



The "A" Preserver

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

VOLUME XXX NUMBER 3, September 2019

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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

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In This Issue:

Trustees	Page 1	President's& Executive Director Reports	Page 2
Part 2 No Smoke No Spirits	Page 3	Datsun History	Page 4
New Members / Memorials	Page 6	MAD Schedule of Events	Page 7
Model A Day Information	Page 7	MAFFI Programs and Merchandise	Page 8

President's Message

By John Begg

Model A Day at The Gilmore is upon us. Beginning Friday evening, September 20th and running through Saturday, September 21st, we are planning for a large number of Model A enthusiasts, and many "Unique and Original Model A's, representing our theme for this year's event. We look forward to welcoming over a dozen unique vehicles and original unrestored Model A's. We have planned for separate parking for exhibited vehicles and owner driven Model A's on The Gilmore campus. This should be quite a sight!

In addition, we have eight seminars arranged that will cover topics of interest to Model A'ers, including presentations regarding our featured theme vehicles, technical and restoration topics and historical and fashion era materials. A copy of the schedule of events is included in this edition of The Preserver.

Last year we extended our swap meet area due to the large number of vendors. The swap meet was a great success. This year we expect an even larger number of vendors and, as last year, MAFFI will be selling parts donated to help the museum efforts. We will have two separate areas set up for MAFFI related items, due to the large number of parts that have been donated and are now available for sale. Many vendors provide donated parts to help in raising funds for the museum. This generous giving is greatly appreciated and helps us add exhibits and improve our museum displays.

When you visit the museum you will see many new displays and exhibits. The showroom has been redone and now includes an exhibit anchored by Pete Walstrom's 1929 Town Car that displays collectibles with a "Going to the Theatre" theme. Our Parts and Service Department now has an open hood exhibit replicating a 1930 era service visit. Thanks to The Corey Estate for donating the 1930 Coupe for this display. We hope you will also try out our kiosk, that provides information about the museum and don't forget to bring quarters for our new penny machine. The penny machine has five Model A images available and, if you are like me, you'll need at least one of each. We will also have free rides on the AA stake bed truck which will transport visitors around The Gilmore campus. A lot to see and we hope to see you there.

Executive Director's Report—June 2019

by John D. Marshall

In April, I sent out renewal notices to members whose memberships were about to expire in May. To date, 83 members whose memberships expired in May 2017, 102 members whose memberships expired in 2018 and 150 whose memberships expired in May of 2019 have still not responded. Please check the date on your MAFFI Membership card. If you haven't renewed yet, please do so now. If you aren't sure of your expiration date, email me or give me a call and I'll be happy to get you updated. The precious funds used to send out repeated renewal notices could be better used to operate *your* museum.

We would like to welcome a new member club, The Falls City Region, Model A Restorer's Club of Louisville, KY to our Model A Ford Foundation family! I hope your members will be able to join us at Model A Day at the Museum on September 21st.

Speaking of Model A Day, this years event has all the makings of another great day for Model A'ers and visitors alike on Saturday, September 21st. There will be a great All Model A Swap Meet and a variety of seminars for everyone to enjoy. We hope to see you all there and, feel free to bring a friend!

Your A Preserver can be 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.

Attention Members

You can now renew your MAFFI membership using Paypal on the website. This is another way that you can save MAFFI the expense of sending renewals notices and using the funds in the operation of your Model A Museum.

***Part 2 - No smoke and no spirits.
Neither beer, wine or aquavit.***

continued from June 2019 edition of The Preserver

Author unknown

Shortly after the bizarre conflict Georg Carlson is sent to Copenhagen by Ford's management in Detroit and appointed new director. He has Swedish anthem, speaks a broken Danish and is prepared to keep up with the Scandinavian department.

Over the next five years, he has a hard balance in which he must be obedient to Detroit management while avoiding too many screen shots that can slow down the pace of the assembly line in Copenhagen. Economy lowers Ford in the United States, so the Apocalypse Riders are constantly looking for savings, and efficient operation is the best way to stay out of the spotlight.

