



# The "A" Preserver

~ Enhancing the preservation of the Model A Ford and its era ~

VOLUME XXVIII NUMBER 3, September 2017

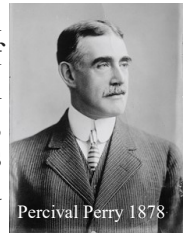


## The Right Hand Drive Model A

By Stan Johnson

A new car is on display at the Model A Ford Museum, a Right Hand Drive Deluxe Phaeton, loaned by Tom Mack of South Carolina. It is believed to have been built at Ford's Dagenham plant in England. Production records are not available but it is thought that fewer than ten of this model were built at Dagenham.

The history of Ford in England, and the limited success there of the Model A, is interesting. In 1909 the *Ford Motor Company Limited* was established in England under the chairmanship of Percival Perry. In 1911, Ford opened its first factory outside North America, in an old factory in Trafford Park, Manchester, to make the Model T. The Trafford Park plant was later expanded, and by 1919, 41% of British registered cars were Fords. Although the Manchester plant was served by the Manchester Ship Canal, Ford decided that access to a deep water port was required and in 1923 a new site was chosen down river from London on the River Thames at Dagenham.



Construction started at Dagenham in 1929, and in October 1931, Britain's and Europe's largest car plant opened producing the Model AA truck and Model A car. This was at the height of the Depression and the Model A was very expensive to tax and run in Britain and very few were sold, only five in the first three months. The tax was based on the size of the engine, and the 200 cubic inches of the Model A demanded a large tax. In addition, gasoline was expensive and the Model A was a heavy drinker, by English standards.

The current car on display has been modified somewhat from what it would have looked like when it rolled out of the Dagenham plant. John Charlton, a member of the Model A Ford Club of Great Britain, and a longtime member of MAFCA and MARC, noted some differences when he viewed a photo of the car on display at the Museum. He noted that some of the original English features have gone. For example, the car would not have left the factory with cowl lights - it would have had stainless fender lamps on the front fender. Cowl lights were not legal in England as they did not mark the length and width (more or less) of the vehicle. He suggested that the underside of the front fenders be checked to see if the fender lamp holes have been welded up.



John Charlton also noted that the color has been changed, and suggested that the Briggs body plate on the firewall be temporarily removed to reveal the original color. On top of those two items he also listed all differences that are not the same as a Detroit built car. Bumpers. The front

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### MAFFI Mission Statement

The Model A Ford Foundation, Inc. seeks to preserve Model A Fords and related memorabilia, encourage research, and educate present and future generations.

### Publisher's Statement

The "A" Preserver is published quarterly by the Model A Ford Foundation Incorporated, P O Box 28, Peotone, IL. 60468-0028., with editorial offices located at s24 w22798 Morningside Drive, Waukesha, WI 53186. MAFFI is a tax-exempt educational foundation incorporated under the laws of the United States Internal Revenue Service 501(c)(3). Subscriptions are included with tax-deductible membership to MAFFI at varying rates. All rights reserved. Material in this publication may not be stored or reproduced in any form without written permission. For membership information or reproduction permission, write: Executive Director, MAFFI, P O Box 28, Peotone, IL. 60468-0028. US postage paid at Newton, MA and other locations.

## President's Article

The year continues to fly by and activity at the Museum has increased as we prepare for this year's Model A Day. If you haven't been to visit the Museum since September of 2016, you will see many changes. The beautiful Model A Coupe owned by Jay Percy went home to Texas following Model A Day in 2016. Brian Adkins picked up his family's 1903 Model A Tonneau in May 2017. The Meyers "Around the World" Coupe was returned to Terri Kraft in June and, in the same month, Dean Drenzek picked up his early and rare (one of two) A495 Phaeton. I would like to thank all of these good friends of MAFFI for sharing their beautiful cars with the Museum and allowing many people the enjoyment of seeing them. Thanks too, to Lenny Fetterman for his loan of the Ohio license plate collection which has been returned. The cabinet donated by the Whitehouse A's will be used for material pertinent to this year's Model A Day's Exhibit.

