



Its Cooling Off Time!



The Dan Report - Dan R. Cheatham II

Yea! It's Fall! Its getting a bit cooler in the evenings, my kids are both back in school, and my restored wiper original 1928 electric wiper motor is finally installed. Now on to more complicated things: my original Model A Clock...

In this opening confessional I want to give everyone a little insight as to the make-up of your new newsletter now that I have had a little experience with structuring the critter. Since our group is an touring group the first articles in each issue cover the most recent tours to publicly rehash everything embarrassing that happened along the way, and includes upcoming tours and meets or events. Following this I have more information surrounding our Model A's for your enrichment, sometimes technical, sometimes practical. My general goal is to write articles directly about the Model A's; about the world surrounding the Model A's; about the food or related subjects of the period which you could take with you or enjoy at our functions; about the accessories or stuff that was in or around the cars; something about what people were wearing at the time; and occasionally something completely different such as my recent explanations of the fonts in our gazette. Following that, I publish research about one member or couple in our group and their Model A experience, or inexperience. The last page(s) are reserved for information that can be detached and utilized separate from the newsletter (Ebay).

All of this takes a little time and research. I really appreciate it when someone volunteers to take on one of those articles. Remember, it is your newsletter, so the more our members participate the more it will mean more to everyone. If anyone has a great photo from one of the tours get it to me directly after the tour, anonymously if the subject of the photo seriously NEEDS to be lampooned, if you get my drift. Names (might) be changed to protect the innocent...

So now sit back now, take off your opera gloves, box your boater, don your evening wear, pour your illicit whiskey, slip into your smoking jacket, light up your stogie, put on some ragtime, ... and read.

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Bouris farm Tour - Ron Hull reporting

Everyone met at the 'Jack in the Box' in Perris. We assembled 7 Model As, two trucks and a pursuit Station Wagon and made for the farm. First thing on the way was that Rudy's car blew head gasket. That overcome, we soon arrived. The first thing that one noticed was the clean and very manicured grounds. The facility is well known for their antique farming equipment. They feature an amazing 'like-new' tractor collection. The farm once commanded 14000 acres, but has since dwindled to a few 100. It was an easy and relaxing tour, although Rudy later received the club 'Breakdown Chicken'.

International Model A Day - Ron Hull

Two of us met at the old town flag and then drove to Rudy's place as planned. There we discovered the rest of the group had already assembled. By the time we arrived at the Perris Airport at noon we had 6 Model As and 1 '38 coupe! Our group parked directly on the flight line. We enjoyed a good lunch in the "Bomb Shelter". After lunch we sat under an awing to enjoy the descending parachutists. The Skydiving center is host to skydivers from all over the world. The center contracts with foreign governments to train skydiving. It was a very relaxing show even if one hard landing remained unexplained.



Upcoming Group Tours & Events

Tour / Event	Leader RSVP	Start or Goal Location / Notes
Nov 24-28th (Thurs-Mon) Thanksgiving Tour	Larry Beel	to Laughlin, NV
Dec 3rd (Sat) TVMAC Christmas Party	Larry Beel	at 1:00pm RJ's Sizzlin Steer
Jan 1st 2017 (Sun) New Year's Day Mystery Tour	Lori Perez	its a secret still in the planning
Mar 23rd-26th (Thurs-Sun) C.C.R.G. Tour 2017	Rudy Perez	Porterville, CA

Upcoming Swap Meets and Gatherings

Meet	Location
Nov. 6 (Sun) So. Cal. Hill Climb - F.Y.I. only (909)732-8567	8am Check-in / 30300 Commerce Ct. Murrieta
Jan 28-29th (Sat-Sun) Turlock Swap Meet (F.Y.I. only)	Not a club tour... for your information only

The Wine and Chocolate Hospice Fundraiser Tour

- Dan Cheatham reporting

This was only my second official tour with my car. I was really pleased to know that the event was planned in era clothing!



