

November, 2013



# Daniel and Fernando Salazar (the car's début)

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The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.

2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA).

# 2013 Club Officers

President	Robert Mack	(801) 489-9808
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Vice President	Joe Fazzio	(801) 491-8439
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Liaison/PR	Vern Cope	(801) 377-0567
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Visit us at <u>UtahValleyModelAClub.org</u> or on Facebook

Our mailing address is: 224 S. Main St. #600, Springville, UT 84663. E-mail address is: ModelAClub@hotmail.com

We meet every third Thursday at 7:00 p.m. at the Larry H Miller dealership at 1995 N. University Parkway in Provo.



Vern has quite a collection of pedal cars; now we know the extent he goes to keep them in good repair.

# President's Message It Can't Be August Already!

That rally was so much fun! I don't know anyone who didn't enjoy it! Karl said we should do four rallies next year.

Be thinking of new officers. Next month we will be voting for a new governing board -- new faces will give us a chance for new ideas and opportunities. Please, if you can, be willing to "throw your hat in the ring" and volunteer to run for a position.

December's only meeting will be the Banquet. It will be held at the Golden Corral Restaurant in Orem on December 5th at 7:00 p.m.

Come join us!

Robert



# October 2013 Meeting

Attendance: Lloyd & Kelly Barker, Margaret, Diane & Brim Brimley, Richard Burr, Reid Carlson, Vern Cope, Syd Crockett, Stevan & Ross Davis, Joe Fazzio, Karl Furr, Clyde Munson, Greg, Nicholas & Robert Mack, Daniel & Fernando Salazar.

### Club Business:



How appropriate with hunting season and Halloween right around the corner. Hmmm... which is the better view?

**T-shirts:** Vern picked up the t-shirts and passed them out to everyone who ordered them. They looked great and everyone seemed pleased, so much so, that a new list has been started for the second order. Vern also mentioned that we can start thinking about jackets.

**13+ Award**: Vern passed out the forms for the award and explained how to fill them out.

**InstaGram**: Daniel has it up and running. A date has yet to be set so that people can sign up for e-mail, Facebook and/or InstaGram. When the date is set we will let everyone know.

#### Welcome our newest members!

Richard Olga, who participated in the International Model A Day activity joined us tonight and told us a little bit about him. He is a people person whose wife thinks he talks too much. He is an electrical contractor who splits his time between Utah and Wasilla, Alaska. He purchased a nice 1929 Coupe Shay in Alaska and had it shipped to Utah. He had just received his car when he saw us at the Car Doctor.



## New Business:

**November** discussion topic -- Winterizing Model A's. Joe announced the topic and asked everyone to think about what they would do to winterize their car. Joe will lead the conversation but wants members to bring suggestions to the meeting.

**December dinner meeting**. The dinner will occur on December 5th (Thursday) at 7:00 p.m. We will eat, give out awards, pictures, and recap the year with video and photographs by Nicholas and Greg. If you have an photos of club activities, please send them their way. They would love to use them in their presentation.

**New Award**: Joe announced a new award to be given out. It is called the "Bent Rod" award. It will be a hard luck trophy to be displayed proudly by the winner when we each have our turn at roadside repairs.

Lloyd called Robert the night following the meeting and said that Kelly had the award done. Kelly made a base shaped like the Ford oval. Lloyd and Kelly found a rod and took it to Karl who heated it up and bent it. Kelly then glued it to the base added a Champion spark plug for aesthetic purposes and lacquered the base. Robert will furnish the faceplate.

### Steel Manufacturing and Welding Presentation:

Lloyd's skill as a tour guide came through in his seminar on welding and metals. He brought visual aids to help those of us who are "slow." He brought a blow torch and soldering iron, a blast furnace and a hearth.

We learned that the furnace is heated to 2400 degrees and air is blasted through tubes so fast that it is able to suspend the coke; hence the name blast furnace. It is only after the coke starts to melt that the liquid metal reaches the bottom of the furnace



Alloys are added to make different types of steel. Lloyd passed out a handout and explained a numbering or classification system that is used to describe different types of steel. This is imperative for welders when dealing with unknown commodities.

It was a great introduction to steel production. If you missed Lloyd's presentation, ask him how to increase the capacity of your gas tank by two gallons.

Adjournment and Refreshments: Thanks to Elaine Carlson, she made Reid look like a hero. He brought refreshments -- complete with Halloween decorations.

We adjourned to the parking lot where we took pictures of everyone wearing their new t-shirts.

*Quote of the night* -- Clyde: "0 to 60 in a Model A is measured with a calendar, not a stopwatch."

## 2013 Calendar of Events

**November:** Monthly meeting, Nov 21st. Winterizing Model A's. Please come prepared with a few ideas on how we can prepare our cars for winter.