Which brings us to this year's featured exhibits! A large and very rare Standrive Milk Truck has recently arrived at the Museum on loan from Dee Dee Kaufman of Ohio. You may have seen it filling up the web cam's view before it was moved to a new location. We have transitioned from the Around the World Coupe, one of the four that was driven around the world, to focus on Model A's that have been *produced* 'Around the World.' Tom Mack of South Carolina has loaned his right hand drive Phaeton built in England as the first vehicle representing this exhibit. There will also be a GAZ engine (Russia) included in this display donated by Phil Ierardi and restored by Louis Ironside. Thanks to all these folks for allowing us to have these vehicles to add interest to our Museum. We have a really neat interactive display in the works but that is all I will say about it, in case its arrival is delayed due to unforeseen circumstances. I know that those involved are working hard to get it to the Museum in time for Model A Day and we certainly appreciate all that they are doing.

Each year as the Trustees meet on the Thursday before Model A Day, several Trustees come to the end of their term of service. This year Stan Braden

*(Continued from page 2)*

(California), Loukie Smith (Virginia) and Jerry Morrissey (Michigan) will finish out their terms. Stan and Loukie have each served one three year term and Jerry Morrissey has served the maximum of six years, two consecutive three year terms. I would like to thank Stan and Jerry for their outstanding service to the Model A Foundation and the Museum. Though the distance is great, Stan has made every Trustee meeting and Model A Day while he has been on the board. He has helped organize library materials donated to the Museum and has often spent up to a week at the Gilmore while here for our Trustee meeting and Model A Day. We also appreciate his wife Carol who works right alongside him at the library and occasionally fills in as secretary for our meeting. We will surely miss the Bradens for their dedication and good work. We have tried to find others on the west coast who can represent this region on the MAFFI board, so if you are interested please make one of the Trustees aware of it.

We knew the day would come when Jerry Morrissey would come to the end of his term as Trustee, though none (other than Jerry, perhaps) has looked forward to this day. Jerry was at the meeting in 2010 when president, George Tynan, signed the letter of intent with the Gilmore. At that time, he was an interested observer who also volunteered at the Gilmore's Garage Works program for high school students. In 2011 when the construction contract was signed by the next president, Stan Johnson, Jerry was a new Trustee. There is a short list of folks of whom it could be said that without them, the Museum would never have become a reality. Jerry Morrissey is on that list. He helped oversee the construction, the acquisition of gifts and vehicles, displays and exhibits, has seen to the continued maintenance of the building, traveled to pick up items donated to the Museum and done whatever has needed to be done- always with that big smile on his face. I have no doubt that Jerry has done more actual hands on work at the Museum than any other Trustee. Yes, he lives close to the Gilmore but he has also given the Museum a high priority in his busy life. Thank you, thank you, thank you, Jerry!

In addition, Jerry's wife, Trudy, has been involved along with many members of the local Model A club, the Grape Country A's. This club hosted the Michigan Round Up and centered it around the Museum Grand Opening in 2013. Trudy and her team have installed every engraved brick that has been given to the Museum as well as having washed windows, swept floors and done whatever has been needed to keep the Museum looking great. Thank you, Trudy and Grape Country A's.

So, when you see Jerry this year at Model A Day, please express your heartfelt "thanks" for his consistent and continual contributions to the Model A Museum and MAFFI.

I consider it an honor to have served the last two years as president of MAFFI. It has been a pleasure to meet many members and to have worked with this Trustee board. I can assure you that MAFFI will continue to support the Museum and its members well. There are many new challenges ahead for our young Museum as we continue to improve our collection. I appreciate all those who have served on the board know that you will continue your course toward excellence. I also encourage all of our members to continue to support the Model A Ford Museum with your financial gifts and visit it often. You might even consider serving a term as Trustee. Every organization needs good leadership and we are fortunate to have three new board members coming on in September, come out and meet them.

***Thank you all for your hard work and support.***

***Make history happen, drive your Model A today.***

***Loukie Smith, MAFFI president***

## **MAFFI's Financial Condition**

The Foundation believes that it is very important to keep members informed on many matters including its financial condition. Since reporting our Annual Financial Report for 2016 in the March A Preserver we continue to have a strong Balance Sheet with no debt. As of July 31, 2017, our Endowment Fund has grown 8.7% compared to the same 7-month period last year, excluding a large one-time donation in 2016. The Fund plan objective is to grow that portion of Assets to a level that would insure the long-term sustainability of the Foundation and its Museum. The Foundation has taken on a great responsibility to preserve the Model A era history for future generations and, as you know, the Museum is a major part of that undertaking.

