

# Quail Call

**San Diego Model A Ford Club Inc.**  
Celebrating over 50 years of Model A'ing



P.O. BOX 19805 SAN DIEGO, CA. 92159

FEBRUARY 2018

## **PRESIDENT'S REPORT:** Stan Boyer

It's the start of a new year and the days are starting to warm up. Get ready to warm up your "A"s for some fun parades, car displays, tours, and events coming up in 2018.

The 2018 Installation Banquet was held on Saturday, January 20<sup>th</sup>. The theme was "La Dolce Vida" (The Sweet Life). Thank you to everyone involved for all the hard work and effort you put into making this event so special. What a treat it was for all of us to view the YouTube video of grade school kids in their cafeteria being serenaded by Italian opera singers (flash-mob style). The looks on the children's faces were priceless. Some heartfelt thoughts were shared regarding the passing of four of our club members in 2017. Also, Jack Simmons and Tom Lazar talked about some experiences they had sharing their "A"s with people by giving them a ride or letting them sit in the driver's seat. Often it's the little things in life that bring so much joy to others.



It was suggested that I write a short "bio", so here it is: I was born in Santa Barbara, CA and grew up in L.A. I joined the Air Force in 1960. I met my wife Judy at Whittier College. We were married in 1968 and moved to San Diego to raise our daughter and son. I worked in the medical device field for about 25 years. Judy and I joined the San Diego Model A Ford Club in 2013. I was the tour directory in 2016 and 2017.

Get your motel reservation in early (they fill up quickly) if you are going to stay overnight for the Orange County Pancake Breakfast. Call the Best Western Orange Plaza (1-714-633-7720) for the night of April 21<sup>st</sup>. Say you are from the San Diego Model-A Ford Club for the discounted price.

We hope to see you at the next general meeting on Friday, February 9<sup>th</sup> at 7pm (San Carlos Recreation Center).

## **UPCOMING EVENTS:** Mark your calendar

**February:** 9 Business Meeting  
17 Alpine Memorial Tour  
23-25 Big Three Swap Meet  
24 BBQ after Saturday at the Swap Meet  
(Wood Ranch BBQ, 7510 Hazard Center)

**MARCH:** 9 Business Meeting 7pm San Carlos Rec. Center  
17 Tour led by Dave & Kris Francis to the Leatherneck Museum, Miramar

**APRIL:** 2 Board Meeting 7pm @ Valarie's  
13 Business Meeting San Carlos Rec.7pm  
21 Overnighter's Best Western Hotel  
22 Orange County Pancake Breakfast Hart Park



**Orange County Pancake Breakfast Sunday April 22, overnighter's make your reservations for April 21!**

## QUAIL CALL

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**We guarantee mistakes in every issue !**

**You will find past and present issue of the Q.C. on the website**

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## 2018 BOARD OF DIRECTORS AND COMMITTEE CHAIRMEN

### BOARD OF DIRECTORS

PRESIDENT	Stan Boyer	(619) 224-5386
VICE PRES.	Fred Crone	(619) 265-7014
SECRETARY	Nancy Lovell	(858) 277-0216
TREASURER	Jim Taber	(619) 447-7801
TOURS	Arlyn Bieber	(858) 530-2336
TECHNICAL	Dave Francis	(619) 966-9040
PAST PRES.	Paul Winchester	(619) 599-3116

Board Meetings are held quarterly: see *Quail Call* for  
dates and location. All member are welcome to attend,  
just let the host or hostess know you are coming. Board  
members must belong to both National Clubs.

### COMMITTEE CHAIRMEN

Membership	Bob/Carol Weckman	(858) 3548570
Fashions	Vacant	(any Volunteer's ?)
Refreshments	Patty Winchester	(619) 504-4508
	Judy Jo Beardslee	(619) 246-5539
Cor. Secretary	Kris Francis	(619) 966-9040
Property	Reen Kotas	(858) 278-8178
Ways & Means	Dave/Kris Francis	(619) 966-9040
Merchandise	Betsy Johnson	(619) 280-2492
Rec. Rep.	JudyJo Beardslee	(619) 465-9513
Defender,	Ray Beardslee	(619) 465-9513
Mail-box	Ray Beardslee	(619) 465-9513
So. Ca. Rep.	John Frazee	(760) 729-4865
Web Master	Dave Johnson	(619) 921-9405

## CLUB MAILING ADDRESS: P.O. BOX 19805 SAN DIEGO, CA. 92159

### BUSINESS MEETING HELD THE 2ND FRIDAY OF EACH MONTH AT 7:00 PM

San Carlos Recreation Center  
6445 Lake Badin Ave.

