 17, we had a Joy Ride to Robert Moses State Park, then lunch at New Wave Seafood in Wantaght.

Janet Mackley

Mohican Model A Ford Club: Seventeen cars celebrated Model A Day in Richfield Springs from 9 to noon. The October Foliage Tour, hosted by Elywn and Faith Smith, began with viewing Al Mattei's collection of cars, motorcycles, trucks, and even a tractor and bulldozer. The tour route took us north to Remsen and the Adirondack Cooperage to see the process of making whiskey barrels. The tour ended with a meal at the Kayuta Restaurant.

Jane Hicks

NORTH CAROLINA

TarWheel A's: We've enjoyed some cooler fall weather with a picnic, an oyster roast, a lawn party, and a mystery tour. Now we are anticipating local Christmas parades in Raleigh, Apex, Holly Springs, and Pine Level and our annual Christmas party.

Steve Grace

OHIO

Dayton-Buckeye MAFC: Members participated in the Covered Bridge Run at Oktoberfest in West Alexandria, Ohio. We held the club's 45th annual swap meet at Reichard Chevrolet in Brookville, Ohio.

Bob Zitney

Ohio Valley Region: In October, the Audettes and Foremans conducted our Mystery Tour. The 26-mile tour took our 15 participant teams about three hours to complete. Several teams got lost in a cemetery and missed signposts. The Owens and Zitney teams tied for first place and won gift certificates. Last place went to the Topic team, who received a sad, oversized pumpkin.

Art Foreman

OKLAHOMA



Bill and Sue Harris

Sooner Model A Club: We surprised Bill and Sue Harris by purchasing a brick paver to be placed at the MAFFI Museum in recognition of their outstanding support of the Sooner Club and its members. Bill and Sue are always willing to share their love and vast knowledge of Model A's and the fashion of the times.

Kaye Sage

OREGON

Beaver Chapter: Another active year is now behind us. Recently 24 cars spent three days at the Oregon coast on our President's Tour led by Richard Starkweather. This followed a 24-car outing in the wine country led by Lori Symank, visiting a distillery, a racing horse farm, and an olive oil producer and enjoying a nice meal. October had a color tour led by Tim Brost with seven covered bridges. Finally, a Christmas potluck. Lots of fun.

Tom Irwin



Enduring A's: Gary Linkel, Lou Vee Walker, and Martin and Linda Harding attended the Canyonlands Tour. Rolie Young organized an apple cider press

tour. The Hammitts gathered the club for the annual Harvest Party, where the men do the cooking. Everyone enjoyed a great meal and good times with friends. Our 42nd annual swap meet, chaired by Don Studier, was a sellout with good weather. Rolie Young manned the MAFCA table with great success.

Martin Harding

Henry's Lady Chapter: The beautiful fall colors have hit the Rogue Valley here in Southern Oregon, along with some welcome warm days. After the November meeting, the A's were taken to a local retirement home. The people there sure enjoyed the old cars. Our extra monthly get-together for coffee has been steadily growing, and we seem to get the old cars out too, rain or shine. January will be our annual holiday dinner and officer installation.

Mike and Debbie McKey



Myrtlewood A's: We are an active Model A club with a membership that embraces outings, tours, parades, shows, and exhibitions. We also embrace folks with other vintage autos who want to enjoy and share their vehicles. Pictured here are Joe and Vicki Morgan and their 1914 Hudson (they also have a Pierce Arrow). We're really glad that in addition to their brass carriage clubs they also play with us. Want to join us, too? Call 541-759-4904.

Debbie Sargent

PENNSYLVANIA

Beaver Valley Model A Ford Club: Jack stands, check; antifreeze, check; battery disconnect, check; blankets and car cover, check. And so it goes for us cold winter folks preparing our beloved model A's for winter storage. This necessary ritual occurs every fall. We will continue with our Christmas party and our meetings. All winter we will think of spring and that day we can undo all we did and fire up that well rested A. It's all worth it!

Dan Baker

SOUTH CAROLINA

Aiken Model A's: We are gearing up for two wonderful holiday activities. December 1 will be the Aiken Christmas Parade, with the perfectly suited theme being "Ushering in the '20s". An appropriate venue for the club. The second is the yearly Currier & Ives Christmas Extravaganza for Sage Valley Golf Private Clubhouse members. Our Model A club provides its beautiful antique cars and drivers to shuttle members to the clubhouse in style.

