

"The Chatter"

Volume 46 Issue 2

February 2005



Club Purpose

- "The general purpose of the Calumet Region of the Model "A" Restorer's Club shall be to encourage its members to acquire, preserve, restore, exhibit and make use of the Ford Model "A" automobile, model years 1928 through 1931, and all things pertaining to the Ford Model "A", and to promote the introduction of ideas and fellowship among M.A.R.C. members." *You need not own a Model "A" Ford!*

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From The Navigator's Seat

PRESIDENT'S REPORT

This year's Swap Meet is now history and it was a great success. I want to thank all the members who helped to make it so wonderful. Whether you worked the door, helped set up or clean up, worked the kitchen or did security, I appreciate the support. Having everyone work so hard made my job easy.

The planning meeting went well and we have some fun things planned for the year. There are some new events planned that I am looking forward to participating in. It should be a blast. Let's all join in and help those running the events. Our first get-together is scheduled for February 12th and is a Win-

ter Social (formally the Pizza Party). Please check the Chatter for all future events. There are still some months that could have something planned, so if you have an idea, let us know.

We lost yet another dear member on January 13th. Bill Friar was a long time member and in fact, since the beginning. He designed many of our event ribbons and was quite an artist. If you ever had the pleasure of meeting him, you would have gone away a happier person for having known him. We'll miss you Bill, but I know you're up in that Model "A" heaven with all the rest of the guys. My



heartfelt sympathies go out to his wife Lowana.

May you all have a beautiful and lovely Valentine's Day. No guys, you can't use the Winter Social as your dinner to your wives to get out of it on the 14th. Sorry!

Karyn

Treasurer's Report By Bud Vetterick

Balance in Founders Bank, December 2, 2004—\$1725.13

EXPENSES

Chatter Printing	\$ 37.38
Chatter Postage	\$ 37.00
Film for Awards Banquet	\$ 24.66
Christmas Party	
Pizza	\$116.41
Ladies Prizes	\$ 10.00

MARC National Dues \$ 35.00

TOTAL \$260.45

INCOME

Badge Fines	\$ 18.36
Local Dues	\$360.00

Swap Meet Space Fees \$170.00
MARC National Dues \$ 35.00

TOTAL \$583.36

Balance in Founders Bank, January 6, 2005—\$2048.04

"The Chatter"

A monthly publication of the Calumet Region of the Model "A" Restorer's Club, Inc.

The Calumet Region of the Model "A" Restorer's Club is a non-profit organization dedicated to the restoration and preservation of the Model "A" Ford automobile. Total yearly dues for local and National membership is \$55.00 of which \$35.00 is sent to the National organization for National dues and \$20.00 is retained by the Calumet Region to publish "The Chatter" and to cover operating expenses. Want ads are published free to members only in "The Chatter".



Normally, business meetings are held on the first Thursday of every month at Carl Sandburg High School, Body Shop, located at 131st Street & La-Grange Road, Orland Park, Illinois. Call to order is at 7:30 P.M. sharp.

Elected Officers

President– Karyn Blaha

Vice President– John Marshall

Treasurer– Bud Vetterick

Secretary– Dale Klemenz

Appointed Chairpersons

Regional Director– Art LeMere

Greeter– Ron Gerhardt

Safety– Howard Taylor

Mileage– Jerry LeMere

Refreshments– Carol Healy

Lady's Raffle– Diane Zuidema

Membership–

Property– Art LeMere

Jacket Sales– Steve Rogers

Web Site– Heather Marshall

Historian– Art Steinberg

Technical– Steve Rogers

Region Correspondent– Karyn Blaha

TECH TALK By Steve Rogers

I would like to thank Jerry Sund for conducting the January Technical session on Model A distributors. Jerry covered the most common reasons of distributor malfunctions and how to repair such problems. Roadside breakdowns can be very frustrating and a good understanding of how to isolate distributor problems can be a valuable asset. Thanks Jerry for your insight on how to deal with those situations.