San Diego, Ca. (619) 527-3443

The San Diego Model A Ford Club was first founded in 1957 by a few dedicated Model A owners. Our purpose is to help preserve the Model A, which was in production by the Ford Motor Company from 1928-1931. Ownership of a Model A is not a requirement for membership in the club. Membership dues are \$30.00 per calendar year. Membership in one of the National Clubs is mandatory (either MARC or MAFCA) and the responsibility of each member. Contact information to join a National Club is listed below:



### **Model A Restorers Club**

6721 Merriman Road,  
Garden City, Michigan 48135  
(734) 427-9050

E-mail: [modelarestorers@sbcglobal.net](mailto:modelarestorers@sbcglobal.net)

Website: [www.modelaford.org](http://www.modelaford.org)

Dues are \$45.00 per calendar year.

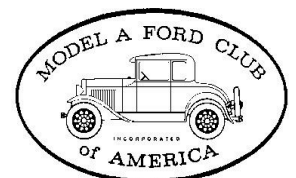
### **Model A Ford Club of America**

250 S. Cypress Street  
La Habra, Ca. 90631-5515  
(562) 697-2712

E-mail: [info@mafca.com](mailto:info@mafca.com)

Website: [www.mafca.com](http://www.mafca.com)

Dues are \$50.00 per calendar year.



# SAN DIEGO MODEL A CLUB, INC

## General Business Meeting - January 20, 2018



**President Paul Winchester:** Began the meeting at 7:55 pm with the Pledge of Allegiance. Paul thanked Betsy and all the other members and volunteers who assisted her in planning the 2018 Banquet. December minutes in the Quail Call were approved. Requested those that had bills needed to submit them to Steve Lovell so that he could pay them tonight. If not submitted tonight they would have to submit at the next business meeting.

### Thank You to Outgoing 2017 Board Members and Committee Members

Paul thanked the 2017 Board Members (Stan and Judy Boyer, Jim Taber, Richard Books, Steve Lovell, Dave Francis, JoBeth Stelzer and Dave Johnson. Each of them received a Coupe Book 1928—1930.

Board Committee Members (Edward Woodruff, Janet Books, Kris Francis, Reen Kotas, Dave Francis, Betsy Johnson, Judy Jo Beardslee, Ray Beardslee, John Frazee, Dave Johnson and Valarie Basham were recognized and Thanked by Paul Winchester for their help and participation.

A special Thank You to Betsy Johnson, Fred Crone, Dave Johnson, Stan & Judy Boyer and Valarie Basham for all their hard work during the year and for making the banquet a great success. A Special thank you also to the helpers, and photographer.

### Mileage and Participation Awards – Stan Boyer presented awards

- 1,000 miles** - Vic and Joyce Patterson
- 5,000 miles** - Stan and Judy Boyer
- 10,000 miles** - Bud and Judy Swartwood (last year)
- 40,000 miles** - Valarie Basham



### Membership Awards – Edward Woodruff presented awards

- 5 years** - Mary Baker, Dave and Kris Frances, Tom & Karen Lazar (gas \$4.40 per gallon)
- 10 years**- Tom & Lorrie Allingham, Eleanore Phillips, Rob & Robin Roland, Leonard & Karen Synder, Ron & Joyce Peterson, Bud & Judy Swartwood. (gas \$3.60 per gallon)
- 20 years** - Danny and Karen Machado, Mike and Joan Miley (gas \$1.39 per gallon)
- 25 years** - Ric & Billie Bonnoront, Edward Woodruff (gas \$1.40 per gallon)
- 35 years** - Bob and Carol Weckman (gas \$1.22 per gallon)

### New Board of Directors for 2018 were sworn in.

PRESIDENT	Stan Boyer
VICE PRESIDENT	Fred Crone
SECRETARY	Nancy Lovell
TREASURER	Jim Taber
TOURS	Arlyn Bieber
TECHNICAL	Dave Francis
PAST PRESIDENT	Paul Winchester



### 2017 Most Participation Award was presented to Stan & Judy Boyer

Outstanding job in coordinating/planning all the tours for the past 2 years. Stan conveyed that the Model A Club is the first club they had ever joined and have thoroughly enjoyed every minute. Enjoys hearing the hoking of horns, the thumbs up, smile on people's faces.