We met in Temecula at the Carls Jr. and drove in a caravan into wine country to the Avensole Winery. The place was full and we had to wait while they made room at the front of the lot for us to display our wheeled finery. Once parked the group meandered over the winery property and answered many a question. The setting was beautiful and the weather enhanced the evening. The guests were all



in 1920's clothing, pinstripes and flappers, and indulging in non-prohibition imbibing as well as walking the auction. We got in quite a few period correct photos ourself. The Stoddards and the Cheatham were in full 30's clothing and I brought hats for the rest of our group. I believe the organisers were quite pleased with our staged appearance. After the beautiful sundown glistened through the grapevines we departed for dinner at Rosa's Cafe. Great food to top off a great tour.



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The Yard Sale Tour 2016

- Ted Iverson reporting

Not much in the way of attendance, but we (the Iverson's) went and found some interesting finds: old wood-working tools, a pressure washer, a few vintage sports books and other misc. items.



The Ford Model A Clock A-18540 - By Dan Cheatham II

As we all know Ford offered a short list of accessories for the Model A. Many of these were offered as a secondary source of income for Ford dealers around the country. The introduction of these accessories happened through the monthly Service bulletins. There were many 'unofficial' accessories offered by third party suppliers, some sanctioned by Ford, most not.

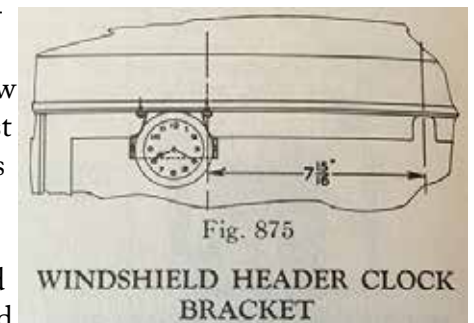
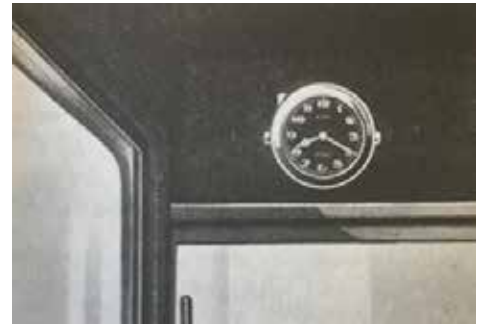
Car clocks were not new to the cars of the times. Many makers specialized of clocks for vehicles: Phinney-Walker, Waltham, Keyless Auto Clock Co., Westclox, New Haven, Jaeger, Elgin, Brevet, etc. just to name the main makers. These manufacturers also made everything from watches to Grandfather Clocks. This makes searching for car clocks somewhat confusing since they are not watches and not "clocks". Getting these restored can be even more problematic because many clock repair shops won't touch them ("too small") and watchmakers are wary of them as being "too rare", thus parts are hard to get or associate them with 'travel alarm clocks', which they won't touch, which many of the makers also produced.

Most of the automotive clocks are known as '8 Days' clocks and a few are 'rim wind' or 'stem wind' types. Rim wind clocks are set and wound by grabbing on to the front outside rim of the clock and turning it. Sliding the simplex side switch up or down changed between setting the clock and winding it. Stem wind clocks are more common during the time. The automotive stem wound clocks can be recognized by the 1" to 3" long stem extensions used to wind and adjust them. Key wound clocks did not work well with the cars since they needed to be mounted, thus covering their back sides and making the use of a key nearly impossible.



Two makers are most common with our Model A's: **Buren and Westclox**. The "correct" Ford clock for the Model A's came from Buren, an American maker of clocks, including mantelpiece clocks, automotive clocks and watches. The company appears to have used swiss 6-jewel movement in their automotive clocks. There were two versions of this clock which appear in the Service Bulletins (pages 308, 330 and 444), one rim wind round and one rectangular. The round one (A-18540), released December 1928, was widely available and was supposed to be for all closed cars according to the Ford Service Bulletins. This clock retailed for a hefty \$12 and \$8.50 net to dealers. For the round version there were two mounting brackets, one which mounts on the header, and the 'Windshield Header Clock Bracket' (A-45625) which suspends the clock lower for better visibility halfway in front of the windshield to the left of the driver. Having now searched for two years actively for the 'correct' Ford Buren Clock I can attest to the fact that they are few and very far between. The rectangular clock was only used in the Town Car and is very very rare and is not even mentioned in the MAFCA Judging Standards (Version 3). I do not (yet) know if it is from Buren or some other maker. All of the clocks I found were broken and required some level of restoration. Almost NONE of the clocks that I found still have the mounting bracket, so usually this must be created in order to mount the clocks. I suspect that a working version in good shape would run around \$200-\$450, if one could find it.