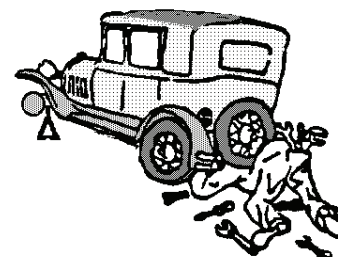
I have finally been able to put together some tentative technical seminars for this year that I think will be very interesting for the membership. In February we will be looking at aviation from the past and present. John Marshall will bring in a movie entitled Henry Ford's Aviation Ventures 1924-1936 and Steve Anderson will bring in a movie on the assemble of the current 747 aircraft. In March Jordan Beller will conduct a session on vintage Ford advertisements. His collection of old automotive advertisements is quite impressive and should be interesting to see. In April Gar Williams will bring down his Canadian Model A and conduct a show and tell on the cars unique differences. The plan is to put the car on the lift and al-

low the members to hunt and find these unique differences. This should be fun and educational! In May we may see a hands on session on hot riveting a cross member into a frame by Randy Johnson and John Marshall. Special tools are used such as a "bucking bar" and an air hammer penning chisel to accomplish this task. Currently June is open and I am looking for someone to step forward and fill this session. In July Jim Hedderman will bring in his collection of antique spark plugs and give a presentation on their unique characteristics and acquisition. The month of August is also open at this time and in need of a presenter. In September Craig Rith will conduct a seminar on Model A wiring and turn signals. Craig will give an explanation of how the modification can best be implemented and pass out diagrams on how the wires should be run. In October Steve Anderson will give a talk on how he rebuilt his Model A steering column. Currently Steve's light switch and steering wheel is not setting properly indicating possibly a bearing race not properly seated in the box. Steve will be disassembling this unit through the summer and

report on its reconstruction in October. In November Noel Delessio will conduct a seminar on the Model A charging system and how it works. Noel has put together a system using water to illustrate how current moves in the Model A system. This is a unique demonstration I'm sure all will enjoy. December is our Christmas Party so there will be no technical session that month

I am currently begging several National Judges to fill the empty months with a session on judging or information from the Ford Archives. Only time will tell so if any member has a lead on a potential speaker for the technical sessions please let me know.

Technically speaking- Steve



Calumet Region M.A.R.C. Business Meeting, January 6, 2005

- President Karyn Blaha called the meeting to order at 7:38pm.
- Greeter Ron Gerhardt stated we have one guest, Russ Knack. Russ is a MARC member who recently moved back to the Chicago area from Torrance, California. He has a '29 Fordor Sedan, 60C blind back.
- The minutes from the December meeting were read by Secretary Dale Klemenz. A motion to accept the minutes as read was made by Diane Zuidema, seconded by Howard Taylor, and carried by all.
- Bud Vetterick gave the Treasurer's Report. A motion to approve the report as read was made by Jack Ventura and seconded by Ann Steinberg and carried by all.
- Vice President John Marshall reviewed the new Chatter layout with attending members. This version has been in the works for about a year. With all the old color style covers used up, the change timed out well with the start of the New Year. The printing price of the Chatter has gone up slightly to \$45. This is due to printing 5 sheets instead of 4. The fifth sheet had been the colored version, where each sheet was hand fed to print current information on it. Also Garr Williams is having a tech session at his home. The topic is riveting backing plates.
- Karyn reported our club received a 25 year recognition award from the National club. Even though our club has been an official club for much longer, the National club had to choose a starting point. All clubs who have been members 25 years or more received this award. Future awards based on actual years will be given out at various milestones.
- Chesterine collected badge fines.
- A Historians report was given by Art Steinberg for the year 1990. That year there was a parts swap, Kentland Indiana tour, gas run, garage tour, & Christmas parade. It doesn't sound that long ago, but it's been 15 years.
- For the Membership meet in St Louis please write in chicken or beef for the banquet meal on the form. This was left off the form accidentally and writing it in will save time and phone calls later.
- Technical presentation this evening will be given by Jerry Sund. This presentation will be based on the results of a break down on the Christmas light tour. Future Tech Sessions will be doubtful if no one signs up to give a talk. Please see Steve Rogers if anyone is interested in giving a presentation or at least has an idea what they would like to see. A video on the History of Ford Aviation was suggested for next month.
- Dues are due by the February meeting. Members not paid up will be suspended from the club.
- Sick call – Steve Rogers had surgery on his right hand for carpal tunnel syndrome. He is doing well.

Old Business

- Tinley Park's parade of lights was on December 19th. Jerry reported three members attended with 2 cars. Mike Haverty with his coupe & Jerry Sund drove with Steve Rogers in Steve's Tudor.
- The Christmas light tour was on December 11th. 7 Model A's and one modern car attended the event. The tour was through various communities in the area viewing nicely decorated houses and a dinner at Little Joe's.
- The Swap meet is this Sunday. The club still needs volunteers to help run the meet. Facility set up is at 5pm on Saturday. Kitchen & vendor set-up is at 5am on Sunday and the doors will open at 7am for patrons. A case of Model A News will be available for passing out along with old Chatters & registrations for various clubs.