### Treasurer - Steve Lovell (presented expenses and it was approved (pay the bills).

Banquet: \$1,525.47 (B. Johnson), Overpaid dues: \$30.00 (J. Taber), Quail Call :\$93.38 (V.Basham), Office Supplies: \$21.10 (S. Lovell), MARC dues \$10.00 (P.Winchester )

**TOTAL EXPENSES: \$1,679.95**

Respectfully Submitted, Recording Secretary Nancy Lovell



# “La Dolce Vita”

**A Huge Thank you** to Betsy Johnson, for once again taking on the chairmanship of the Installation Banquet. Just a few of the many things she did was finding us a new venue, securing a caterer, not to mention purchasing the paper goods and getting linens for the tables, table decorations, raffle baskets and entertainment too.



Stan & Judy Boyer helped secure the Pt Loma Community Church, at a discounted rate since they are members of the church. I think we can say everyone had a very good time.



Our group was smaller this year and it seems like the room was bigger, giving us more room to move around in as we socialized with fellow members, and purchased additional raffle tickets from the ladies in blue & white striped shirt, who also helped serve the food.



I'm sure there was some friendly rivalry, over who had the winning raffle ticket or made the highest bid on the silent auction items.



Hats off to our resident graphic designer; Fred Crone, who redesigned the Model A artwork & photo prop from last year, turning a Model A into an Italian gondola complete with wine and Italian bread on the trunk.

A warm thank you goes to the following members who made donations to this year's event: Kris & Dave Francis, Bob and Carol Weckman, Mary Baker, Jim Taber, Stan Boyer, Nayola Bieber, Richard & Janet Books, Ray & Judy Jo Beardslee, Jimm Kiklis, Betsy Johnson, Kathy Hughes (Betsy's sister).

Mileage Awards were given out by Stan Boyer, Membership awards were given out by Ed Woodruff. Paul thanked his outgoing Board & Committee chairmen, and then Installed the 2018 Board of Directors. Jim Taber then presented Paul with a thank you gift from the club, for his leadership over the past two years.

Betsy thanked her committee; Valarie Basham, Stan & Judy Boyer, Fred Crone, Dave Johnson and Dave & Kris Francis. We closed out the “**La Dolce Vita**”, by handing out the Raffle baskets and Silent Auction items.



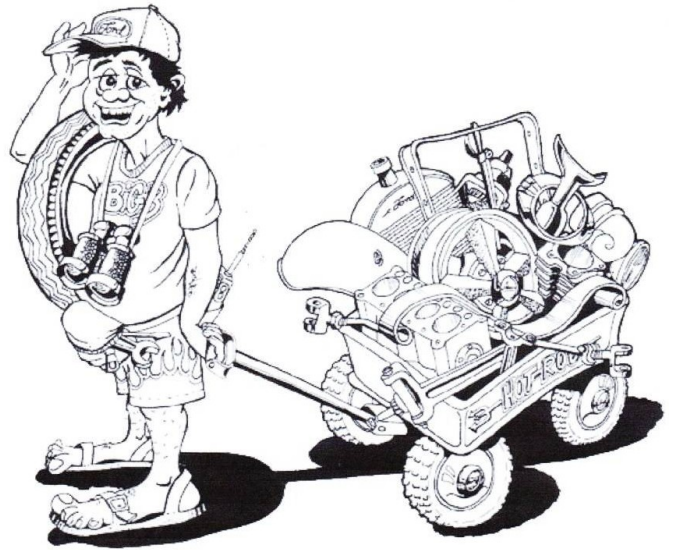
**Everyone enjoyed a little piece, of “The Sweet Life” on January 20th**