Debi Paul

Old 96 District MAFC: We celebrated International Model A Day on tour with the Shade Tree A's. The DeVores hosted a Picnic on the Pond. The Reynolds provided a hot dog supper following our October meeting. The Burkes hosted in November with hot dogs, s'mores, hot chocolate and cider, and a hayride. Members enjoyed Iva Depot Day and the Richland Creek Fall Festival. We honored local veterans by transporting them in our A's in the Veterans Day parade.

Debby McDill

Palmetto A's: We had an interesting late summer and fall. We had a tour to Hemingway, S.C. and Scott's Bar-B-Que on Model A Day. In October, we had a short trip to beautiful Lake Murray at the Prosperity Wildlife Federation clubhouse for a delicious "Lowcountry Boil." In November, we visited Scranton, S.C., on a cool, rainy day. We also want to thank our many veterans for their service to our great nation.

Wayne Areheart

TENNESSEE

Smoky Mountain Model A's: Thanks to Larry and Betty LaPatka for hosting a tour of their brass era Model T truck museum, then dining on their world-famous hot dogs. Eight cars made it to the Maynardville car show and festival. The Helsels and



Schwerdt completed the Canyonlands tour, visiting five national parks including the Petrified Forest. We enjoyed another wonderful Veterans Day parade with fifteen cars, eight veterans, and over forty participants.

Randy Schwerdt

TEXAS

Alamo A's: Our club has been busy the past few months, including the National Tour to Kanab, Utah, an overnight tour to Highland Lakes near Austin, an Adopt-A-Highway cleanup day, car shows, a Model A driving seminar, and a Veterans Day parade. We'll round the year out with a Christmas party at a nice restaurant in San Antonio. My grandson, Grayson Fox, was all smiles after riding in Grandpa's 1931 Tudor to get ice cream.

Ken Stevens

Cedar Creek MAFC: Winnsboro: what a fun time, even with all the rain, from the stew supper, parade, and driving tours, to the banquet. Nancy Cheshire won the cherished Ima Willis award. The ladies enjoy a movie every month as part of the Silver Screen Club. We occasionally invite the men to join us ... fun times. We look forward to our Christmas party and white elephant gift exchange. www.cedarcreekas.org

Sue Capps

Dallas MAFC: We had a Bonnie and Clyde Dallas tour in September. In October, we had a show at the Texas State Fair and Winnsboro Autumn Trails weekend with a parade and day tours. November had two tours: Henderson Syrup Festival and one to Nocona, Saint Jo, and Gainesville to a car museum. December will see a Christmas light tour and Christmas party. We had a successful workshop in October on rebuilding a gas gauge.

Pam Henricks

Fort Worth MAFC: We had an active fall. In September, the club sponsored the Grandparents Day car show in the Fort Worth stockyards and participated in the Wheels for Wellness prostate cancer screen/care/cure car show in downtown Fort Worth. October had a fuel system seminar, a tune-up seminar, the Peanut Festival Tour, and annual Autumn Trails tour to Winnsboro, Texas. November included a membership renewal lunch with more than 70 members in attendance.

Chuck Nixon

Golden Triangle A's: We've had several outings over the past few months. First we had six Model A's attend the Lamar University homecoming parade in September. In October, several members attended the Gulf Coast Tour in Lake Jackson, Texas. Everyone really enjoyed the road rally. There was also a breakfast run in November.

Kevin Parsley

Greater Houston A's: Jane and Mel Rivers put together a wonderful Model A Day tour. It was a pleasant drive from Bay City to Matagorda. Along the way we drove by the STP Nuclear power plant. Once in Matagorda, we proceeded to the Colorado Locks on the Intercoastal Waterway. The staff at the locks couldn't have been more accommodating. We got an overview and history of the locks. We watched two barges travel through and the locks operate.

Mary Dehart

Lone Star MAFC: 2019 has come to a close, and 2020 is here. We are ready to go with our new president, Max Phillips. We are looking forward to a busy touring year while encouraging our members to dress in Model A era fashions, proving that comfort and fun are definitely possible. You don't want to miss Saturday mornings at the Georgetown IHOP because fun is where it's at for the Lone Star Model A Ford Club.