New Business

- The annual planning meeting is on January 15th at the home of Jack and Ginny Ventura. The meeting will start at 6pm and you are asked to bring a dish or dessert to pass. Bring your ideas and suggestions to the meet.
- Pat Marshall brought up who will be taking on the responsibility of donuts/pastries for the monthly meetings. No one volunteer for the job. After some discussion it was decided that instead of one person doing it every month, the club will try having a different person do it each month. This is an attempt not to have the burden fall on one person every month and to get more members involved. Carol Healey volunteer for February, Dale Klemenz for March, and Dianne Zuidema will take April. Carol will continue to handle the coffee.
- There will a 50/50 raffle tonight.
- A motion to break for coffee and donuts was made at 8:26pm was made by Karyn Blaha, seconded by John Marshall, & carried by all.
- The meeting was adjourned around 9:30 PM

Respectfully Submitted,
Dale R. Klemenz, Secretary

Illinois Reintroduces Bill to Further Restrict Inoperable Collector Vehicles

A bill (H.B. 25) has been reintroduced in Illinois by State Representative Dan Brady (dan@rep-danbrady.com) that would further restrict the ability of Illinois vehicle hobbyists from maintaining inoperable vehicles on private property. The bill removes historic vehicles over 25-years of age from a list of vehicles exempt from county inoperable vehicle ordinances if they are not kept within a building. Under current law, a county board may declare all inoperable vehicles a nuisance and order their disposal. This bill, if enacted, would subject your un-garaged historic hobby cars to disposal and possible fines. Please Contact Your State Legislators Immediately To Request Their Opposition to H.B. 25

- H.B. 25 would give local authorities an inordinate amount of power in determining the disposition of historic project cars.

- H.B. 25 would make it virtually impossible for Illinois hobbyists to maintain inoperable collector vehicles on private property.
- H.B. 25 demonstrates a lack of understanding of the vehicle hobby and the rights of hobbyists.

Contact your State Legislators in Springfield immediately by phone, fax or e-mail in opposition to H.B. 25. Bill sponsor Rep. Dan Brady can be reached at dan@rep-danbrady.com. This bill unfairly tramples on the rights of vehicle enthusiasts and collectors in Illinois.

If you need assistance in determining who your legislators are and their contact information, please contact the Illinois **Legislature's General Information Line at 217/782-2000**. This information may also be found on the Hagerty Protection Network website,

"Advocacy Avenue" section at http://www.hagerty.com/news_advocacy.asp?z=contact or by emailing or calling Sydney McManus, Hagerty Protection Network Legislative Director, at smcmanus@hagerty.com or 800-922-4050, x8787.

Please e-mail a copy of your letters to us at smcmanus@hagerty.com or fax: 231-932-6887.

Thank you for your commitment to the long term future of collector cars and the hobby.

Sincerely,
McKeel Hagerty
Hagerty Protection Network

Heather's Truck- Update

We are slowly making progress on Heather's pickup. It was too cold to work in the garage so we



mounted the tires in the basement and carried them up to the chassis in the garage. We are now going through the trans and motor and hope to have them in place for next month's update. We rebuilt the steering column, distributor,

carburetor and generator and they are all ready to go on the truck. The shocks have been rebuilt and are on their way back from Colorado. The bed is on order from Brookville but there is a 6 to 8 week backlog. You can see the color photos on Heathers web site at www.Heatherstruck.com.



Calendar of Events-2005

FEBRUARY

3rd-Region Business Meeting

12th- Winter Social, by Bud & Marge Vetterick

20th- Kane County Swap Meet

MARCH

3rd- Region Business Meeting

6th- "Souper Bowl" By Jack & Ginny Ventura

APRIL

7th- Region Business Meeting

9th- Safety Check By Randy Johnson & Howie Taylor

13th-17th- MARC Membership Meet, St. Louis, Missouri

MAY

5th- Region Business Meeting

22nd- Route 66 Tour by Andy Honiotes

29th- Sandwich Car Show & Swap Meet

JUNE

2nd- Region Business Meeting

3rd- Lake Geneva Overnighter with

Jerry Sund

5th- Model "A" Days, Sharon, Wisconsin

24th-26th- Covered Bridge Tour then on to National in Indianapolis with Jerry Sund