In the coming years, Georg Carlson will give some concessions to the employees to make things slip, which he does not shout too loudly when talking to Detroit. For example, employees succeed in getting Georg Carlson and the management to accept collective agreements in 1922, but controversies are still in a lind flow. For example, the Executive Board wants the employees to wear branded numbers, and later they decide that employees themselves have to pay for their tools when they destroy anything.

Both people deny the employees. But despite the fact that Henry Ford's company is going to mess with the troubled employees and their annoying unions, it's a good thing about the production for the Danish department. More employees are coming, and more cars are rushing over the assembly lines. By the end of 1924, there are almost 600 workers at the factory who spit about 140 automobiles every day.

Politiken estimates in an article that about 15,000 Danish workers are directly or indirectly involved in Ford in Denmark. At the same time, several car manufacturers have set up assembly plants in Copenhagen, among others, General Motors, Mercedes and Citroën.

But consumers want more. And Ford decides to build a new Danish headquarters in the South Harbor, becoming the second largest Ford factory outside the United States. The 1800 square meter factory is designed by Albert Kahn, who has also signed Ford's headquarters in Detroit. When it's done it looks exactly what it's like: A small piece of the United States, located in the middle of the South Harbor. The factory

has the characteristic large square factory windows with iron frames, known from the United States, and on the roof, there is a large water tank. However, the employees at the assembly line are still Danish.

The party has everything you can expect from food, smoke tobacco and wet goods. And the nation's newly -appointed prime minister, Social Democrat Thorvald Stauning, embraces an opening speech Ford, which he mentions as "Denmark's foster child." Henry Ford's rigid systems and disagreement for the trade union movement are, of course, not a Social Democrat's cup of tea. But a high salary and a lot of jobs for men in blue boots is a language that even the left-wing understands.

As the first carriage at the new factory rolls from the roaring assembly line shrouded into flowers, the Social Democrat newspaper is also on the spot. In an excited report, the newspaper's publisher describes how the factory can pour a car of the assembly line every six minutes.

The rumors of the celebration of Nimb reach Ford's leadership in Detroit, and it becomes director of the Danish factory Georg Carlson in troubles. For extravagant parties with alcohol and such matters is not something that belongs to Ford. The notorious Audit Department, the Riders of Appeal, writes to Georg Carlson that the party has been too expensive and that alcohol does not belong to Ford - even if you open a new factory.

Instead of claping the heels and saying yes, Carlson writes back to Ford that it is the way to celebrate big events in Denmark, and it will be rude to invite a party without alcohol and smoke tobacco. He finishes the swear asking to extend his powers if the good results at the Copenhagen factory are to continue. It is probably what gets the management in Detroit to look into the alcohol rules at the factory in Copenhagen. It ultimately comes true in the decree on a ban, which was implemented on New Year's Day 1924.

For the employees and unions, it is a matter of principle. They fear that Henry Ford's unprecedented spirit ban would spread to the factories of other car manufacturers, unless Ford's employees are stuck. The obedient director Georg Carlson tries, as Detroit's extended arm, to dramatize the alcohol ban.

"There's nothing unusual about it," he says, to the magazine of Ekstra Blad, who has found his way to

(Continued on page 4)

(Continued from page 3)

the director's office in late February 1925. "It is more than two months ago that we forbade the enjoyment of spirituous beverages from here, and it's a shame not the workers alone, it's all about everyone," says the director, pointing to a water tank in one corner of the office. Georg Carlsson is struggling to find a memorable solution to the beer conflict between Detroit and the Danish factory workers, while a lawsuit is quietly moving closer. Carlson proposes a compromise where beer is only served in the company's canteen. But it denies management in Detroit, where the case is now at its highest level.