Laurie Taylor



Elliot Hertzbach's Town Sedan with Big Boy 4014

Piney Wood MAFC: In October we hosted the Gulf Coast Tour to Lake Jackson, Texas, and invited the Greater Houston A's and Golden Triangle A's. A great way to see the area was our first road rally, a timed scavenger hunt. November brought the world's largest operating steam locomotive, so we gathered trackside to watch it. Coming up is the Tomball Holiday Parade and our Christmas party. We're glad to have warm fellowship in the colder months!

Jackson Garrison



Victori-A's: Celebrating International Model A Day, Saturday, Sept. 21, we had 18 members and 5 Model A's at our annual meeting, lunch, and auction. Between rain showers we got this picture of our President, James Kasper, with the A's.

Nancy Whiddon

UTAH

Beehive A's: December closed out our 37th year as a chapter of MAFCA with our annual Christmas party at Maddox Restaurant and the announcement of new officers. These people have stepped up to help run our chapter. Rick Berry as President, Rudy Eilander as Vice President, and Holly Jenkins as Historian. Rich Cotter and Jim Brown will continue the fine job they have been doing with the newsletter and as Treasurer.

Randy Christiansen

Color Country MAC: Here in Color Country, we're only 80 miles from Kanab and all the National Parks you enjoyed on the Canyonlands Tour. (Lucky us.) Eight Model A's just completed our annual Alan Laidlaw Memorial Tour and Picnic through Zion National Park. The weather was perfect. Roger and Marion Rumney attended the Cedar City Livestock Festival, and Dennis Rutkoskie has put more than 8,000 miles on his Model A in 2019. Follow us on Facebook at cmodela.com

Clark Peterson

Salty A's: It was Model A Heaven in Kanab. Some of our members went and enjoyed a couple of days. They also visited with folks from Tennessee, Missouri, California, Kentucky, and Utah clubs. Thanks to our 2019 officers for a job well done, and good luck to the new officers. The Wendy's Lunch Bunch have driven their cars to lunch to the delight of all. We finished the year with a fabulous Christmas party.

Roy Van Orman



Utah Valley: The highlight of our tour year was the Canyonlands National Tour in our own backyard. Twenty-one members with 11 cars enjoyed the grandeur of our national parks and the red rocks. A few cars succumbed to the long miles, but we had spare parts to share; that's what makes our clubs so valuable. Great activity, super friends, beautiful scenery, and solving shared challenges all led to a most memorable event. utahvalleymodelclub.org

Roger Davis

(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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First 30 words plus name and address: \$50.00
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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

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1928 Roadster Pickup. Professionally restored 15 years ago and kept in a climate-controlled garage. Part of estate. Asking \$19,500. Mark Russo, East Hanover, New Jersey. russomr@optonline.net or 973-865-4371



including a Zenith carburetor and two rear fenders. Dash-mounted oil pressure and amp meter gauges. Custom storage cover. 70,000 miles. \$16,000. Traverse City, Michigan. Bob Panter, 231-947-8929.



1931 De Luxe Tudor. Older frame-off restoration in very good condition. All period correct with exception of 6-volt alternator. Always garaged and frequently driven. Very nice driver. \$14,500. 16-ft. enclosed car hauler trailer with winch and ramp available for an additional \$4,500. Pittsfield, Maine. 207-944-0842.



1929 Cabriolet. California style, all steel. Rumble seat. Blue with Black fenders. 5 speed, 16-inch wheels, hydraulic brakes and shocks, seat belts, 12 volt with signals, pressure radiator, spotlight, flying lady radiator cap. Cruises easily at 50/55 mph. Located in Central Illinois. \$17,000 o.b.o. Howard Simmons, 309-274-2241.



1930 De Luxe Coupe. Late husband's "Henry" car. Runs great. Excellent condition. 13,771 actual miles. Etched side wing windows. New top and mohair interior installed in 2016. Has luggage rack complete with Packard trunk. \$20,000. Karen Batman, 719-323-9636, in Iliff, Colorado.



1931 Wide Box Pickup. Professionally restored to show quality standards. Frame off and powder coated. 1,300 miles since full restoration Full metal cab, full cab upholstery, rock guard, high-compression head, oak bed, cast iron brake drums plus much more. Restoration is documented on two CDs. Color is Black and Maroon. Big price drop: now \$24,500. Located in Puyallup, Washington. Call Dan, 253-321-5577.