From the day to day operations side we have experienced a reduction from the combination of Membership Dues and Museum Operating Fund donation of 34% compared to last year. Membership renewal is slightly slower than last year as well as donations. We are aware that donations are variable from year to year and anticipate that with the improving economy the remainder of 2017 will improve. Expenses have increased 12% due in part to higher facilities/utilities, project materials, as well as insurance costs. We had planned for this increase and expect that spending will be within our 2017 budget.

The Foundation greatly appreciates the generosity of its members and the Model A community for all their donated time and financial support.

***Gene Tallone, Treasurer, [Treasurer@maffi.org](mailto:Treasurer@maffi.org)***

*(Continued from page 1)*

bumpers on the backside are marked WB for the Wilmot Breedon company. The steel backing plate for the bumper clamps are also marked WB.

Radiator Shell. The radiator shell had a stainless hood hinge clip

Nameplate. Normally the radiator badge is slightly darker in color up to end of 1930 but is the same style for 1931 The 28 to 30 badge were all with the reveal around the edge and made by Frachini a company in Birmingham England this company still exists today in the enamel business .

Headlamps. The headlamps are not marked "TWOLIGHT" as they were single bulb because fender lamps were used. There is no script on an English headlamp. The securing latch, T bar, spring, rivet etc are all stainless. The "half ball" mount which sits in the light bar are stainless capped for 1931. Obviously Ford knew about English weather!!! The headlamp lenses and fender lamps had a violet tint.

Engine size. Most English cars but not all were fitted with the small bore 14.9 HP engine 28 bhp @ 2600 rpm .

Rear axle. A 4.55 to 1 rear axle ratio was fitted to allow for the extra RPM and less HP.

Electrical. The junction box and distributor/cap were dark brown bakelite some cars were light brown with a Ford script

Body Manufacturers. Only Briggs bodies were used (No Murray bodies).

Horn. Very late production had Lucas horns identical to Spartan .

Speedometer. The round speedometer was marked on the backside "Cooper Stewart made in England" (very late production the dial is marked "Cooper Stewart London ").

Rivets. The body rivets did not have the familiar waffle pattern.

*So enjoy your visit to the Museum to check out the very rare Right Hand Drive deluxe phaeton.*

## **Executive Director's Report**

*by John D. Marshall*

In April, I sent out renewal notices to 460 members whose memberships were about to expire in May. In May, I sent out 160 reminders. To date, close to 100 members still have not responded. If you haven't renewed yet, please do so now. The precious funds used to send out repeated renewal notices could be better used to operate *your* Museum.

Also, if you have recently moved or had a change of address, please send me an email at [ExecutiveDirector@maffi.org](mailto:ExecutiveDirector@maffi.org) or send me your new information at Executive Director, MAFFI, P O Box 28, Peotone, IL. 60468-0028. That will ensure you get the A Preserver and any correspondence in a timely manner.

Model A Day is fast approaching and we have some great new items on display at the Museum, you won't be disappointed. Stop by and say Hi, I look forward to meeting you in person.

## **Tax Deductible gifting to the Model A Ford Foundation, Inc. part 2**

This information is given as a follow-up to the article in the previous issue of the A Preserver by Art Callan. A gift of stock can be given to a charitable organization such as the Model A Ford Foundation, Inc without suffering tax consequences **IF** it moves directly from the donor's brokerage account to the donor's brokerage account. In a year where the stock market is reaching record highs and stocks are gaining in value, this may be a good time to consider making such a gift. Also advise your broker to notify MAFFI's Treasurer (currently Gene Tallone, [bb170d@aol.com](mailto:bb170d@aol.com)) of your gifting transfer to insure the transaction is confirmed and you receive the full tax benefit.

**MAFFI'S brokerage information is listed below.**

Edward Jones, Financial Advisors- Mark Mellon or Matthew Losego for the Model A Ford Foundation, Inc  
6013 Harbour Park Drive, Midlothian, VA. 23112  
804-744-4077/800-745-7053)

## Great Race at the Gilmore Auto Museum July 29, 2017

The Great Race was a nine-day journey that covered nearly 2,200 miles in vehicles built in 1972 and earlier. This year it offered scenic views and historic landmarks along the Dixie Highway. The race started in Jacksonville, FL and ended in Traverse City, MI.