It has ended at Edsel B. Ford's table. He is Henry Ford's son, president of Ford Motor and himself a bit of a living who has not inherited his father's relative relationships with spirits. Nevertheless, he says no to Georg Carlsson's offer, and the case must be settled in the Labor Court, as Ford also accepts as authority in the case. On the factory floor there is optimism to track, and an unnamed employee tells Ekstra Bladet that he has difficulty imagining that the court will maintain the ban. It's hardly possible. So far, we have not yet come to the conclusion that Danish workers can not drink a sip of beer when he otherwise fits his job just and dutifully, says the factory worker.

It turns out he gets right. The court disapproves of Ford's dictation and states that such decisions can not be taken without debate. That is, the court pushes Ford's leadership back to the negotiating table to find a solution with the employees. As a result, each employee must drink one beer for his lunch, which is to be brought from home. Employees get their lunch beer and manage for several years to bid Ford, but in 1927 it's over. As Ford puts its production on from the Ford T model to the Ford A model, the factory closes for almost a year. Management uses the opportunity to terminate all employees, house agreements and all collective agreements. And as production begins again, employees return to individual employment contracts. All trade unions accept the model except the Swedish Trade Union Federation.

Georg Carlson, a few years ago, the Middle East leader in the United States, despite the conflicts, proved to be an excellent director and moved to Berlin to help build Ford in Germany. Production in Denmark never reaches the same heights as in 1925. A economic crisis and a world war puts a damper on production. Over time, the factory in Denmark becomes untouched, and in 1965 Ford closed production in Denmark after rolling 325,482 cars of the assembly line since 1919.

Datsun History

Submitted by Stan Johnson

Datsun History from 1914

Masujiro Hashimoto founded the Kaishinsha Motor Car Works 1 July 1911; in Tokyo as Japan's first automobile manufacturer. In 1914, the company produced its first car, called DAT. The new car's model name was an acronym of the company's investors' Kenjiro Den (Den Kenjirō), Rokuro Aoyama, Meitaro Takeuchi.

It was renamed to Kaishinsha Motorcar Co., Ltd. in 1918, and again to DAT Jidosha & Co., Ltd. (DAT Motorcar Co.) in 1925. DAT Motors built trucks in addition to the DAT and Datsun passenger cars. The vast majority of its output was trucks, due to an almost non-existent consumer market for passenger cars at the time, and disaster recovery efforts as a result of the 1923 Great Kantō earthquake. Beginning in 1918, the first DAT trucks were produced for the military market. At the same time, Jitsuyo Jidosha Co., Ltd. (Means practical use or utility) produced small trucks using parts, and materials imported from the United States.

Commercial operations were placed on hold during Japan's participation in World War I, while the company contributed to the war effort. From 1923 to 1925, the company produced light cars and trucks under the name of Lila. In 1926 the Tokyo-based DAT Motors merged with the -based Jitsuyo Jidosha Co. In 1931, DAT came out with a new smaller car, called the Datsun Type 11, the first "Datson", meaning "Son of DAT". Later in 1933 after Nissan Group zaibatsu took control of DAT Motors, the last syllable of Datson was changed to "sun", because "son" also means "loss" in Japanese, hence the name "Datsun". In 1933, the company name was Nipponized to **Jidosha-Seizo Co., Ltd.** and was moved to Yokohama.

Nissan Motor organized in 1934

In 1935, construction of its Yokohama plant was completed. 44 Datsuns were shipped to Asia, Central and South America. In 1935, the first car manufactured by an integrated assembly system rolled off the line at the Yokohama plant. Nissan built trucks, airplanes, and engines for the Imperial Japanese Army. In 1940, first knockdown kits were shipped to Dowa Jidosha Kogyo (Dowa Automobile), one of MHID's companies, for assembly. In 1944, the head office was moved to Nihon-

(Continued from page 4)

bashi, Tokyo, and the company name was changed to Nissan Heavy Industries, Ltd., which the company kept through 1949.