Westclox auto clocks appear to have been much more stable and resistant to the vibrations of the car's engine. Westclox also had a wide distribution network. It is not really difficult to locate a functioning Westclox and most run between \$75 to \$150, depending on whether or not they are functioning and/or accurate. The fact that so many are still available and functioning is an attest to their stability.





The Fashion Files from MAFCA

A Short Review - by Dan Cheatham II

At the Loveland Colorado National Meet 2016 MAFCA released a new book titled: The Fashion Files 1928-1931. I have a copy of the 202 page book and I was pleasantly surprised about one key aspect of the new publication that makes the book worth the price: Color. This book takes fashion one step further than the other publications in that it discusses how to go about searching for and reproducing clothing and personal items from 1928-1931.

If you don't know where to start, this book will help to get you started!

For those wanting to know about era fashions for their cars MAFCA has several sources of information about mens and women's fashion of the Model A Era.

1. **The MAFCA Fashion Guidelines**, developed of use in understanding and judging fashion at national meets.
2. **A Book of Fashion Facts 1928-1931** which is a more readable book in black and white about fashion of the period.
3. **Model A Ford Fashion Patterns Catalog**, which is a catalog of documented correct patterns for the recreation of clothing of the period based on real patterns of the time. One must order the patterns individually from MAFCA. There is a lot for women and very little for men or children. I use other sources as well for mens patterns: Ebay, Etsy, etc.
4. **The MAFCA website** regularly published articles from the Fashion committee and other members on individual subjects. These are great articles and are well researched and accurate, but the existence of these articles are unfortunately not really well known. If you are really interested in era fashions I would suggest going through these articles online.
5. **Individual fashion articles** that are published in the **Restorer magazine**.

On this last point the new **The Fashion Files** book is a compilation of articles from past MAFCA publications. The body of the book consists of the Restorer Magazine articles as well as articles from the website, organized in a understandable order. It also contains an interesting article about how the fashion judging developed in the Model A Ford clubs and how the above mentioned Patterns Catalog was compiled and scanned in for use by members. Unlike the first three book publications above, this book has many pages in color on high quality gloss print giving the reader a better understanding of the actual fashion colors! It's a great book for the enthusiast if just for one this one reason: It gives one a better insider perspective and appreciation of the amount of work expended in the development of the fashions part of our national club.



Special Happenings

The Drifters Car Club of Temecula awarded our Bob Grieb the "Memorial Trophy" for 2016. This is only the second time that the trophy has been bestowed since its creation.

In Memoriam



Sad news: **Pat Sorum** has departed: A longtime member of the club. On Oct. 28th she left our road to pursue a different highway. We wish her good jounneys in her new home beyond our hills. We will all sorely miss her presence at our meetings. Adieu!



Larry and Bobbie Whipple - Featured Members

by Larry Whipple

I, Larry, and my first wife joined the Hemet Crusin' A's Model A Club back in 2000. Two weeks later my wife passed away. Bobbie and her husband joined the Hemet club and after a short period Bobbie's husband also passed away. We also had joined the Temecula A's as well as the Paradise A's. Soon thereafter in about 2003 Bobbie made some cookies and invited me over and soon I got hooked on her cookies. Since I had nothing to do with my time I decided to buy a Model A, a 1929 running chassis and build a speedster. That took a while but it was fun.