**December:** 2nd annual Christmas Dinner meeting will be held on December 5th at the Golden Corral in Orem at 7:00 p.m. The restaurant is located at 225 W. University Parkway.

December 4th-8th MAFCA National Awards Banquet, San Antonio, Texas.



# 2014 Calendar of Events



March 9-14th. MAFCA's National Tour. This year it will be held in the Hill Country of Texas. During your visit, you will have the occasion to visit San Antonio's River Walk and

the historic Alamo where the battle for Texas' independence began. Then it will be a drive into the hill country, full of great scenery and great Model A roads.



July 14th - 18th, 2014 MAFCA National Convention, Puyallup, Washington. See pages 13-16 for more details.

June 19th -24th, 2016 MAFCA National Convention, Loveland, Colorado. Start saving NOW! Clear your schedule and don't let anything get in the way of this convention. It is very close! This is a fantastic opportunity that we shouldn't miss -- especially if you don't go to Puyallup.



# Member Spotlight



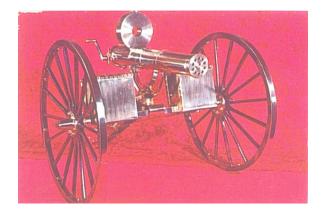
## Karl & Diane Furr

Karl and Diane were born during the depression days; Karl in 1931 and Diane in 1933. Karl's interest in cars became very apparent at a very early age. His real association with cars was working in repair shops and service stations doing odd jobs. When he was 13 years old his friend bought a '28 Ford Model A. They worked on the car to get it running but when they drove it someone had to sit on the fender and pour gas in the carburetor from a tin can "without any fears of backfires!!!"

His next experience with cars was several years later. Karl's dad traded part of a Mesa, Arizona real-estate deal for a 1936 Ford sedan and gave it to Karl. He went to Mesa, picked up the car and drove it back to El Centro, California, stopping at every service station along the way for used oil to put in the engine.

When he arrived home, he immediately tore it to pieces and restored the chassis and installed a Sears short-block engine. He had an opportunity to trade this restored chassis for a Model A hotrod, so he discarded the body of the 1936 sedan and enjoyed the Model A hotrod all the rest of the summer. Later he traded the hotrod for a 1936 Standard Chevrolet sedan and finally traded this for a 1940 Master Deluxe Chevy Club Coupe which he kept through his first years of married life. While a senior in high-school, he found a 1931 Ford Model A van in the neighbor's garage. This car was used as a delivery wagon for the neighbor's University Market Grocery business. After the car sat in the garage for ten years, Karl bought it for \$25.00 and with a little clean-up and a few adjustments, the car ran fairly well. Karl kept the car for about four years until, on a deer hunt, it broke down in the mountains. A snow storm came, and before Karl could retrieve it, vandals had stolen it. "It was lost to him forever."

Karl and Diane were married, started their family, and Karl started working at Geneva Steel as a test carrier. He later received a machinist apprenticeship. Being a machinist gave him the knowledge and experience to start Furr Arms, a business that built miniature Gatling guns and cannons.



This part-time business became a family enterprise which lasted for 30 years. During these years, Karl and Diane traveled to gun shows all over the United States, selling their Gatling guns and cannons.

Karl and Diane are both musicians. Diane plays the violin and Karl plays the French horn. In fact that's how they met -- in the high-school orchestra. It was through Karl and Diane's efforts that the Utah Valley Symphony was established. One of Karl's dreams was to have cannons fire during a rendition of the *1812 Overture*. His dream came true when he got the opportunity to fire sixteen of his miniature cannons which could be shot inside the Provo Tabernacle. This was such a unique experience for concert-goers that Karl was able to perform with other professional symphonies throughout the US for 30 years!

Working at Geneva for 34 years, building and selling guns, traveling to gun shows, playing the 1812 Overture with symphonies country-wide and raising their family, Karl and Diane kept very, very busy, "But oh what fun!"



Karl didn't forget about his love for cars, however. After he started the Gatling business, he had the opportunity to trade two guns for a 1933 Wraith Rolls Royce.



It was a beautiful car and in very good condition for it's age. Karl and Diane drove this Rolls for 20 years and during this time a friend of Karl's realized his love for old cars and told him about a 1939 Mercedes Benz that was once stored in an old shed very near where the Provo Temple now stands. Karl remembered peaking through the cracks and seeing this magnificent auto when he was a young boy. He never dreamed that 35 years later he would own this car. His friend had purchased this Mercedes from an American soldier who brought it back from Europe and asked Karl if he wanted to buy it. Karl jumped at the chance and purchased it for \$3,500. Karl started to restore the car and in doing so he realized that it was the last 540K Mercedes ever made and only oneof-a-kind.