Nissan's early American connection

DAT had inherited Kubota's chief designer, American engineer William R. Gorham. This, along with Aikawa's 1908 visit to Detroit, was to greatly affect Nissan's future. Although it had always been Aikawa's intention to use cutting-edge auto making technology from America, it was Gorham that carried out the plan. Most of the machinery and processes originally came from the United States. When Nissan started to assemble larger vehicles under the "Nissan" brand in 1937, much of the design plans and plant facilities were supplied by the Graham-Paige Company. Nissan also had a Graham license under which passenger cars, buses and trucks were made. In David Halberstam's 1986 book *The Reckoning*, Halberstam states "In terms of technology, Gorham was the founder of the Nissan Motor Company" and that "young Nissan engineers who had never met him spoke of him as a god and could describe in detail his years at the company and his many inventions.

Austin Motor Company relations (1937–1960s)

From 1934 Datsun began to build Austin 7s under license. This operation became the greatest success of Austin's overseas licensing of its Seven and marked the beginning of Datsun's international success. In 1952, Nissan entered into a legal agreement with Austin, for Nissan to assemble 2,000 Austins from imported partially assembled sets and sell them in Japan under the Austin trademark. The agreement called for Nissan to make all Austin parts locally within three years, a goal Nissan met. Nissan produced and marketed Austins for seven years. The agreement also gave Nissan rights to use Austin patents, which Nissan used in developing its own engines for its Datsun line of cars. In 1953, British-built Austins were assembled and sold, but by 1955, the Austin A50 – completely built by Nissan and featuring a new 1489 cc engine—was on the market in Japan. Nissan produced 20,855 Austins from 1953 to 1959.

Nissan leveraged the Austin patents to further develop their own modern engine designs past what the Austin's A- and B-family designs offered. The apex of the Austin-derived engines was the new design A series engine in 1966. In 1967, Nissan introduced its new highly advanced four cylinder overhead cam (OHC) Nissan L engine, which while similar to Mercedes-Benz OHC designs was a totally new engine designed by Nissan. This engine powered the new Datsun 510, which gained Nissan respect in the worldwide sedan market. Then, in 1969 Nissan introduced the Datsun 240Z sports car which used a six-cylinder variation of the series engine, developed under Nissan Machinery (Nissan Koki Co., Ltd. in 1964, a former remnant of another auto manufacturer Kurogane. The 240Z was an immediate sensation and lifted Nissan to world class status in the automobile market.

100 Day Strike of 1953

During the Korean War, Nissan was a major vehicle producer for the U.S. Army. After the Korean War ended, significant levels of anti-communist sentiment existed in Japan. The union that organized Nissan's workforce was strong and militant. Nissan was in financial difficulties, and when wage negotiations came, the company took a hard line. Workers were locked out, and several hundred were fired. The Japanese government and the U.S. occupation forces arrested several union leaders. The union ran out of strike funds, and was defeated. A new labor union was formed, with Shioji Ichiro one of its leaders. Ichiro had studied at Harvard University on a U.S. government scholarship. He advanced an idea to trade wage cuts against saving 2,000 jobs. Ichiro's idea was made part of a new union contract that prioritized productivity. Between 1955 and 1973, Nissan "expanded rapidly on the basis of technical advances supported – and often suggested – by the union." Ichiro became president of the Confederation of Japan Automobile Workers Unions and "the most influential figure in the right wing of the Japanese labor movement.

Ford Motor Company

In Australia, between 1989 and 1992, Nissan Australia shared models with Ford Australia under a government-backed rationalization scheme known as the Button Plan, with a version of the Nissan Pintara being sold as the Ford Corsair and a version of the Ford Falcon as the Nissan Ute. A variant of the Nissan Patrol was sold as the Ford Maverick during the 1988–94 model years. In North America, Nissan partnered with Ford from 1993 to 2002 to market the Ohio built Mercury Villager and the Nissan Quest. The two minivans were virtually identical aside from cosmetic differences. In 2002, Nissan and Ford announced the discontinuation of the arrangement.