Back in 2006 I retired from driving trucks for some 52 years, just before leaving on the Scandinavian tour. I also got a 1931 Coupe and a 1930 Fordor and kept them for for a few years. After a time we decided to go on a tour to Scandinavia also with the Garwood club, which had planned the tour. On the Scandinavian tour we had 24 Model A's in the tour group. The cars were shipped 6 weeks ahead of time before their drivers left to join them. The group flew out of LAX to Paris, France which took some 11 and 1/2 hours. There we changed planes and 2 hours later we were in Denmark. The group spent a week in each country of the tour including Denmark, Norway and Sweden. And what a great time we had!

And after returning from the trip we hopped into our motor home and went to Florida for Bobbie's daughter's wedding. We only had a week's time to get there. Then, after the wedding and a few days of visiting we headed back home but were not rushed for time. It took us some 6 weeks to tour the good old USA and it was a lot of fun.

Then we decided to get married in 2007. We had our wedding in the Garwood back yard and had a lot of Model A friends attend with their Model As. Some 50 people and 14 cars together with our families. We then decided then that we only needed one Model A and so we sold the Coupe and the Speedster.

Since then we have been on a lot of tours in the last 10 years and we have met a lot of very nice people.



"Coming together is a beginning, staying together is progress, and working together is success."

-Henry Ford

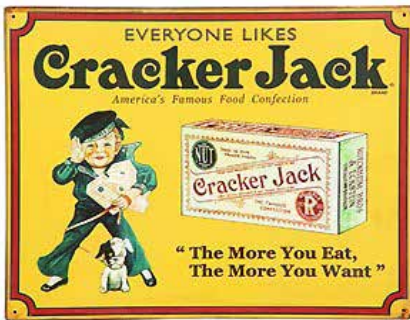
1920's and 1930's Culinarities Column

Two Snacks you should take with you on your Tour

By Dan Cheatham

So, you now know that Chocolate Chip and Peanut Butter Cookies were introduced in the 1930's and could be found in your 1930's picnic basket. But what snacks actually fit your car and could have been found on the passenger seat when your car was new. Two well known snacks are still being produced today. One almost went away in 2012 but made its return in 2013 when Hostess Bakeries emerged out of bankruptcy and returned to shelves around the country.

Twinkies are truly a Model A Era snack. They were invented on April 6, 1930 by James Alexander Dewar in Schiller Park, Illinois at Continental Baking company. He conceived of the twinkie as being filled with Banana-Cream and called it the Twinkie reportedly after seeing a billboard in St. Louis advertising "Twinkle Toe Shoes". Banana Cream was replaced with vanilla cream during the second World War when bananas were rationed. The original filling returned to the Twinkie in 2007, so you can now get the original Twinkie and add it to your trip.



Cracker jacks are the older snack that was around even during the Model T years and was already well known and well distributed, so there is a large

likelihood of it being a snack in your car! Popcorn going back to its introduction back the 1840s it became more popular to the point that at the World's Columbian Expo in 1893 the first mobile popcorn machine was introduced. F. W. Ruckheim supposedly introduced the first molasses flavored "Candied Popcorn with Peanuts" at the same Expo. Since it was too sticky, Ruckheim's brother Louis modified the recipe and packaged it as "Cracker Jacks". It was named by an enthusiastic sampler who remarked: "That's a crackerjack!" (a 1890's colloquialism meaning "of excellent quality") The toy inside, many times baseball cards, started in 1912. By the 1920's Cracker Jacks popcorn was sold everywhere and was linked closely to the game of baseball: "Take me out to the Ball Game" included the line "Buy me some peanuts and Cracker Jack!" in the year 1908. So, since Twinkies and Cracker Jacks are readily available why not add them to your tour snacks to have a taste of what it was like in 1931 on the road!