After 20 years and partial restoration, Karl sold both the 540K and the Rolls Royce and purchased two model T's (one of which went to Lloyd and Kelly) and a Ford Model A Roadster, Ghost Rolls Royce,



1917 Cadillac and a few other antique cars. Karl and Diane, their children and grandchildren have enjoyed these antique autos for 25 years now and hopefully their 45 great grandchildren will continue to enjoy this special collection of antique cars as much as Karl and Diane have enjoyed them through-out their lives.

Diane and Karl Furr

## Let's Celebrate!



November Birthdays: Vern Cope -- November 2nd Brim Brimley -- November 30th



# Tech Tips -- Tips for Winter

This is what happens when a Model A is not prepared for winter. Don't let this happen to you. Prepare your car for the colder months ahead.



By wpadmin

<u>Anti-freeze:</u> Drain the water from the radiator and close the petcock. Add the manufacturer's recommended amount of anti-freeze. Fill the radiator to the top with water and run the engine long enough to mix the water with the anti-freeze. Leave this mixture in the radiator for the entire winter to avoid corrosion.

<u>Battery:</u> If a battery is unused for a long period (more than three months), an occasional charge will keep the battery alert. If you remove the battery from the car, clean and store the batter in a dark dry place. Never place a battery on cement or steel surface. Instead place it on a wood surface.

<u>Brakes:</u> The brake should be in a relaxed (off) position.

<u>Cleaning</u>: The car should be cleaned thoroughly. Place moth balls in the pleats and pockets of the interior and spray all cloth covered areas with moth repellent.

<u>Covers:</u> A breathable cover over your Model A will keep the buildup of dirt and dust to a minimum. Do not use a rubberized cover as it will increase the level of condensation and further erode your paint finish.

<u>Polished items:</u> Coat all plated items with a thin layer of Vaseline to protect polished metals from corroding.

<u>Transmission</u>: The transmission should be left in the neutral position.

<u>Ventilate:</u> Leave a window open about  $\frac{1}{4}$ " to prevent a buildup of condensation in the vehicle.

<u>Wheels:</u> Jack up the vehicle so that the wheels turn easily, and place a piece of wood under the axle. This prevents dry rotting to occur on the portion of the tire resting on the concrete floor.

This tech tip was originally printed in the October 2000 "A" Quail Call.



## **October Road Rally**

Clyde Munson and Syd Crockett, photographers

Wow, another great activity. This was my first Road Rally, and even though I'd heard of them, I had never participated in one. When Howard started talking about some of the clues he had planned I started to get worried we wouldn't find our way. Even though we got lost a few times we had a great time; and didn't even have to open our "bail-out" envelope -- okay we did too, but only at the very end!

We all met at Nielson's Grove Park in Orem to begin the rally. Our rally master gave us a very thorough list of directions and whet over every detail so we would know exactly what to do.



Well, it seemed like we knew what to do when we first left, but I'll let others explain their experiences in their own words later on.

At the launch of the rally each car left five minutes apart, so as not to stumble across each other's paths, well most of us didn't. The teams of Clyde/Nicholas and Diane/Brim seemed to find each other quite often. I'm not sure who was following whom!



Joe/Crocketts were the first team out of the starting gate they were car #1. Then came Brimleys in car #2, Car #3 were Macks/Carlsons followed by the Salazars in car #4. The team of Clyde/Nicholas left the gate as car #5 and the last ones to leave were the Furrs in car #6. Vern and Gemma were in the rescue vehicle which -- we are proud so say -- was never needed.



All cars followed the same directions, yet the teams traveled through totally different parts of the Provo-Orem area. Furrs made it out to the lake boat harbor, Macks/Carlsons traveled up to the mouth of Provo Canyon, Joe/Crocketts found the trailhead to the "Y."

We all eventually found our way to "32 Skidoo" (Rock Canyon Trail Head) but in a different order. Car #4 was first to arrive. Frustrated after a couple of stops they opened the "bail-out" envelope. Car #5 pulled up next followed closely by Car #2 (I told you I thought someone was being followed). But I'm not making any accusations!

Next was car #3. There was a space of time before car #6 pulled in, but they finally made it. We almost gave up before someone yelled, "I see 'em!" We all walked toward the main road and could see car #1 chugging up the grade toward us. We all made it!

It was split 50-50. Half of the cars made it to the final destination without opening the envelope, the other half opened the envelope.

After 19 opportunities and one "T" we turned left, then one opportunity later turned right and pulled into the parking lot of the Pizza Pie Cafe for FOOD and AWARDS!