The Great Race came to the Gilmore on Thursday, June 29, 2017 driving in and out of the Gilmore in front of the Model A Museum. Jerry Morrissey reported that there were "lots of visitors and everyone was having a very fun time."

Thanks to John Marshall, Lou Ironside, Jerry Morrissey and Linda and Jim Morford who worked as Docents for the day. Linda and Jim dressed in era fashions along with at least one other person which I am sure helped people get into the spirit of the Model A Era.



The Gilmore sponsored a youth race team from the Garage Works program in a 1935 Packard that was donated to the Museum's Garage Works Program.

***Congratulations.***



## Club Liaisons and Newsletter Editors

If your club does not currently have a MAFFI Liaison, please contact Marsha Quesnel by email at [clubcontact@maffi.org](mailto:clubcontact@maffi.org) with the name and email address of the willing volunteer and we will add them to our "Liaison List."

Also, if your club or region would like to receive the monthly MAFFI Minute for their newsletter, please ask your club newsletter editor to contact Marsha at the email address above.

***We appreciate your continued support of MAFFI and your willingness to get the word out!***

## Passport to Adventure — A World Drive in Model A Fords

**Book by Diane M. Davis**

This book is about the fantastic trip around the world that four Model A's and eight people completed in 1982. There will be some copies available at the Museum this year during Model A Day, but if you can't wait until then or won't be able to attend this year's event, please contact John Marshall at [ExecutiveDirector@maffi.org](mailto:ExecutiveDirector@maffi.org). The cost of the book is \$15 plus a few dollars for mailing and all the proceeds go to the Museum as Bruce Davis has generously donated the books to MAFFI.

### ***MAFFI Membership Application***

The Model A Ford is a symbol of Americana. MAFFI is dedicated to the preservation of the Model A and associated historical information. By joining MAFFI, you will help meet that goal while receiving an informative quarterly publication and other benefits. Your membership donation is tax deductible under Internal Revenue Service rule 501 (c)3 and will help with MAFFI's many projects and worthwhile goals.

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

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Telephone: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

MAFCA/MARC Chapter \_\_\_\_\_

Family Membership Category: \_\_\_\_\_

Annual (\$25.00) \_\_\_\_\_ Three Years ( \$70.00) \_\_\_\_\_ Life Member (\$350.00) \_\_\_\_\_

Club Donation: \$ \_\_\_\_\_

TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

**Mail this form with your payment to: Model "A" Ford Foundation, Inc., P O Box 28, Peotone, IL,60468-0028.**

## NEW MEMBERS

(from 1 May 2017 to 3 August 2017)

*The following new members recently joined the Foundation. We welcome them to the important work of preserving the Model A and its era for future generations.*

## LIFETIME

Joseph Bossert & Dolly Morris, Dunkirk, MD  
Tom & Sherry Mack, Prosperity, SC

## 3 YEAR MEMBERSHIP

David Curl, Norfolk, VA  
Ron & Sylvia Garrett, Ovilla, TX  
Walter Hellebrand, Mabank, TX  
Ross Milne, Brampton, Ontario, Canada  
James & Nancy Callan, Westford, MA  
Ernest Ripley, Quincy, MI  
Daniel Sharp, Glastonbury, CT  
Dan Walters, Ann Arbor, MI  
Steven A. McCormick, Arvada, CO  
Timothy Dilliner, Battle Creek, MI  
David & Jo Lynne Johnson, Stratham, NH  
Clark Pomeroy, Calabasas, CA  
Clifton Sanders, St. Louis, MO  
Richard Vice, Palmyra, NY  
James Gray, Fairfax Station, VA  
Eugene & Dayna Cogorno, St. Charles, MO  
Merle Gulick, Parker, TX  
Gene Kielhorn, Brooklyn, MI  
Bill & Pat Buckmeyer, Westlake, TX  
Randy & Elizabeth Fink, Kingwood, TX  
Louis Fisher, Bridgeton, NJ  
Andrew Passmore, Cockeysville, MD

## FAMILY

Ronald & Linda Laonto, Leicester, MA  
Edward & Karen Lee Farrelly, Chicago, IL  
Larry Wallace, Grand Blanc, MI  
Chuck & Karilyn Kunstbeck, Tallahassee, FL  
Jim & Linda Layman, Fairmont, WV  
Donald & Martha Kunkel, Carmichael, CA

## CLUB LIAISONS

If your club does not currently have a MAFFI Liaison, please contact Marsha Quesnel by email at [clubcontact@maffi.org](mailto:clubcontact@maffi.org) with the name and email address of a willing person and we will gladly add them to our "Liaison List."