# THE BIG 3 PARTS EXCHANGE

## Friday, Saturday & Sunday

### February 23, 24 & 25

If you're a car guy or gal you have probably heard of the Big 3 Swap Meet. Which has been around since the spring of 1966, in the beginning it moved around to a variety of venues, until it got so large that the only place to accommodate it; was the Stadium in Mission Valley, currently known as SDCCU Stadium. There is no charge to the general public to attend, however, there, is a stadium **parking fee of \$10.00 per car**. The shopper hours are **12 noon to 4 pm on Friday, Saturday 8 am to 4 pm and 8 am to 12 noon on Sunday**. This swap meet is not just Model A's or Ford, OH NO, you'll find all makes and models of cars, from rare antiques to modern cars, motorcycles & scooters too. There are whole cars ready to drive home, car parts, car memorabilia, era fashions, books and manuals about cars, tools too. Vendors and shoppers come for all over the United States as well as internationally. Every year is a little different than the year before. Unfortunately this year maybe the last, so mark your calendar, lace up your walking shoes, bring some cash, because you just might find that treasure you didn't even know you needed.



#### SIDE BAR:

Patty Jones, as well as Judy Jo Beardslee, will be selling Era Fashion this year at the Big 3 Swap Meet.

**At the end of the day on Sat, Feb 24, plan to join other members of the club at Wood Ranch BBQ, 7510 Hazard Center . You'll have a chance to brag about your steals and deals for the day.**

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## Gene Amy's Service

I have known Gene since 1996 when he re-joined the San Diego Model A club. I was amazed at his thoughtfulness. Although, at time when he was dealing with his own medical issues, he was most concerned with those of other club members. As alluded to in a previous newsletter, this tough as nails person had a tender side, I became aware of through our many conversational interactions. Although we had many things in common like, our affection for old cars, hopping trains and our Navy days, we were mile apart in our personal pursuits. For those who did not know, Gene enjoyed classical music. Mine was more rural country and bluegrass. Of which I recently heard one that I believe summarizes how he lived. The Lyrics were:

**"IF I CAN'T PUT MORE YEARS IN MY LIFE-----I WILL PUT MORE LIFE IN MY YEARS"**.

All who knew him, especially Barbara and their family, will surely agree he followed those dictates!



*Bill Corson*

**MYSTERY PART:** Identify this Model A part and send an email to Dave Francis at: [C182H@cox.net](mailto:C182H@cox.net) with your answer or educated guess. Your answer may be the part name or an accurate description. The names of those who correctly identify the part will be placed in a box for a drawing at the next meeting. Remember you must also attend the meeting to receive the \$10 award.

**Good luck!**



## TOURS COORDINATORS: Arlyn & Nayola Bieber

### NEW YEARS DAY BREAKFAST

On January 1, 2018 we had the First Tour of the year, meeting at Aunt Emma's Pancake Restaurant in National City. As Patty, Aron and I were driving out our driveway to go to the breakfast we saw a mid 50's Chevy in front of us as we went down the road. The Chevy stopped for gas and we continued on to Aunt Emma's in National City. Just as we arrived at the restaurant the Chevy pulled in to the lot and parked with several other Chevy's. When we got inside the restaurant we discovered there was a Chevy club out on a New Years Day drive and they were having breakfast at Aunt Emma's too. The banquet room soon contained a Chevy club at one side and the San Diego Model A Ford Club at the other side with several National City Policemen at the tables between us.



Mileage goes to those driving their Model A's, Arlyn & Nayola Bieber, Fred Crone, Jack & Helen Beasley, Ray Beardslee, Greg Hmielvskie & Mary Sproat, Clyde Marion, Garriel Nordquest & Family, Paul and Patty Winchester, Reen Kotas and Dave Johnson. Driving moderns were Ed Poffenberger & Ann DiNapoli, Bob & Carol Weckman, Rich Stelzer and Jim Taber.

Thank you all for getting up early to have breakfast with us.

### Upcoming Tours:

#### Alpine Veterans Wall of Honor Tour Saturday, February 17, 2018

We will leave from the El Cajon Target parking lot at 250 Broadway at 9:30 am and head to Alpine on Interstate

8. Our first stop will be a restroom break at Carl's Jr. in Alpine. We will then drive to the Alpine Veterans Wall of Honor (<http://alpinewallofhonor.org/>) for a presentation by Dan Foster about the Wall, its history and those whose names are engraved on it.