26th-2nd of July- MARC National Meet, Indianapolis, Indiana

JULY

7th- Region Business Meeting

8th-12th- Iola Swap Meet

16th- Photo Safari & Movie Night by Jerry LeMere

21st-24th- Thresherman's Show, Channahon, Illinois

AUGUST

4th- Region Business Meeting

7th- Railroad Extravaganza, Union, Illinois By Jerry Sund

13th- Quad Meet, Illinois Region, Hosts

21st- Annual Club Picnic By Chuck & Diane Zuidema

SEPTEMBER

1st- Region Business Meeting

9th-11th- Port Washington, Wisconsin Tour by Jerry Sund

OCTOBER

1st- Hillbilly Tour with Art & Marsha LeMere

5th-9th- Hershey!!!

6th- Region Business Meeting

16th- Swap Meet at Chicagoland Speedway

NOVEMBER

3rd- Region Business Meeting

6th- Turkey Dinner in Elburn, Illinois

19th- Annual Region Awards Banquet by Wally & Carol Healy

DECEMBER

1st- Region Business Meeting & Christmas Party

10th- Christmas Light Tour

JANUARY 2006

6th- Annual Region Swap Meet

Events listed in italics are not necessarily club sponsored events but listed for informational purposes only. Watch "The CHATTER" for detailed descriptions and information on upcoming events

Swap Meet



Wanted- 4 wheel cylinders (lf, rf, lr, rr) for 1939-1948 Ford. Call Jim Agnos at 708-448-9322

For Sale- Model "A" book Volume II by Les Andrews, \$30.00. Model "A" polo shirts, white with gold Model "A" lettering, large-extra large, \$20.00. 2X- \$22.00. *In stock now- the new M.A.R.C. book "Technically Speaking", save the shipping cost.* For these or any of your other Model "A" parts needs, see Howard Taylor or call him at 708-499-5622.

For Sale- 1929 4 door Briggs, older restoration. \$10,000.00 or best offer. Call Betty Gill at 708-301-8608

Wanted- Decent 1930-31 Model "A" front bumper & radiator for my restoration, reasonably priced. Contact Heather Marshall at 708-258-0685

Looking for that last part for your restoration or have that extra part that you want to turn into some quick cash? Put your ad here in the next issue of "The CHATTER"

For Sale- Black Cat mini compressor, 2 gallon tank, 120 PSI, great for a spare or the basement. Like new, \$50.00. Contact John Marshall at 708-258-0685



William (Bill) Friar By Craig Rith

This past month, long time member Bill Friar passed away. At the wishes of the family and his lovely wife of the past 25 years—Lowana—services were private.



Bill was a former President of this Region, a National officer and long time judge at our annual meets. His

association with the Calumet Region dates to its founding in late 1958.

Bill was a true Model "A'er" in that he restored numerous "A's" and helped others with their cars. If you needed advice, help or some part, it was yours if it got your "A" on the road again!

Bill was one of the original long distance drivers. He, along with the late Paul and Helen Moller, drove their "A's" regularly to local events and cross country to National meets. These adventures and repair articles would be published in the National magazine to promote others to drive their cars.

Like most of the World War II generation, early experiences had fostered a sense of volunteerism and a "can do" attitude in Bill. This in conjunction with Bill's sense of humor and

story telling abilities made him a character that all that knew him will miss.

God's Speed my friend—in my minds eye you're with old friends enjoying some lean corned beef and a tall cold one



The "Souper Bowl"



On March 6, 2005, Jack and Ginny Ventura will once again host the Region's annual "Souper Bowl" Lunch. For those of you that have never participated, it is our re-creation of the "Soup Lines" of the 1930's. Era dress and your Model "A" are encouraged but not mandatory. Many different kinds of soups,

chili, salads, breads, desserts, soda and coffee will be served, (No beer this year because the new location is a park district facility). All the gourmet and "Industrial Style" soups and desserts are supplied by the Calumet Region members for your gastric delight. Lunch will be served at 12:30 PM so plan on

arriving around noon with your culinary masterpiece!

The new location for this years event is the Alsip Park District, Apollo Recreation Center located at 12521 S. Kostner, Alsip, Illinois.

The cost for this event is still \$5.00 per person, children under 14 are free. *Guests are always welcome!*

Come on out and renew old friendships or make some new ones!

If you will bring a soup, salad or dessert or need more information, contact Jack or Ginny at 708-389-7776.