## Your A Preserver can be emailed

JOIN other MAFFI members who have chosen to have their issues emailed.

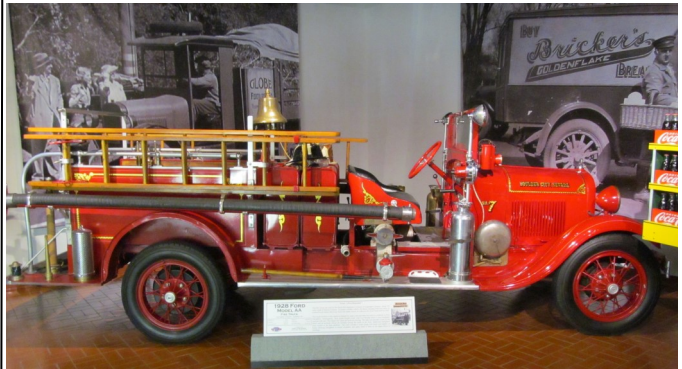
Advantages are that you will get your *A Preserver* issue sooner than mailed and in color. This also allows MAFFI to save on printing and mailing costs

which helps to keep expenses down.

If you would like to have your issues emailed, send an email to [editor@maffi.org](mailto:editor@maffi.org).

## **Best Michigan Attraction**

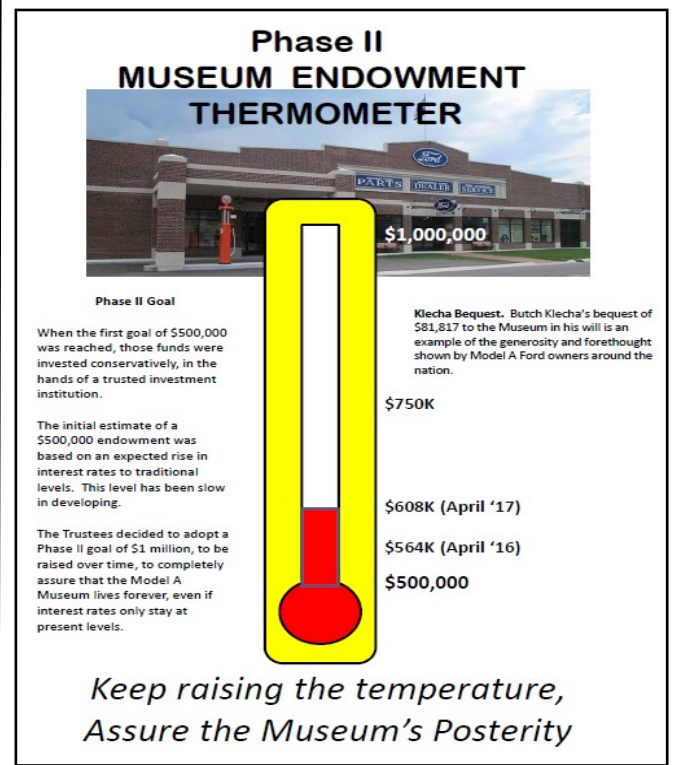
The Gilmore Car Museum's collection includes more than 400 cars and motorcycles from many eras as well as the Model A Ford Museum. *At this writing, the Gilmore Car Museum is in 1st place as the Best Michigan Attraction.*



## **MAFFI's 1928 Fire Truck**

Our 1928 Fire Truck is enjoying life from a new location in the Gilmore Annex as a part of their truck exhibit. This exhibit will run through May or June of 2018 so be sure to check it out while you are at the Gilmore for Model A Day in September.

Thanks to Jerry Morrissey and Linda Morford for the pictures and information included in this article.