The Alpine Veterans Wall of Honor is located right around the corner from Carl's Jr., just to the left of the Alpine Community Center, 1830 Alpine Blvd., Alpine, CA. There is ample parking at the Community Center, and restrooms are available there as well.

We will be given a docent tour by Dan starting at 10:30 am, after which we will tour to Tom and Karen Lazar's home for a garage tour and lunch. The sign-up sheet will be passed around at the February general meeting.



**Or Contact Tom or Karen Lazar at (619) 659-9262 or email: [tslazar@cox.net](mailto:tslazar@cox.net), since lunch will be served.**

## PARADES & Car Displays: Fred Crone



I love a parade! Don't we all. Unfortunately this is the slow time of year for parades. The next one for us will be the Lakeside Rodeo Parade in late April (Yippee-ki-yay). We will probably have a sign-up sheet in March.

It is my privilege to be the new parade guy for the club – so please be patient. (I tend to get lost a lot.) A few words about myself...I have had my "30 Town Sedan for a long time. It was purchased in 1961 for about \$300 as near as I can remember. I was in college at the time, and it was my first car; even though it was already 31 years old at the time. Up until then I had been driving my dad's '50 Ford. I guess we were a Ford family. Even back then I had a fondness for cars from that era – maybe from watching "The Untouchables" on TV. After a few years I decided to get a newer car – a '58 Chevy (traitor!). I never throw anything away, so I kept the A, eventually up on blocks in my garage. About four years ago I decided to get it running again, so I joined the club and got a lot of work done at Hansen's and other places. Now "Nellybelle" is in good running condition, especially with the new overdrive. So – let's have a good parade year, and please keep me from getting lost.

*Editor's Note: After attending a car display down in the East Lake area, I was leading a caravan of cars out of the area back towards the 805 and dusk was creeping down on us. Fred was at the back of the pack and we had lost a couple of cars at a red light so we pulled over to wait for everyone. I knew that in the past we had lost Fred, and to my horror, the car in front of him reported that he got on the 125 south. Holy Smokes, I was sure Fred was in jail in TJ and his car was being dismantled as we continued to drive north. Upon arriving home, I called to check on Fred and was delighted to hear his voice, he didn't go south but north on the 125 and was home safe and sound. His plan all along, he even had his toll money ready in his pocket. Another Model A story with a happy ending! It's okay Fred, it wouldn't be a successful parade if there isn't at least one U turn somewhere along the way. We're looking forward to a busy, fun parade season, sharing our cars with so many communities throughout the San Diego County. Now's the time to put a little elbow grease into getting your Model A ready for the upcoming Parade season. I won the Polish and Shine basket at the banquet, so I'm heading to the garage!*

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## TECHNICAL TALK with Dave Francis

### MODEL A BRAKE DRUMS Part II & WHEEL BEARING MAINTENANCE



Last month's Tech Talk article reviewed Model A brake drums and the advantages that cast iron brake drums offer. This article generated some good discussion with some of the club members as well as some additional research on my part. My research uncovered some excellent information on the topic that I hope the membership will find informative. I'll conclude this month's article with a section on front wheel bearing maintenance.

OK now you've decided to take the plunge and replace your drums with new cast iron drums. Recall that I mentioned in last month's article that it was recommended that brake drum replacement be performed by a shop experienced with the procedure. I thought to myself, how difficult can it be? You just jack up the car, POSITION THE JACK STAND IN PLACE, and remove the front wheel and the drum. Not so fast my friend! On the Model A, the wheel lug is secured in place on the hub/drum by performing a swaging operation (Ford utilized this design from 1928 to 1948 according to the article on the Ford Garage web site). In addition to securing the wheel lugs in place, the swaging operation effectively cold rivets the brake drum to the wheel hub. To briefly describe the procedure, the shoulder of the new wheel stud (utilizing special tooling and a press shown in Figure 1) is sheared, upset (deformed), and then the displaced shoulder material is forced into the recess on the brake drum. Since most people's garage tool inventories do not include the special tooling and a 40 ton press (minimum) that is required to properly perform this procedure, the recommendation made in last month's article to out source the drum replacement procedure to an experienced shop that is equipped to perform this task has in my opinion been validated.