When scores were totaled and points added and subtracted for badgering or brown-nosing the rally master the winners were:

- 1. Most gratuitous praise for the rally-master: Vern and Gemma
- 2. Wrong Way Corrigan: Karl & Diane
- 3. Never give up: Joe, Tim and Syd
- 4. Most cheerful team: (sorry, I can't remember who that was -- most everyone was grumpy by the time we made it to the ending checkpoint).
- 5. Rally-master's crying towel: Reid and Elaine (for the terrible news about Betsy -- keep reading for more about this incident).
- 6. Finishing the rally with sanity intact: Daniel and Fernando (Fernando is getting really good at driving an A!)
- 7. 1st: Brim & Diane
- 8. 2nd: Greg & Reid
- 9. 3rd: Clyde & Nicholas
- 10. No good reason, other than the fact that he organized & pulled off a great rally!: Howard

Here are some of the comments about the Rally:

**Syd** said, "Driving with Master Driver Joe Fazzio, made our Road Rally experience great! Not only did he have to be patient as we turned around several times to do "re-runs" on the explicit instructions, but once on Fir Street we found ourselves searching for the trail head.

Now driving up to "Y" Mount trail head is STEEP & Joe was a master gear changer! We couldn't believe Howard would expect all the cars to go up & stay up on these steep hills. He didn't! We just goofed! No matter how great the view was, we knew we were in the wrong place and had to ask a neighbor to use his water to fill up Joe's hot radiator.



Tim & Joe didn't care about how much time it took, we were NOT going to open our envelop. "The first shall be last".....was a true statement for Joe, Tim, & Syd. Finally we made our way to Rock Canyon Trail Head where everyone was patiently waiting for our arrival. Beautiful fall day, Great people, awesome cars, and good food at the end!"

"We can tell you all about what the Provo Boat Harbor looks like ... we should have four rallies next year." -Karl

"I must have had my phone turned off." -Tim

Vern said, "Oh my gosh...The roundabout!?! I pass that everyday to work! I was supposed to go there?"

A BIG Thank You Howard and Gemma! We appreciate all who participated. We couldn't have so much fun without you.

## History of the Model A Part 2 By Tom Eldhardt courtesy of Columbia Basin Model A Club

(Continued from August, 2013 issue.)

Henry's son, Edsel, and other executives spent several years convincing Henry that a new Ford model needed to be developed before he finally

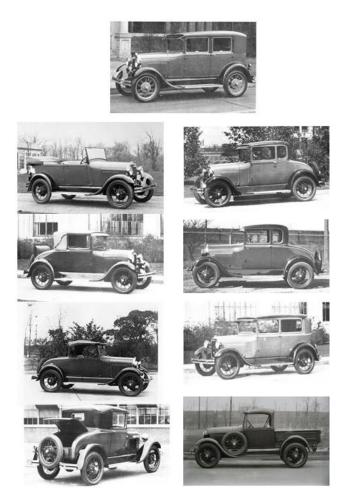


caved into them. The new model was to be neither an update nor a restyling of the Model T. The "New Ford" (Model A -- 1928-1930) was being designed while still finishing out production of the Model T in 1927.

The 15th million Ford was produced in 1927. Ford estimated the cost of retooling the factories and car



sales losses at \$100 million, while others estimated costs closer to \$250 million.



Ford started a newspaper campaign talking about the new Model A Ford months before the first car was ever produced. Millions of people awaited its unveiling in December of 1927 and over 500,000 orders for the new model were written. An average of 20 cars per day were being produced by October 1927, and the number had risen to 8,000 cars per day by the end of 1928. Over 5 million Model A Fords were eventually produced in the US between October 21, 1927 and April 30, 1932.

The first Model A produced was a Tudor model with engine number A1. This car eventually had the body

changed over to a Phaeton body and was given by Henry Ford to Thomas A. Edison Thomas Edison accepting a 1928 Tudor in



1928. The new Model A Fords looked a lot like the Lincoln cars and were also call "the baby Lincoln" car. Car bodies were now to be painted in a variety of colors with complimenting pin stripping. Some car bodies had a single color while others could be painted in two colors. The fenders were always painted black.

The early 1928 (E28) Fords had a sliding gear 3-speed transmission attached to a multi-disc clutch, a 200.5 cubic inch engine rated at 40 HP at 2200 rpm, a Zenith carburetor, an Abell starter with 1/2" shaft, a laminated Safety glass windshield, four wheel mechanical brakes, a safety/parking brake setup that used the same main brake shoes, a five brush Powerhouse generator, expensive Houdaille double acting shock absorbers and a red colored steering wheel. Henry liked using cast metal parts since they indicated a quality product, in such places as the fender and running board brackets, the carburetor body, the exhaust manifold clamp and wheel hubs. Cars produced by Ford contained lots of metal whereas the Fordor models produced by Briggs and Murray still used a lot of wood.