1929 Pickup. Six-volt alternator. New Leakless water pump. Dual sidemount spare tires. Relined gas tank. Two boxes of spare parts

1931 Slant Windshield 160B. Basket case. Rebuilt engine. Perfect frame. Some work done. Pleasanton, California. 925-519-3612, leave message. \$3,000.

(More classified advertising on page 52)

Model A's for Sale



1931 A400. Excellent condition. Many extras included. New top. New upholstery and top installed in 2010. Both ashtrays. Mitchell OD, 12 volts, hydraulic brakes, Weber two-barrel carburetor. Original side-bowl carburetor included. Inside Boyce Motometer. Gear reduction starter, original starter also. Always garaged. Many more extras included. Located in Southern California. \$43,000 OBO. 951-925-2601.

Parts for Sale

Sparton horn for 1930 - '31. Honks well and looks good. In good restored condition. \$180. Ray Pagliarini, 102 Brooksby Village Drive, Unit 119, Peabody, MA 01960. 978-278-5420.



1929 E 30 Cabriolet top irons. There are the new rivets and springs, but still need levers and lever covers to be complete. These parts are pitted. The whole package, \$300. Dan Lannigan, 509-990-7198

1929 - '31 front frame crossmember. Very clean, no cracks. Looks NOS but is not. \$120 US. 1928 - '29 original forged steel sidemount bracket, arm, and wheel mount plate. \$125 US. Buyer pays shipping. Ken Showers. Victoria, BC, Canada. 250-478-6590.

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Chapter News (continued from p. 50)

VIRGINIA



Cape Henry Model A Ford Club: Our summer ended with the Neptune and Veterans Day Parades at the Virginia Beach oceanfront and a celebration of Belvidere, North Carolina, days. We inducted new officers at our annual meeting and holiday party at the Broad Bay Country Club. Congratulations to Kevin Miller, Billy Stutz, David Curl, and David Dowdy. That evening, we motored to the oceanfront for the holiday parade. Lastly, we wish Model Aers everywhere a healthy and happy new year. *Gordon Spence*

Colonial Virginia MAFC: Members toured to Pumpkintown in Toano for our September meeting. October brought participation in the Newport News Fall Festival and our annual poker run on the scenic Colonial Parkway. Members also enjoyed a weekend tour to Fredericksburg with a stop at Patrick Henry's home in Beaverdam, Virginia. In November, the Colonial A's toured to the Virginia State Capitol building in Richmond. Coming events include an exclusive car collection tour, parade, and our Christmas banquet. *Ivan Morefield*

George Washington Chapter: Member John Leydon was asked to line up 30 vintage cars for a show for the feed-the-needy Seven Loaves Charity. We had a good number of our Model A's and other special autos like the Crosses '33 Cadillac Town Car, the Grays' 240Z (they dated in "Zelda" 50 years ago!), and the Rentsches' 1956 Lincoln Premiere Convertible. We were treated to a lavish buffet, bluegrass and country music, and an impressive falconry demonstration. *Bruce Metcalf*

Old Dominion: Sixteen members toured a private collection in Hudgins, Virginia; five A's were shown at the McGuire's Veterans Hospital Car Show; four cars were displayed at the Art Deco Society's Gatsby Afternoon Picnic; five cars were displayed at Field Day of the Past; our club participated in the Glen Allen Day Parade; and eighteen members met for a mechanical work day, a.k.a. Tech Day. *Sam Watkins*

WASHINGTON

Apple Valley Model A Car Club: We had a Model A workshop in November at Dennis and Alice Stephens' home in West Valley. They have a three-bay shop with a lift and serviced five Model A's. Dennis had built a baseball diamond, complete with dugouts and a Fenway Park scoreboard. Pictures of about 10 Model A's were taken on the field with a drone camera. Two days later, club members drove in the Yakima Veterans Day parade. *Barbara Buschini*



Clark County Flying Eagle A's: We are up and running for 2020. Happy New Year to everyone. Our new board is raring to go. The calendar is rapidly filling with activities. We continue to schedule our garage days, a major event for the club. There are still several projects in the works and possibly a few more on the way. Tours and parades always fill in the calendar. We look forward to an exciting year. *Mike Linville*