Lubrication

Information on 600W Rear End Oil

The big question regarding 600W oil, "When is 600W NOT the real stuff?"

Mac's Antique Auto Parts and Specialized are the same company. The product is the same (see below), we just changed packages....regardless of color or texture....it is the same product that we have always sold. As per our supplier, we're still ordering the same product. He did mention that the oil we currently purchase could have changed in appearance, but is still considered 600W Oil and performs the same if not better than the old stuff. So the color and thickness should NOT be used as a concern. The Super Cylinder Oil we purchase meets, if not exceeds the industry's standards. If you desire, go to www.mobil.com (Mobil Cylinder Oils) to see the specs for the product we offer (Super Cylinder is what we buy and package). The Super Cylinder Oil also meets the proper Viscosity index of 2270. There are no additives in the Super Cylinder Oil we purchase from MOCO that could attack soft yellow metals (Brass & Copper.)

Mac's will have a comment placed in our computer system to help state some of this and we will change our label in 1 year (when current supply runs out). Potential

future label may read something like: "600W Oil was originally produced by the Vacuum Oil Company in the second half of the 19th century and was a breakthrough product of its time. Continual upgrading and application of the latest base oil and additive technology has maintained this product series as a leader in its application areas. The most common belief of 600W oil is its "molasses" consistency, thus giving the allusion that it will affix to anything. In today's terminology "molasses" is referred to as Viscosity or goeeyness. So with all the changes over the last 75 plus years you can still count on our 600W Oil meeting the industries standards and rest assure that our 600W Oil carries a minimum Viscosity Index of 2270, contains no additives that could damage soft yellow metals

(bushings/bearings), excellent anti-wear and low friction properties. "

I am not trying to make a Federal case out of this....just trying to make sure that all people in that "string" (350 views of negative comments about Mac's is what concerns me) are made aware that the product we sell will meet all Ford 600W needs and applications (Model T rear end, Model A read end, steering box, transmission....) that we sell it for.

FINAL COMMENT: I see LOTS of Forum discussion on this in MTFCI, MTFCA, MAFCA, MARC, EFV8C.....and we assure ALL that our product offering is used in ten's of thousands of cars and trucks all over the world without any problems or damage being caused.

The "New" label will not roll out till 2006 as we just received 16 "poured and packaged" drums of this oil (that is 3000+ quarts) and we had them use old label since we were not aware of the concern to the level as presented. In the mean time on OUR invoice we print the following: "The most common belief of 600W oil is that it's "molasses" in color and consistency. Please note that this is no longer necessarily true. Even though we currently mention this on our label, rest assured that our 600W Oil meets the industries standards. Our IMPROVED 600W Oil is superior to the old version. Our 600W carries a minimum Viscosity Index of 2270 and contains no additives that could attack bronze or brass parts." But if you get this from a dealer they may not pass this along to you.

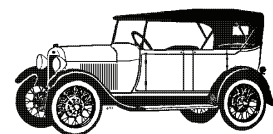
Rick McIntosh
President
Mac's Antique Auto Parts

The Winter Social

Bud and Marge Vetterick have graciously volunteered to host this new event, The Winter Social on Saturday, February 12th. This event will take the place of the pizza party we usually have in February. It may be too cold to drive the "A" and we surely don't want to load it up with road salt so you don't have to drive a

Model "A" to this event. It's just a chance to get together, have a nice dinner and catch up on what the members have been doing over the winter. We will be meeting at Hamada's Restaurant on 183rd Street just west of Harlem Avenue, Tinley Park. Meeting time is 1:00 PM. You will be able to order from their full menu and separate

checks is not a problem. We look forward to seeing you all there. If you have any questions or need additional information, contact Bud or Marge at 708-532-4946.



MENS FASHIONS OF THE 1930s

Written by Carol Nolan - Edited by Julie Williams

The decade of the 1930s saw dramatic changes in men's fashion. It began with the great Wall Street Crash of October 24, 1929. By 1931, eight million people were out of work in the United States. Less or no work meant little or no money to spend on clothing. The garment industry witnessed shrinking budgets, and going-out-of-business sales were prevalent. The Edwardian tradition of successive clothing changes throughout the day finally died. Tailors responded to the change in consumer circumstances by offering more moderately priced styles.

In the early part of the decade, men's suits were modified to create the image of a large torso. Shoulders were squared using wadding or shoulder pads and sleeves were tapered to the wrist. Peaked lapels framed the v-shaped chest and added additional breadth to the wide shoulders.