Several states would not accept this common brake shoe safety/parking brake setup causing Ford to

redesign the complete braking system. The safety/ parking brake handle was moved from the left hand side of the car frame to in



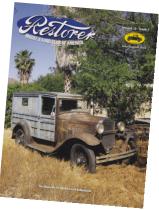
front of the transmission shifter. A new design for the rear hubs, drums, backing plate and wheels were required due to the adding of a separate safety/parking brake shoe in these rear drums. To allow use of the same kind of wheels on the front of the cars required a redesign of the front assembly. The original "A" wheels were made obsolete (renamed "AR") and a new "B" wheel was developed. The A/AR wheels and assemblies are not interchangeable with the B wheel parts.

(Part 3 continued next Month -- December 2013)

# Model A Ford Club of America Dues

If you have had a chance to read though *"The Restorer"* 

magazine you know the good information that is packed into each issue. Now is a good time to joining the Model A Ford Club of America. Clip out or copy the information on page 15 and join



now. You will be able to take advantage of all the issues through-out the year.

# Out and About

**Syd's 1928 Tudor**: Karl and Joe have been working on her car. Joe replaced the fuel line and Karl machined her manifold. They replaced the points and plugs and the fan with a four bladed fan. Joe pointed out that her distributor has a copper or brass upper plate -- something very unusual.

They have worked late into the night on at least two different occasions.

**Ross** found a car, thanks to Daniel's tip. They found it on KSL. Ross said that is it a late 1931 (with some 1930, 29 and 28 parts thrown in for good measure).



It is possible that it is a Canadian car. Joe was instrumental in saving Ross a couple thousand dollars by pointing out to the previous owner some of the flaws with his "pristine cream puff" car.

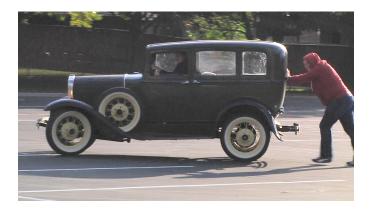
Ross said they had a hell of a time (Stevan said that was another word for South Jordan) finding a trailer and getting it loaded. Once home, Joe got it started and Ross drove the unlicensed, uninsured and unregistered car around Mapleton looking for a cop to show it off to.

**Daniel** has made progress on his coupe and their goal was to have it road worthy for the road rally. With the help of Howard and Clyde they got the fenders on and got it running. Now they need help with the bumpers, headlights and tail light.



**Brimley's Sport Coupe** has a "push and twist" fuse in it. Clyde is hopeful that is the problem with their car and will be working on it to correct the fuse issue. A second opinion is needed. **Vern** has the S-10 transmission back in his truck and is now waiting for some machined parts so he can reattach the speedometer.

**Greg's Slant Window** has arrived and is sitting in Clyde's garage. It is inoperable at the moment. When the car arrived Greg sat in the car while Nicholas pushed him around the parking lot for Greg's maiden voyage.

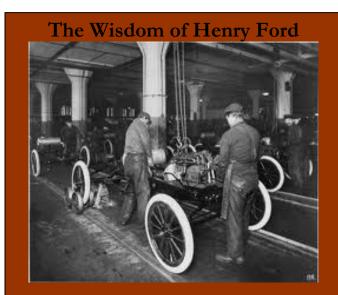


BAD NEWS! At the road rally Reid and Elaine told us of a very unfortunate incident that occurred only the day before. Reid let Betsy out to roam the neighborhood. They were traveling down the road and noticed a driver slowing, hesitating and pulling over to the side of the road. Reid and Betsy kept driving (having the right-of-way). Just as they were about to pass by the confused driver he pulled out in front of Reid to make a u-turn and hit Betsy. The first thing the driver said to Reid was, "Why did you hit me?" To make matters worse, it turns out that the erratic driver is an insurance salesman! Let me on the SOAP BOX! I want to vent!

Here's what Reid found later, " In taking a close inspection of Betsy, I noticed that the side stress on the motor cracked the flywheel housing and a large chunk came out. There was more damage than I thought at first. Now I am going to have to pull the engine and take it apart to make the necessary repairs.







"Time and money spent in helping men to do more for themselves is far better than mere giving."

# Breaking News ... from the Newspapers of the Model A Era

**November 6, 1928 -- 6th** - Herbert Hoover (R) beats Alfred E Smith (D) for president. Herbert Hoover would later gain a reputation as a man who twiddled his thumbs while America's greatest economic crisis set in—but in 1928, he was a formidable candidate. He was the secretary of commerce and a selfmade millionaire who had become known for overseeing humanitarian aid to 1000's of starving Europeans during and after WW I.