New Members

John & Judy Benson, and Bill & Joan Grote, and Stu & Kryn McLaughlin

Member Birthdays & Anniversaries Upcoming

Birthdays		Anniversaries
11/6 Robert Payne	12/12 Judy Patrick	11/26 Barry & Debbie Martin
11/7 Karen Beel	12/22 Linda Schmidt	11/29 Matt & Ann Giacalone
11/11 Bill Lazaris	12/23 Ken Thomas	12/4 Jay & Linda Smith
11/12 Anna Lewis	12/24 Ed Constante	12/26 Larry & Karen Beel
11/12 Debbie Martin	12/24 Fritz Louderback	12/29 Ed & Carolina Constante
11/15 Norman Shrewsbury	12/26 Robert Hutchins	
11/16 Larry Schweiger	12/29 Sherri Thomas	
	12/29 Sue Sandersfield	

1930-1931 - The Depression Years Begin

The 1928 - 1931 Model A Era - From Prosperity to The Great Depression - (A short history for our members)

Part 3 - By Dan Cheatham

My last article was about the roaring twenties. The stock markets had developed a bubble which burst in October 1929, two years into the production retooling at Ford and the introduction of our beloved Model A. But what did this mean in real life terms for the average Americans that Ford had targeted for sales and how did it play out? To understand this question we will continue with the overview of the period after the crash before answering it.

By January 1930 the shock wave was being realized by the economy and changes in people's way of life were beginning to be felt. Obviously business credit dried up quickly. Most Banks suddenly didn't have the reserves to cover their depositors. Many companies closed down operations. Manufacturing curtailed production. Hiring of new employees stopped. Non-essential personnel began to be laid off.

The year 1930 started though with the expectation that the recovery would be relatively fast as it had been in 1921. Stocks had mostly recovered losses by March of that year. The NY Federal Reserve dropped interest rates and loaned liberally to banks to keep the economy liquid and to maintain the value of the currency, but banks in turn hoarded money on fear and uncertainty and didn't make loans readily. The volume of available money did diminish though. The protectionist Smoot-Hawley Tariff took in June effectively killing free trade and lending a punch to the crippled economy. Then came the drought stricken 'Farm Belt Crisis' which gave impetus to the run on banks in late 1930 as farmers defaulted on loans. The crippled banking system began seeing banks collapsing, first in the heartland where banks were still smaller and not diversified. Then ever larger banks collapsed. When the 'Bank of the United States' in New York collapsed in November 1930 depositor confidence plummeted and the banking panic began. In December 1930 alone 352 banks failed across the country. The economic misery really took form as of this time.

Monetary value was still pegged on the gold standard during all of this. Every dollar had to be backed by at least 40 cents in gold. Gold was being withdrawn throughout Europe as currencies floundered resulting in governments panicking as inflation destroyed currency values across Europe. When Britain left the gold standard in September 1931 the U.S. government had to act to protect its reserves. Congress eventually rescinded the obligation of the government to back the currency with gold payments. In 1935 the government confiscated all the gold bullion and coins in the U.S. as part of FDR's 'New Deal'.

Almost immediately after the collapse deflation set in and prices began dropping. Buying power vanished overnight.

Trade dropped off and foreign companies demanded payment up front for goods as commodity priced plummeted. Foreign countries stopped importing U.S. goods due to a lack of bank loans shutting



down and funding drying up large trade. By April 1930 2.5 million people were out of work. By October it was 4 million and climbing. Wages began falling as well. Wages could not keep up with productivity and a glut of 26 million new cars and other consumer goods on the market. Buying power vanished overnight. Consumers used any remaining discretionary money to retain items purchased at draconian rates. These were repossessed and added to unsold inventories further deepening the crisis. By 1931 the Great Depression took hold of the country, unemployment became rampant and spending froze up.

In July 1931 Ford laid off 75000 workers and closed operations at 25 plants across the nation and cut wages back to \$6 a day. Production for the year dropped to 541 thousand Model As. Ford was able to still obtain 41% of the Automotive market for the year. This was still the situation by the end of production of the Model A when Ford made the decision to retool his plants again and produce the flathead V8s, thus ending the era of the Model A.

The Autokit No. 8

Johnson & Johnson's Earliest "First Aid Kit" for Cars



In my constant quest for items surrounding the Model A I recently asked myself what was usually in a car in that era. The first thing that came to mind was the First Aid Kit. So I started looking into the question: Did the Model A owners have a First Aid Kit in their cars? Well as it turns out, Yes!