Evergreen A's: Remaining active, we rendezvoused with the Yakima Apple Valley A's for a joint venture to mile-high (5,298-foot) Lake Tipsoo. On a later date, we and the Gallop'n' Gerties of Tacoma shared a brunch and tour of the Thunder Dome Car Museum in Enumclaw. We traveled to Auburn to participate in their Veterans Day parade. We continue with "Doctor Days," as members help members maintain our A's, and also had a cooling system seminar. *Rich Nestler*

Gallop'n' Gerties: The NWRG was well attended. Our Model A Day Tour and Picnic was a lot of fun. Bob's Pumpkin Patch was a unique adventure. Trunk or Treat was a bunch of fun for all. The Veterans Day Parade was great. We are looking forward to our Annual Appreciation Dinner, our Christmas Party, and our New Year's Day tour. *Carrie Gail Dirra*

Vancouver Washington Volcano A's: The Lava Ladies annual October lunch and collection of layette items for Babies In Need was a huge success. In November, we collected Sweats for Vets that are distributed at the Vancouver VA Hospital, and we had 12 cars participate in the Fort Vancouver Veterans Parade, a 33-year tradition honoring our community's veterans. Sadly, we lost Bob Huset, a man who will be missed for his gentle ways and sunny smile. *Dian Lane*

Walla Walla Sweet A's: The Smooth Rider Tour was excellent. There were 14 A's — and only a couple minor glitches with a few cars. Our Veterans Day Parade was a success, even with the cold and fog. We are looking forward to the Christmas party. Don Kopf was presented with a Nez Perce blanket from Jim Beard for the many things he's tirelessly done for club members. We vote on the new board next month. Happy winterizing! *Debbi Bethel*

WISCONSIN

Central Wisconsin: We went on a Great Northern Tour in Hayward, Wisconsin, meeting with 45 other Model A's from Wisconsin and Minnesota. We toured a salt water shrimp farm, the St. Croix fishing rod factory, and the Fishing Hall of Fame in Hayward. Francis LeBrun held a tech seminar at our clubhouse on repairing hubs and straightening wheels. At our clubhouse year end-closing meeting, we had a chili dump and elected new officers. *Steven King*

The Great Lake A's: We had a unique tour at Five Star Race Car Bodies in Twin Lakes, Wisconsin. They supply body parts to NASCAR and Internationally. Our annual pumpkin bowling/chili dump turned out well, and we enjoyed the fall weather. Our breakfast meeting later in the month gave some of us the opportunity to visit the St. Francis Grotto in Burlington — interesting history and caves that few know of. Now on to planning winter and early spring events. *Kenneth Klappa*

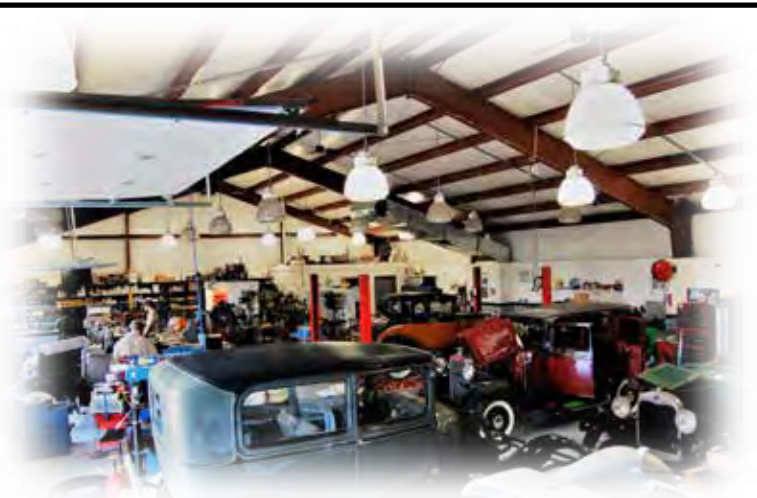
Wisconsin Chapter: Our club had the pleasure of having a representative share the background story of the M.A.F.F.I. Bus Restoration Project. The Model AA Bus has been donated to the museum at the Gilmore and is being completely restored. Only three such buses exist at this time. The restoration project is extremely costly and requires extensive manpower. When complete, the bus will transport visitors at the Gilmore Museum. Our club made a \$1000 donation toward the project. *Jeana Angelin*