Al Smith was the polar opposite of Hoover, a politician born and bred in New York City. Smith loved meeting people and pressing the flesh. Going into 1928, he was the four-time governor of New York. Al had two problems, however, and they were big ones. He supported the repeal of Prohibition, and he was America's first Catholic presidential candidate.



**November 11, 1929** -- JC Penney opens store #1252 in Milford, Delaware, making it a nationwide company with stores in all 48 U.S. states. Making them the first department store that could make that claim.



## Breaking News ... (continued)

*November 18th, 1930 --* The Musical "Smiles" with Bob Hope and Fred Astaire premieres in New York City.



**November 1, 1931 --** DuPont introduces synthetic rubber. Wallace Carothers, (Harvard professor), led a team of scientists investigating acetylene, a colorless gas, and polymers. The result was a strong synthetic rubber. Neoprene, later named Duprene, was more useful than natural rubber. In addition to man-made rubber, the acetylene studies led to plastic and resin.



Utah Valley Model A Club

November 2013

# Model A Adventures

By Howard Eckstein

Years ago, my friend Tom invited me to go to a drivein movie with his club. The event consisted of about 10 Model A Fords traveling in single file through town. If the lead guy timed it right, he'd catch all the lights red and be the first car at the line. This gave the rest of the convoy a chance to make it through the intersection before the next light change.

I had gone to the drugstore the night before to buy BIG flashbulbs that were made with bayonet bases that fit Model A headlight sockets. I had a joke planned for Tom.

We met at a home in North Hollywood. Everyone showed up except Tom. Just before we decided to roll out, our host got a call. Nothing can elicit the sympathy of antique car owners more than the tragedy of a Model A engine that had thrown a rod. Tom told us he was taking the engine out of his Panel Delivery and putting it in his Fordor which he had planned to use that night. He'd meet us at the theater.

We fired up and chugged out across town. Model As are taller than their modern counterparts so we were told to park in the back.

Later we saw two dim headlight beams bouncing their way to the back of the theater. It was Tom. Someone showed him where to park and he settled in just before the lights went on for intermission.

I walked over and asked him what happened. "I threw a rod this morning, so I took the engine out of my truck and put it in here.

"Is everything working OK?" I asked rather sincerely.

"Everything's OK except my generator doesn't work."

"Your generator doesn't work!?!"

Now this was serious business. The theater was in Sepulveda and Tom lived in Hollywood.

"I thought I'd just drive home with the lights off and make it back on the battery."

"Are you nuts!?! You don't drive a car like this without lights over Cahuenga Pass!"

"I was hoping maybe you could help me fix it."

We removed the generator to look inside. The ground brush wasn't attached to the case. We fixed that and were reinstalling the generator when the lights went out and the movie started again. Tom climbed back into his driver's seat to enjoy the second half of the movie with his date.

One thing to know about Model A electrical systems is that the generator can either produce enough amps to run the headlights or to recharge the battery.

"Tom, I just got some special low-amperage headlight bulbs out of a catalog. When you drive home tonight, you can run your lights and get a little charge on your battery at the same time. But they're kind of expensive, so I'd appreciate it if you give them back the next time you see me. You sit right there and enjoy the movie, I'll put 'em in for you."

I installed the flashbulbs and had Tom start the engine so we could watch the amp meter. I suggested he briefly turn on the headlights to see how much power they drew.

KAPOOF!!! A prodigious flash of exploding tungsten and steel wool lit up cars for six rows. Horns started honking and fathers and boyfriends were jumping out of their cars to see what had silently crashed from outer space in the back of the theater. Tom's eyes were as big as saucers, his face frozen in horror.

After the initial shock, Tom realized what I'd done and had a good laugh with me. In a trembling voice he exclaimed, "I thought you shorted out every wire in my car!"

Ben Her

# Model A Era Thanksgiving

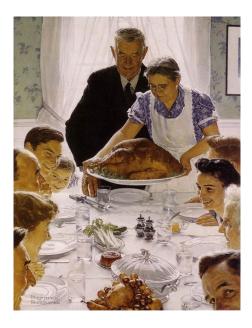
In some ways Thanksgiving hasn't changed, in other ways -- well, the ad's will point out the differences.

The traditional family sat down together to enjoy a home cooked meal, so food related ads were plentiful this time of year.

Norman Rockwell portrayed this family tradition.

Other options were becoming popular for those with the means.

Notice the price of a Thanksgiving dinner with all the trimmings!





Football was still a major focus for the men. The game has changed, but not as much as the uniform!



The Macy's Thanksgiving Day parade was a very big deal, although you couldn't sit in front of a television to see the parade. You could stand with the crowds and enjoy the parade balloons just like we do today.