In a moment I'm going to defer to a very good article I found on the Snyder's web site pertaining to the installation of cast iron brake drums, but before I do I would like to recommend that an initial inspection of the wheel hub and wheel bearings be performed (preferably by an experienced technician) before you get too far into the project. If from this initial inspection the hub

## TECHNICAL TALK continued . . .

and the bearings are deemed serviceable, then by all means proceed. Please note that a loose bearing race is not necessarily a terminal condition as long as the wheel hub has not been too severely damaged by the loose race. There are methods to restore the proper race/wheel hub interface in order to salvage the hub. Please note too that if either the bearing race or the bearing do require replacement, the race and bearing must be replaced as a set. Again, this is probably an assessment better made by an experienced technician. If the hub is deemed not serviceable, you may want to consider purchasing a hub/cast iron drum assembly from one of the Model A parts supply houses. OK, now on to the article taken from the Snyders web site:

“Before tearing your whole car apart, make sure you have all the necessary parts to install the drums. New wheel studs are always required. Swedging tools are required for swedging the studs in place. Most parts suppliers carry the swedging tool to do this job. Lastly, a hydraulic press will be required to knock out the old studs as well as install the new ones. A minimum of a 40 ton press will be required for swedging the studs.

“After the old drums/hubs have been removed from the car, you will have to press out the old studs. It is best to relieve the studs before driving them out. Grind the studs off down to the brake drum surface. Take a center punch and punch the center of the stud. Drill the center of the stud out starting with a 1/8” drill bit and work up using larger and larger bits until you break through the wall of the wheel stud. Now take a punch and knock out what is left of the stud. You can press the old studs out with a hydraulic press, but you must be sure to support the hub around the head of the stud when pushing on it. The first method of drilling out the studs is more time consuming but reduces the risk of distorting the flange of the hub. If the flange of the hub gets distorted, when you attach your new brake drum you will have a lot of run out which can cause wheel wobble and vibration. If you think the flange is distorted, have a machine shop face the flange so it is straight. “Once all of the old wheel studs have been pressed out, thoroughly clean your old hub and paint if desired. Slip the old hubs and the new drums together. Make sure that the hub goes all the way against the drum.

“Now is the time to swedge the new studs in place. Use 4 bolts, nuts and washers to draw the hub and drum tightly together before you swedge your first wheel stud in place. Slide your first wheel stud through the hub and drum and then place the assembly into your press supporting the head of the wheel stud you will be swedging, align the threaded head with the ram of the press. Slide the swedging tool over the threaded end of the stud and bring the ram down to swedge the shoulder of the stud. Normally the gauge will read between 27 and 29 tons when you finish swedging. The tool will normally be tight on the stud and will require a pipe wrench or a pair of vise grips to break it free. A little bit of shortening (like Crisco) applied to the inside of the tool will help it come off of the stud easier.

“Now that you have swedged all of the studs in place, you can move to the next step. Take the drums to a brake shop and have them true up the braking surface. The new drums are turned true, but you want them to be true in relation to the hub. The new brake drums are machined slightly undersize, so you can true them to an I.D. of 10.995/11.005. Once this is complete, you are ready to install them on your car.

“If your old drums were worn excessively, your old linings may be thicker than normal and require some grinding down. Even if you are putting new brake linings on, you will probably have to grind them down some what to get the new drums on. To fit the drums to the shoes properly, you can do one of two things. If

you have an old brake shop in town, take your lined brake shoes and the new brake drums to them, and they can grind the lining to mate to the new drum perfectly. The other method takes more time, but does the same job! With the brake shoes on the car, put masking tape around the diameter of both brake shoes. Now slip the drum in place and put the axle nut on. Spin the drum. Now remove the drum and examiner the tape. The tape will be worn off where you have high spots on the lining. Grind down the high spots until you can assemble the drum and not have any drag from the lining. You may end up putting the drum on and off several times, but that is the only way of doing the job.

“After you have your shoes fitted and the drums installed, adjust the brakes just as you normally do. End of job!

“WARNING: Never tack weld the heads of the studs in place instead of swedging them in place. If they are not swedged in place, the shoulder on the stud allows the wheel nuts to bottom out on the shoulder instead of the wheel, which can be a very serious problem driving down the road.”