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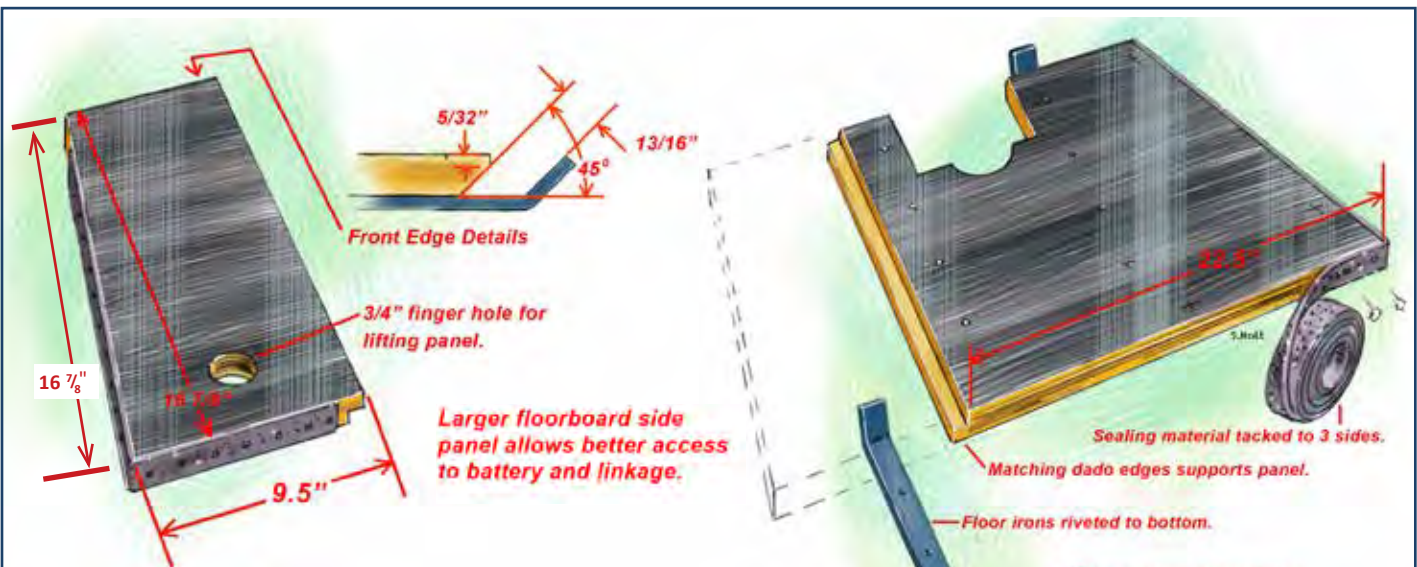
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Floorboard Modification for Battery Access

From Wayne Hughes, Blanchard, Idaho
 Illustrated by Stephen Holt, Urbana, Illinois

Tiny Tips
 From MAFCA Members



IF YOU'RE NOT A PURIST on originality and don't like having to remove the whole floorboard to service the battery — and you enjoy woodworking — here's a nice shortcut. A lift-out portion of the lower floorboard can be removed to access just about anything in relation to the battery or even most of the pedal linkage. I use $\frac{3}{4}$ " marine-grade plywood.

One method: Cut out the width of floorboard and an extra $\frac{1}{2}$ ". That allows $\frac{3}{8}$ " for dado and $\frac{1}{8}$ " for saw cut.

Another method: Make your dado cut first, tape both sections together, and lay out your pattern for the finished edges of the floorboard.

For accurate dimensions, I recommended tracing a good floorboard.

For quick removal, drill a $\frac{3}{4}$ " finger hole or tack on a piece of frame welt. ☹

All dimensions approximate. Trace an existing floorboard for accurate sizes and locations of screw holes. Test fit with cardboard mock-up first.