In Europe, Nissan and Ford Europe partnered to produce the Nissan Terrano II and the badge engineered Ford Maverick, a mid-size SUV produced at the Nissan Motor Ibérica S.A (NMISA) plant in Barcelona, Spain. The Maverick/Terrano II was a popular vehicle sold throughout Europe and Australasia. It was also sold in Japan as a captive import, with the Nissan model marketed as the Nissan Mistral.

Datsun: Until 1983, Nissan automobiles in most export markets were sold under the Datsun brand. In 1984 the Datsun brand was phased out and the Nissan brand was phased in. All cars in 1984 had both the Datsun and Nissan branding on them and in 1985 the Datsun name was completely dropped. In July 2013, Nissan announced the relaunch of Datsun as a brand targeted at emerging markets.

NEW MEMBERS

(from 5 May 2019— 17 August 2019)

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

Stanley & Mary Sorrels, LaPorte, IN

3 Year Membership

Carl & Jean Reichwald, Sherwood, WI

FAMILY

Richard B. Stanley, Lancaster, OH
 James D. Graham, Fort Wayne, IN
 Duane Seaver, N Muskegon, MI
 Doeko & Vicki Kline, Augusta, MI
 Kevin Churchill, Bittern, Australia
 Albert & Mary Bachman, Western Springs, IL
 Cheryl Austin, West Columbia, SC
 Jerry Glunt, Madison, IN

CLUB

The Falls City Region, MARC, Louisville, KY

Memorial Donations (Bricks)

(from 5 May 2019-17 August 2019)

Harbor Area Model A Club I
 n memory of Willie Duncan
 Kay C. Lee in memory of Will Taggart
 Diablo A's in memory of Donna Truesdell
 Diablo A's in memory of Geneva Chiabotti
 Diablo A's in memory of Tim Lindstrom
 Diablo A's in memory of Janet Andronis
 Diablo A's in memory of Ken Matheson
 Diablo A's in memory of Alex Janke
 Bob Sharp in
 memory of Joe "Jozeppe" Quercia

Central Kentucky Region, MARC
 in memory of Vic Tankersley
 Central Kentucky Region, MARC
 in memory of Katie Tudor
 Minuteman Model A's in memory of Mike Doyle
 Hangtown A's in memory of Trudy Vestal
 Oakleaf Region, MARC in memory of Jim Dawson
 Oakleaf Region, MARC
 in memory of Don Stewart
 Oakleaf Region, MARC in memory of Jeff Menig
 Oakleaf Region, MARC in memory of Paul Geda
 Oakleaf Region, MARC
 in memory of Mary Markes
 Oakleaf Region, MARC
 in memory of Al & June Scoppa
 Oakleaf Region, MARC
 in honor of Cal & Irma Burtner
 Oakleaf Region, MARC
 in memory of Joe Hornacek

Memorial Donations (Monetary)

(from 5 May 2019—17 August 2019)

Minuteman Model A Club in memory of Robert J. Miller
 John & Mary Anne Nixon in memory of Trudy Vestal
 Alan & Martha Colquhoun in memory of Trudy Vestal
 Stan & Carol Braden in memory of Trudy Vestal
 Keith & Barbara Collins in memory of Trudy Vestal
 Libby & Raleigh Sharrock in memory of Lee White
 Doug & Nan Linden in memory of Trudy Vestal
 Doug & Nan Linden in memory of Alex Janke
 Art & Pat Callan in memory of Michael Doyle
 Lisa A. Comis in memory of Michael Doyle
 Karen Coffey in memory of Michael Doyle
 Doug & Nan Linden in memory of Michael Doyle
 Bill Truesdell in memory of Alex Janke
 Kelly Hill in memory of Michael Doyle
 Kay C. Lee in memory of Alex Janke
 Jan & Dave Granquist in memory of Alex Janke
 Keith & Barbara Collins in memory of Alex Janke

Support the MODEL "A" MUSEUM with a lifelong tribute

BRICK ORDER FORM - \$150/BRICK

3 line message-20 Characters/line including spaces & punctuation- 17 Characters for CAPITAL LETTERS
 (Each line will be centered.)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