**MEMORIALS—Brick**

**(from 1 May 2017 to 3 August 2017 )**

The Poco Quatros Chapter, MAFCA in memory of Henry Avery  
The Poco Quatros Chapter, MAFCA in memory of Art Leupold  
The Diablo A’s in memory of Marge Tait  
Conejo Valley Model A Ford Club in memory of James Thompson  
Conejo Valley Model A Ford Club in memory of David Matthews  
Calumet Region-MARC in memory of Charles “Bud” Vetterick  
Rogue Valley A’s in memory of Philippa Macfarland-Thorne  
Walla Walla Sweet A’s in memory of Donald “Don” W. Wood  
Capitol City A’s in memory of Gwen Calhoun  
Walla Walla Sweet A’s in memory of Louis Bossini  
Jo Johnson & Jack Stokinger in memory of “Rusty,” loving companion to Gene & Barb Tallone  
Brad Fischer in memory of Jeffrey W. Fisher

**MONETARY MEMORIAL DONATIONS**

The Queen City Model A Club in memory of Steve Pope  
The Hoosier Hills Model A Ford Club in memory of Kary Scholl  
The Dort Worth Model A Club in memory of James Tris Pollard  
The Sparton Horn Region, MARC in memory of Paul Geda  
The Queen Mary Chapter of MAFCA in memory of Stephen Salazar  
The Harper Family in memory of Ed James  
Thomas & Barbara Sharman in memory of Ed James  
Ronald & Bonnie Frye in memory of Ed James  
Judith Walker in memory of Donald T. Walker  
The Apple Valley Chapter, MAFCA in memory of Curt Akland  
Henry’s Lady Chapter, MAFCA in memory of John Scholfield  
Henry’s Lady Chapter, MAFCA in memory of Teri MacDougall  
Blossom Trail A’s in memory of Don Raven  
Gene & Barbara Tallone in memory of Eugene Bunce  
Fort Worth Model A Club in memory of Allan Carmena  
Fort Worth Model A Club in memory of Jo Morton

ALL memorial listings, past and present, are available on our web site and in the Memorial Book.  
Both include bricks purchased “In memory of.” For more information see [www.Maffi.org](http://www.Maffi.org) .

**Ford Plant Postcards, Circa 1917**

Please check out a PDF file of a set titled *A Super Souvenir from Detroit* showing 24 views of the Ford Plant World’s Largest Manufacturers of Automobiles. The New Ford Power House. You will find them on the MAFFI website ([www.maffi.org](http://www.maffi.org)). Just go to the Newsletter Articles tab.

*Stephanie Grundman, Editor*

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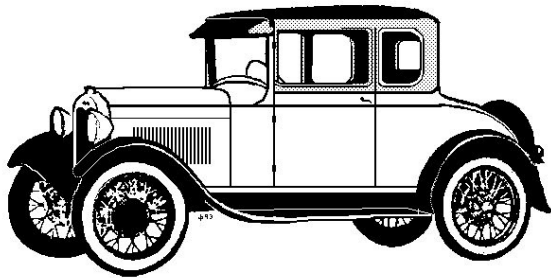
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- |  |  |
|--|--|
| GAZ: The Russian Model A (21 minutes)                                | Henry Ford (90 minutes)                          |
| Alternative Uses of the Model A (17 minutes)                         | Music of the Model A Era (40 minutes)            |
| The Model A Story—1928 (33 minutes)                                  | Highway Hangouts & Diners (90 minutes)           |
| MAFFI Model A School Bus Program (14 minutes)                        | Model A Locks and Keys by Cal Allen (90 minutes) |
| Twenty Millionth, The Milestone Model A (42 minutes)                 | Forty Horses (30 minutes)                        |
| MAFFI Model A Magazine Ads Program (20 minutes)                      | Hammer Welding (60 minutes)                      |
| Seat Belts for your Model A by Stan Johnson (slideshow)              | Timing the Ignition (10 minutes)                 |
| The NEW FORD (23 minutes)  | How a Mustang Was Made (33 minutes)              |
| The Henry Ford Museum (slideshow)                                    | Reproduction of Era Fashions (40 minutes)        |
| LeBaron Bonney, your car will be happier (28 minutes)                |  |
| Howard Henderson's Model A Powered Pietenpol Air Camper (10 minutes) |  |
| Buckeye Bank Robbery by Dayton-Buckeye Model A Club (45 minutes)     |  |
| Around the World in Model "A" Fords (74 minutes)                     |  |

**Diablo A's Technical Seminar Videos**

**See MAFFI.org for the complete list of 43 DVD's for use by MAFFI members.**