## TECHNICAL TALK continued . . .

The above article suggests that the old wheel studs be “relieved” by drilling them out prior to removal. Another option is to utilize a swage cutting tool that is available from most Model A parts supply houses (Snyders P/N A-1108). Figure 2 depicts the use of this tool. As noted in the above article, you run the risk of warping the wheel hub flange if you do not relieve the studs by some means prior to removal.

With the brake drums now securely attached to the wheel hubs, the brake shoes arched to the radius of the new drums, and the bearing races inspected and secure (always replace the wheel bearings if you are installing new bearing races), it is now time to pack the front wheel bearings with grease. Once the bearings are packed, the front hubs/brake drum assemblies are ready for installation.

**WHEEL BEARINGS** – Referral provided to reduce article length. (**Refer to Model A Ford Mechanics Handbook by Les Andrews, Page 1-361**)

References: *Model A Ford Mechanics Handbook by Les Andrews*



## 1928 ERA FASHIONS 1931

### New Sweater Styles!

Here's a Model A era fashion that wouldn't be too hard to emulate today. These sweaters very much resemble cardigans of today. Check out the cowl neck collar on A & C, or the simple “V” neckline of G. E and D could be duplicated by adding a little trim to an existing sweater, as could B by adding a little fur to the collar and cuffs. With the styles of today, you might even find some with the fur, I saw some very like this while shopping for my daughter. These are all of a heavy wool, but today's sweaters duplicate the look with synthetics just as well. The descriptions for these include “shaker knit” (A), “novelty stripes” (G) “worsted wool” (E), and “angora” (B). Some state “looks like hand knitting” (G), while others brag about a “chin-chin collar” (F). Some have “patch pockets” (C) (E), while (D) is made from “all wool jersey finished with jacquard trim”. (F) has “silk braid piping” on the edges with “self and contrasting color striped jersey” The strongest elements I see in all of these are the “V” shape to the neckline, and the button front. With the addition of a cute hat, and worn with a straight or pleated skirt, you would look like you were ready to step straight out of the Model A era!

Reprinted from “The Road Runner” February 2013  
Northwest Missouri Model A Ford Club

We're still looking for someone to fill the Fashion positions.  
Your photo Here!



**For Sale**



Three generations of Men's Model A Era Fashion for sale. Variety of sizes, suits, shirts, knickers, cardigans, shoes, hats etc. First choice to Model A club members, whatever is left will be going to the Big 3 Swap Meet at the end of the month.

Call Judy Jo Beardslee (619) 246-5539

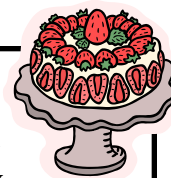
### 2018 Roster

New 2018 membership roster will be at the February Meeting. The first one is free, additional copies may be purchased for a small fee. Due to the cost of postage we don't mail them out. Valarie will have them at the next two or three meeting and future parades and tours.



FRED CRONE

### REFRESHMENTS: Patty W.



Thank you to these members signed up to bring goodies for the February meeting are:

- |                 |                 |
|-----------------|-----------------|
| JoBeth Stelzer  | Barbara Kruegel |
| Judy Boyer      | Kris Francis    |
| Joyce Patterson |                 |

### February Birthdays



- 4 Walter Faust
- Mike Miley
- 6 Jeanette Bowie
- 7 David Johnson
- 13 Carol Thrush
- Mike Richardson
- 16 Judy Norman
- 19 Betsy Johnson
- 20 Clyde Marion
- 23 Vern Schwebke
- 25 JoBeth Stelzer
- 27 Rob Roland
- 28 Sharon Kiklis
- 29 Dalene Jensen
- Greg Rising

### February Anniversaries



- Dan & Diane Seeman Feb. 7, 1959
- Richard & Janet Books Feb. 15, 1986
- Craig & Kim Sweeting Feb. 12, 1994



### Sunshine & Raindrops



The Flu has hit hard this year and many of our members weren't able to dodge that bug, a few had it more than once. We were missing a number of members at the Installation Banquet, our entertainment Jim Train, Penny Smiley, Lori Schwebke, and Patty Winchester were all under the weather. Hoping all of you are back on your feet by now. We have learned the Dave Huhn had back surgery in early January and will be in recovery mode for about 2months. Walter Faust had shoulder surgery and is also moving a little slower than before. Sending well wishes to all. Kris Francis is our Corresponding Secretary this year, if you know of anyone who could use a little cheering up or a friendly greeting please let her know and she'd be happy to send out a card.