20

Purchaser's

Name: _____

John & Happy Begg in memory of Alex Janke
 Tom & Annette Mather in memory of Ron Cook
 Mark & Debbi Berenberg in memory of Alex Janke
 Hugh & Loukie Smith in memory of Alex Janke
 Mr. & Mrs. Glenn Rickabaugh &
 Mr. & Mrs. Donald Schafer

in honor of Paul & Chris Rebesch
 John Hoffman in memory of Alex Janke
 Auburn A's in memory of Joan Coker
 The Evergreen Chapter, MAFC A I

in memory of LeRoy Nau
 Stephen & Judy Hamilton in memory of LeRoy Nau
 The Falls City Region, MARC

in memory of George Krekel
 John and Happy Begg in memory of Joe Hornacek

Model A Day 2019

If you need information on Model A Day, please feel free to contact the following people:

Model A Day Chairman:

Jerry Morrisey – jertrudy@sbcglobal.net

Swap Meet Reservations & Information:

Lou Ironside – (810) 798-8803

Ken Ehrenhofer – (630) 697-3906

Mark Maron – (847) 302-7900

Suzan O'Neale for hotel information

Call (540) 748-0659




9th Annual Model A Days Sept.20-21, 2019

Schedule of Events

Event	Presenter	Time	Location
The 20 Millionth Ford	Stan Johnson	7:00pm FRIDAY	Sheraton Four Points
The Model A Ford Town Car	Pete Walstrom	7:45pm FRIDAY	Sheraton Four Points
50-50 ticket sales	Maffi Volunteer's	8:00am- 1:00pm Saturday	Roving Sales
Information booth and merchandise sales	Maffi Volunteer's	9:00am-4:00pm Saturday	Museum front
Model A Horn Restoration	Jim Diehl	9:00 – 10:00am Saturday	Garage Works Shop
Supplying Parts to the Model A Hobby	Don Snyder	10:00-11:30am Saturday	Garage Works
The Buehrig Replica Victoria/Cabriolet	Ross Milne	11:30pm-12:30pm Saturday	Garage Works
J.B. Rhodes Inventor & Patent King	Cindy Jeffery	12:15am – 1:00pm Saturday	Gilmore theater
MAFFI Ceremony Presentations, Hall of Fame Ceremony 50/50 Drawing	John Begg	1:00pm – 2:00pm Saturday	In front of Model A Museum
Model A Rear End Building <i>Immediately Following MAFFI Presentation</i>	Larry Shepard	2:15 - 3:45pm Saturday	Garage Works Shop
A Night at the Theater, Stepping out in Style <i>Immediately Following MAFFI Presentation</i>	Linda Morford	2:15pm – 3:45pm Saturday	Gilmore theater

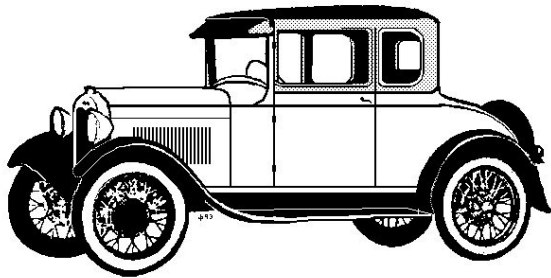
Swap Meet open 8am. All museum building open 9 to 5pm. (Enter MAIN ENTRANCE ONLY)
All Seminars are \$5.00 payable at the door



Please note: Venues and times are subject to change. NO Vehicles will be permitted to exit the back gate during the MAFFI Presentation

The "A" Preserver
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Preserving The Model A Era for Future Generations

MAFFI SALE MERCHANDISE

Museum Window Decal	\$ 2.00	Bumper Decal (My other Car is)	\$ 3.00
Iron-on Museum Cloth Patch	\$ 4.00	Museum Clutch Pin	\$ 7.00

MAFFI Programs for your Club—Loaned free to all member clubs

Contact Janice Barker, DVD Librarian—Email your requests to Janice at: jlb72443@aol.com

- | | |
|--|--|
| 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