Here are two examples of early First Aid Kits available for use in automobiles.

History: As it turns out Robert Wood Johnson, one of the founders of Johnson & Johnson came up with the concept of a portable "First Aid Kit" while having a conversation on the Denver and Rio Grande railway with a railroad surgeon in the late 1880's. Due to the high number of injuries the railroads employed these surgeons as mobile doctors. The remoteness of the locations where rail was being laid meant that conditions for medial treatment were bad and supplies were hard to come by. Johnson saw the need and created a mobile box full of the surgical gauze and other supplies and supplied these in a transportable box in 1891 and called it the Railroad Station Supply Case and marketed it successfully to the railroad and to factories. By 1901 the first "First Aid Manuals" were published by Johnson & Johnson and supplied as part of the kits. As Automobiles became popular riding on the tails of the new bicycle craze in the early 1900's and 1910's Johnson & Johnson made the first First Aid Kits for the Automobile industry.



My black 1920's kit with the Model T 'look' shown in the picture is from the mid 1920's and is still complete. The Autokit No.8 tin lists the contents on the inside of the lid. My second example is a late 1920's / early 1930's 'First Aid Kit'. It was marketed around the time that the Model As were rolling out. It has a very "Art Deco" Factory look to it and was sold to car and business owners. This kit also still contains most of it's contents including the original ammoniac 'smelling salts' in glass vials in gauze packing to be broken on use as was common practice at the time. Either of these kits would be found under the Model T & A seats at the time and help to complete the historical picture of your vehicle. You can find these tin First Aid Kits on Ebay in various states, from empty to full, and rusty to like-new, for between \$15 - \$50.



Alfons Mucha - Turn of Century Artist ca. 1900

Our Script for September-October is from a very well known European artist of the period: Alfons Mucha. His graphic works of art defined the 'Art Nouveau' direction at the turn of the century which gave birth and definition to the later 'Art Deco' era. His scripts were used mainly on his poster art but were much emulated later. I chose the P22 Mucha font which was developed in his free flowing style by the typography designer Christina Torre.

Mucha evokes the essence of Paris and Prague from 100 years ago, yet it is fresh in its innovative approach to the alphabet. Art Nouveau: Late 1900s script type developed prior to the Art Deco period leading in the loosening up of script forms.

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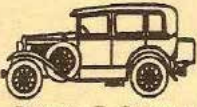
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The Arcane Secrets to Buying, Searching and Selling on eBay - By Dan Cheatham

This is the third article on eBay. The next article will cover selling on Ebay.

III. The Payment - Buying is safer than selling in eBay - Managing Your Risks -

I. Use a basic PayPal to pay and to receive payment! That is pretty straight forward and its relatively simple. If you don't have PayPal, think of it as getting a simple bank account only for your Ebay buying and selling. The two companies started out as a single company and have since split into two separate companies. EBay and PayPal still work seamlessly together. I also use PayPal for many things outside of Ebay including payments for my translation services I have rendered for others both in and out of state, and even allows for international payments.

PayPal is a very simple concept: It is an account which either has money in it or it is empty. It is connected to your bank account but acts as a security buffer between your real money and any fraudulent Ebay sellers. PayPal acts as its own bank with its own fees. It is very simple and quick to set up. It is NOT a credit account so there is no credit check for the basic account. They do offer a credit based accounts and credit cards but that is not the 'basic' PayPal account.

Most importantly the Ebay system is weighted toward buyer protection because he/she pays money for an item. This protects the buyer's money first. Ebay carries the risk when a sell goes through it's system and refunds the money to the buyer via PayPal, and THEN pursues the shipper/carrier, or the questionable seller. Ebay and PayPal earn a percent of the final paid amount in order to make money doing this and to cover their own risks. It is worth that relatively minuscule cost especially on bigger ticket items such as car purchases. When one sells an item PayPal accepts the buyer's payment and puts that money in the seller's PayPal account **on a temporary hold**. The seller is then told to send the item utilizing eBay, or make arrangements for "local pickup". When it arrives, the **payment hold is lifted**.