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

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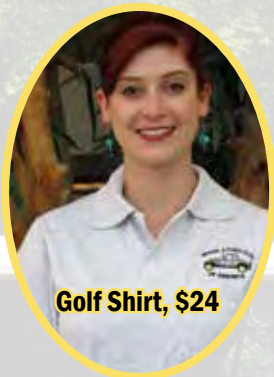
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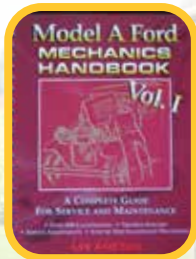


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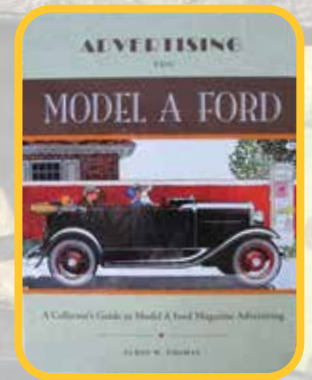
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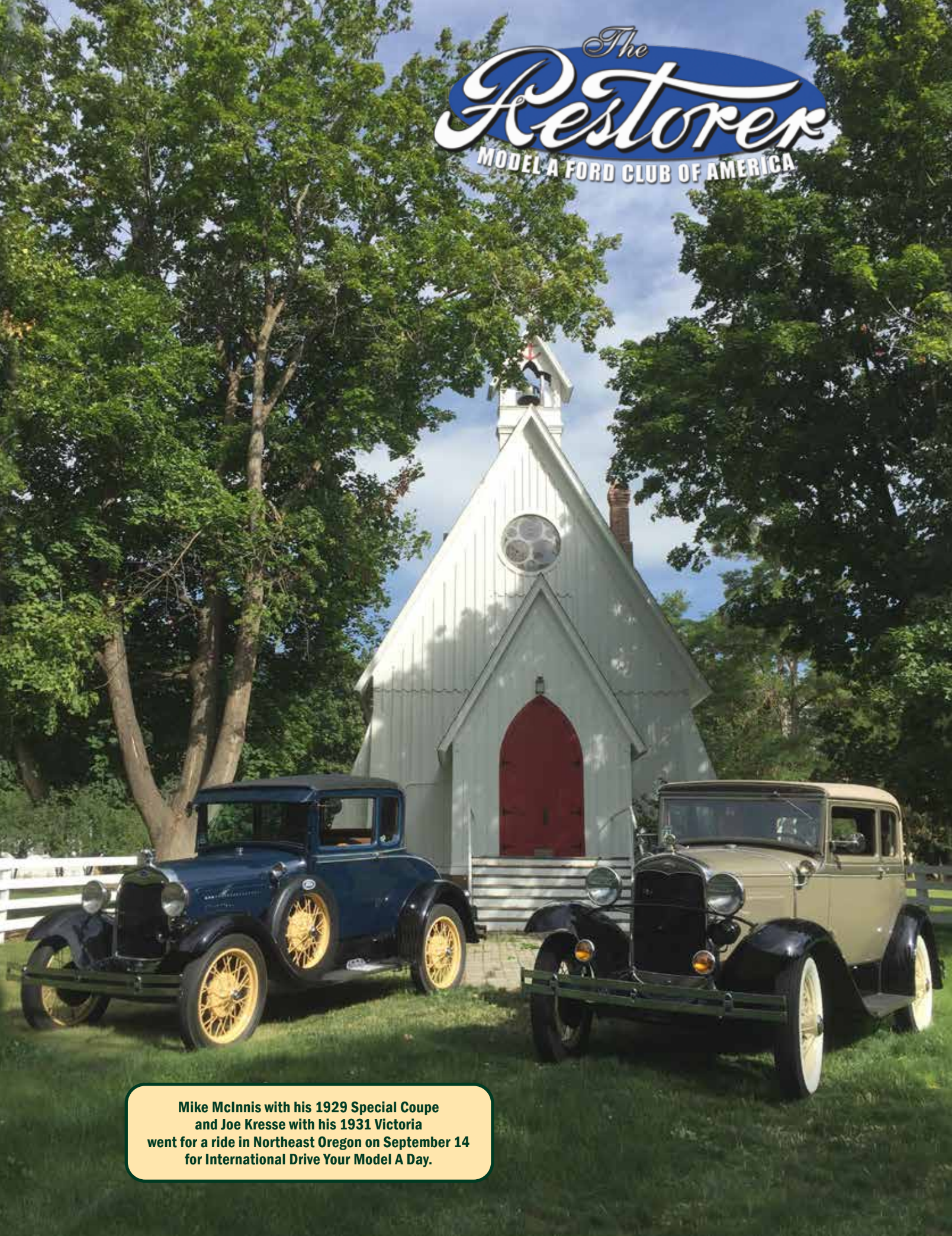
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