Best dress was still the proper etiquette around the table, and clothing advertisers capitalized on this.



Here is the McCall Quarterly pattern catalog for Autumn 1928. Pattern catalogs and sewing became much more of a necessity when the great depression hit.



PANELOA PORD CALO	Model A Ford Club of America Enkladed 1977 "The Largert Car Cole is the Word Deduced to One Type of Automation"	
Model A Ford Club of America Membership Application		
250 Sou	uth Cypress, La Habra, California 90681	
US Mem	bership \$40.00 per year	
	nclose this form and a check or you can credit card by filling out the information	
	a Mastercard Expiration	
Credit Ca	ard #	
Name		
Spouse's	s Name	
Address		
City State	e Zip code	
Telephor	ne (w/ area code)	
Signature	9	

**Wanted:** Joe Fazzio is looking for a pair of 1931 Utah license plates. (801) 491-8439. **Wanted**: 1931 window molding garnishes for Greg Mack's newly acquired 31 Slant Window Sedan.

**Volunteers Wanted!** You don't have to know a thing about Model A's to volunteer; you just have to be willing to help. Please think about volunteeering for one of the Club offices. We want to pass around the responsibilities so everyone has a chance to help the club and others get a break from office once in awhile. Your willingness to help would be greatly appreicated!



# **Final Thoughts**

Dang! The summer fun is over! With the holidays coming up soon we won't have much time for our Model A's. But those who don't winterize them should make sure you get them out at least once in November and December to count for the 13+ award. We're going to take the challenge and even try to drive our car to the monthly meetings. We'll see

how well that goes!

By the way, did anyone notice a difference with the cover of this month's newsletter? If not, look again next month.



**VOLUME 1 ISSUE 3** 

# WELCOME SOCIAL

Start your convention experience off by joining us for the Old Fashioned Ice Cream Social on Monday night (July 14) at 7:00 p.m. The social is your chance to meet up with Model A friends, old and new. There will be announcements about the meet and also the MAFCA Longevity



Awards will be given out at this time. Ice cream sundaes, root beer floats and free rides on a beautiful antique carousel await you. <u>Be sure to sign up</u> for this special event that is our kickoff for a fun-filled week. Bring your camera for some great photoops.



GOOD TO KNOW: <u>MAFCA Website: www.mafca.com</u> <u>Meet info: www.2014mafcanational.org</u> Point of contact: <u>1931a400@gmail.com</u> JULY 2013



THE CREATION OF THE MAFCA 2014 NATIONAL CONVENTION LOGO

One of the first items requiring the attention of the MAFCA National Convention planning committee was to develop a Convention Logo. And not just any logo, the committee wanted a logo that exhibited the full essence of the 2014 convention experience. The logo should definitely have a Model A and perhaps the old Narrows Bridge collapsing (Galloping Gertie) and/or something representing the Washington State Fair, which is one of the ten largest fairs in the USA.

Always looking for a way to include our youth in Model A activities, it was suggested that we contact local public school art departments to see if they would allow their students to participate in a "design our logo" contest. Art and graphic design students from Mt. Tahoma High School in Tacoma and Pierce College in Puyallup participated.

The students were enthused with the project and we received many innovative and creative designs. After much deliberation, the final choice was the design shown above, designed by Laurie Mayer from Pierce College. This logo displays the doomed "Galloping Gertie" bridge, plus a Model A "galloping" along the rails of the historic Washington State Fair wooden roller coaster.

**JULY 2013** 

Northwest Coast Indian style. You

will then be treated to a fabulous

salmon buffet followed by a show

that highlights the Coast Salish

Tribes through storytelling and symbolism. There will be time to

explore the grounds and the gift

shop before departing for the return

trip. Your return trip will end

around sunset, As you come around

Browns Point into Commencement

Bay, you will see the lights of Tacoma

across the water and on clear

evenings Mt. Rainier will be glowing

in the fading sun. The same Blake

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## TWO MORE FASHION SEMINARS......Perhaps you already own the MAFCA 2010

Fashion Guidelines book and have decided to now dive in and create your own outfit. Helen Christiansen, a leader in getting the MAFCA Era Fashion Pattern Collection digitized and ready for anyone to purchase copies of patterns, is going to present a seminar about all the Model A era patterns available. Janet Gundlach will be assisting. Don't miss this opportunity to learn from the experts.

Another seminar to look forward to will be presented by Patti Jones. If you have any questions about purses and want to know if yours is correct for the era, she can answer your questions. Expect to see items from her own magnificent collection that will make you wish you had started collecting years ago. We are very fortunate that these ladies have agreed to share their knowledge with all of us.