This period also was a rise in the popularity of the double-breasted suit, the precursor of the modern business suit. Masculine elegance demanded jackets with long, broad lapels, two, four, six or even eight buttons, square shoulders and ventless tails. Generous-cut, long trousers completed the look. These suits appeared in charcoal, steel or speckled gray, slate, navy and midnight blue.

Dark fabrics were enhanced by herringbone and stippled vertical and diagonal stripes. In winter, brown cheviot was popular. In spring, accents of white, red or blue silk fibers were woven into soft wool. The striped suit became a standard element in a man's wardrobe at this time. Single, double, chalk, wide and narrow stripes were all in demand.

Plaids of various kinds became popular around this time as well. Glen plaid checks, originally known as Glen Urquhart checks from their Scottish origin, were one of the more stylish plaids. Glen plaid designs are sometimes referred to as "Prince of Wales" checks. Initially the design was woven in saxony wool and later was found in tweed, cheviot, plied and worsted cloth. (See glossary for definitions of these terms.)

In 1935, as a result of President Roosevelt's New Deal, signs of prosperity returned. The rebounding economy demanded a redesign of the business suit, to signal the successful status of the man who wore it. This new look was designed by the London tailor, Frederick Scholte and was known as the "London cut". It featured sleeves tapering slightly from shoulder to wrist, high pockets and buttons, wide, pointed lapels flaring from the top rather than the middle buttons and roll, rather than flat lapels. Shoulder pads brought the tip of the shoulder in line with the triceps and additional fabric filled out the armhole, creating drape in the shoulder area. As a result of this last detail, the suit was also known as the "London drape" or "drape cut" suit.

Other versions of the new suit included four instead of six buttons, lapels sloping down to the bottom buttons, and a longer hem. This version was known as the Windsor double-breasted (D.B.) and the Kent double-breasted (D.B.), named after the Prince of Wales and the Duke of Kent respectively. Clark Gable, Jimmy Stewart, Fred Astaire and Cary Grant were a few of the Hollywood stars who lent their endorsement to this style by wearing the suits in their movies. From there it became popular in mainstream America.

The famous "Palm Beach" suit was designed during the 1930s. It was styled with a Kent double or single-breasted jacket, and was made from cotton seersucker, silk shantung or linen. (See glossary for definitions.) Gabardine was also used to make this suit. It quickly became the American summer suit par excellence and was touted as the Wall Street businessman's uniform for hot days.

During this time, blazers became popular for summer wear. Blazers are descendants of the jackets worn by English university students on cricket, tennis and rowing teams during the late nineteenth century. The name may derive from the "blazing" colors the original jackets were made in, which distinguished the different sports teams. The American versions were

popular in blue, bottle green, tobacco brown, cream and buff. Metallic buttons traditionally adorned the center front of the jackets, and they were worn with cotton or linen slacks and shorts.

A discussion of men's fashion during the thirties would be incomplete without recognizing the gangster influence. Gangsters, while despised as thieves, paradoxically projected an image of "businessman" because of the suits they wore. However, they didn't choose typical business colors and styles, but took every detail to the extreme. Their suits featured wider stripes, bolder glen plaids, more colorful ties, pronounced shoulders, narrower waists, and wider trouser bottoms. In France, mobsters actually had their initials embroidered on the breast of their shirts, towards the waist. They topped their extreme look with felt hats in a wide variety of colors: almond green, dove, lilac, petrol blue, brown and dark gray. High-fashion New York designers were mortified by demands to imitate the gangster style, but obliged by creating the "Broadway" suit.

In 1931, "Apparel Arts" was founded as a men's fashion magazine for the trade. Its purpose was to bring an awareness of men's fashion to middle-class male consumers by educating sales people in men's stores, who in turn would make recommendations to the consumers. It became the fashion bible for middle-class American men.

Over the next three decades, American garment makers rose to a new level of sophistication, successfully competing with the long-established English and French tailors. However, the eruption of war at the end of the decade brought an abrupt halt to the development of fashion all over the world.

The above article was submitted by Dale Klemenz

**CALUMET REGION, MODEL
"A" RESTORER'S CLUB**

Email: CalumetRegion@aol.com



*To Acquire, Restore, Preserve, Exhibit and Use
the Model "A" Ford*

*We're on the web at
www.TheChatterOnline.com*



In Memoriam, Bill Friar, we will miss you!