Contact: Kris Francis (619) 966-9040 or email: c182h@cox.net

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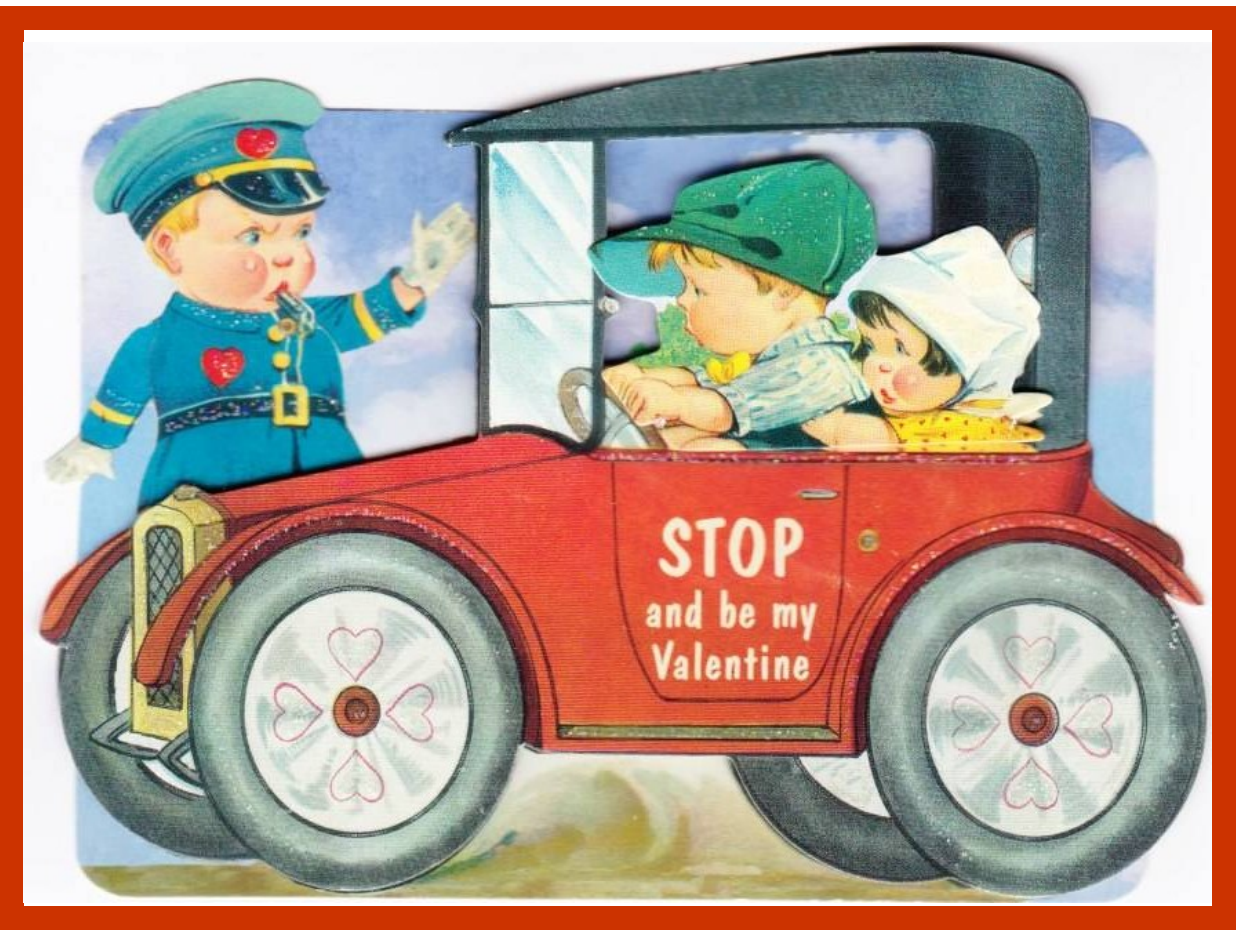
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