Note: Instead of using PayPal to pay or to receive payment in Ebay one can also use or accept a VISA or MasterCard credit card or even debit card, or send a 'certified check' or a 'personal check' through the mail. I do not recommend these methods as much. As a buyer you are still giving out more information to the seller that is really necessary. Debit card information is the worst solution. All forms of checks should only be used if you are doing a "local pick up" on a big ticket item and to avoid taking large sums of cash with you. Clarify with the seller though before you drive there!

2. **Large ticket purchases:** If you are buying a 'Pick up only' item, such as most Model A vehicle purchases are, you can usually pay cash on site. You will still be required to make a **minimum downpayment** in some form through EBay. Communicate with your seller! The seller MIGHT take a personal check or a money order if you have cleared it with them first. More about this kind of buying and selling in the final "Ebay" handout, later.
3. **Use the labeling in Ebay:** If buying: request with your payment that the seller send the item using the labeling and tracking in the Ebay system. It will help you track the item on it's way to you. Since you will have paid you will want to KNOW that the item has left the seller on its journey to you. If selling: Use the USPS, UPS, or FedEx system of tracking labeling and sending which is offered in the EBAY system. It confirms that you, the seller, are not at fault if something is lost by the shipper! Use the printed label out of EBay and MAKE SURE IT IS SCANNED IN when you turn it into the carrier. GET A PRINTED RECEIPT that you turned it in for shipping! This has the tracking number.
4. **Insure it:** My advice to both buyer and seller: Insure anything over \$75 in real value! This is with your carrier, ie: the post office, UPS, FedEx, etc. After winning, the buyer can REQUEST the type of shipping he/she wants and will pay for that when paying. The seller pays the shipper and needs to only ship and insure AS REQUESTED, paid for by the buyer! If shipped in any other way the buyer must receive a refund for any cost differences. If something does go wrong the buyer will get his/her money refunded by Ebay quickly. There ARE time limits that are set in the system for an item to arrive. They work. I have had my money refunded as a buyer. It was unfortunate because I never got the item I had won, BUT I wasn't out the money for the 'lost' item. If you are the seller and the item gets lost, if insured, you have the CHANCE of recovering your lost costs and value as declared. The item will BE lost and it won't return...
5. **My real world buying experience**
My experience is that the PayPal and Ebay buyer protection system works really well for the buyer if its lost or if it's never sent, although the dollar amount of the item gets tied up for 3 weeks. I bought an item once, paid through PayPal, waited the required 4 days after the "Estimated Arrival Date". It never arrived. I filed the complaint with Ebay. There was another wait time for Ebay to resolve the problem, giving USPS (the shipper) time to do their work in case it WAS lost by the post office. Nothing arrived. The seller didn't respond to Ebay's email requests. Ebay rendered a decision to refund my money and it was back in my PayPal account the same day. I didn't get the item, but I didn't lose the money. The bad Ebay seller was kicked out of Ebay for probably never having sent the item (I know: I checked...).

COME JOIN US!

Monthly meetings are held on the **third Thursday** of each month (except in December)
7:00pm at Richies Real American Diner
 40651 Murrieta Hot Springs Rd.
 Murrieta, CA 92562

TEMECULA VALLEY MODEL A CLUB
 P. O. Box 542
 Temecula, CA 92593

PLEASE VISIT OUR WEBSITE AT:
temvalas.org

ABOUT US

The **Temecula Valley Model A Club** was established in the year 2000 and with an emphasis on touring, has steadily grown into a group of Model A enthusiasts who never miss an opportunity to get out and drive these wonderful old cars. Whether just going for ice cream or across the country, you're invited to join us in celebrating the fun and friendship Model A's always invoke. Membership is \$15 annually and is open to anyone with or without a Ford Model A. We are a chapter club of the MAFCA (Model A Ford Club of America) therefore a MAFCA membership is encouraged.

Contributions or Photos?

Our club thrives on information, both historical, curious and modern. Help us in providing you with an up-to-date and informative news source of our wonderful car club! Send photos, events or articles to Dan Cheatham, Editor at: dan@dancheatham.com