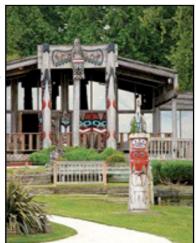
## AN OPTIONAL TOUR YOU WON'T WANT TO MISS

One of the featured optional tours while here for the 2014 MAFCA National Convention is the world famous salmon bake, cruise and show at Tillicum Village on Blake Island. Your adventure will start at the fairgrounds where your car will remain under the watchful

Browns Point and at Point Robinson. You will be able to get refreshments at the bar to enjoy while you relax and glide past the beautiful scenery of Puget Sound.

Blake Island is located eight miles west of Seattle and was named after Captain George Blake of the

US Coast Survey vessel in 1837, It is ancestral an campground of the local Suguamish and Duwamish tribes. It is believed to be



offered at a reduced rate by taking the regular scheduled trip from Argosy's main Seattle pier. You will leave from the fairgrounds on a comfortable chartered bus for the one hour bus ride to Seattle. You will have a short narrated trip aboard one of Argosy's large comfortable vessels over to Blake Island.

Island experience will be

LOOK FOR THE **OPPORTUNITY** 

Longhouse and watch as whole TO SIGN UP ON THE salmon are cooked in a traditional **REGISTRATION FORM**.



eye of security. After a short bus the birthplace of ride to the docks in Tacoma, you will board one of Argosy Cruise's large, comfortable vessels capable of carrying over 300 passengers where motion sickness is not an issue this will be a private charter with only Model A'ers aboard. You will spend 1 1/2 hours cruising the 25 miles up Washington's own "Inside Passage between Vashon Island, Maury Island, and the mainland. The narrator will point out things of interest including the lighthouses at

Chief Seattle.

Upon your arrival at Blake Island State Park, you will be greeted with steamed clams in nectar. You will make your way into the Traditional

## VOLUME 1 ISSUE 3

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# Win a 1930's Quilt

(and/or many other raffle prizes)

Raffles are always an interesting part of a national convention and this one is sure to carry on the tradition. One item guaranteed to draw a lot of attention is a 74" X 82" Sunbonnet Sue and Sam quilt donated by Allen and Leah Goodwin. This unique quilt is in pristine condition, having been stored in a cedar chest since it was made in the 1930"s. Every stitch is evenly hand-sewn. The fabric is like brand new, very sturdy. The blue fabric has almost a light sheen to it. The edges of applique are hand embroidered, very detailed and intricate. Leah will provide the winner with the personal history of the quilt-maker.

Raffles have historically been a success primarily because of the donations of clubs and individual MAFCA members. This convention is again depending on the same resources to make this raffle another special one. Start thinking about a donation now.



MORE

SEMINARS

Plan now to attend a seminar presented by John Hash and Rich Street on the Judging Standards and the History of the Champion 3X Spark Plugs For the Model A. See examples of correct spark plugs and what you perhaps thought was correct. Also, leave with a flyer with more information, pictures and references.

A Wood Graining hands-on demonstration seminar will be presented by Bob Elms. See the techniques presented by an expert in this area and be entertained at the same time. You will laugh your way to developing new skills in wood graining. This was an all-time favorite workshop for our own club.

Schedule time to attend a seminar on hot leading presented by Jim Barbee. Jim brings almost 60 years of talent, experience and expertise to this technique and will share his skills with you.

Four different seminars on Fine Point Judging will be presented on four areas of The Restoration Guidelines and Judging Standards. Increase your knowledge in making your Model A as correct as possible while considering becoming a judge yourself. Support the hobby!

Wow! How are you ever going to be able to manage to fit all your selections into your schedule?!

## VOLUME 1 ISSUE 3

# ANOTHER OPTIONAL TOUR ......

Our tour chairman has really been working hard to give you many options for different self-guided tours. Last week club members gathered to follow the directions from Puyallup to Tahoma National Cemetery and Snoqualmie Falls. This was a leisurely 45-mile drive along scenic country roads. (1 1/2 hour one-way)

Stop in at the Tahoma National Cemetery and spend a peaceful time of reflection and gratitude while walking along the Memorial Walkway.



Drive on to Snoqualmie Falls, a 268 foot waterfall on Snoqualmie River, ranging in width from 50 to 150 feet wide, depending on the season. There are viewing platforms and easy walkways close to the parking lot. If you choose to picnic, there are a few picnic tables close to the falls. No pets are allowed in the park.

If you really want to splurge, make a reservation for a meal at the Salish Lodge which overlooks the falls.

(<u>www.Salishlodge.com</u>) The country breakfast is a traditional favorite for many who live anywhere in western Washington.

### **REGISTRATION INFORMATION:**

Registration Forms will arrive with your next Early Bird Newsletter, issued in October. Each early bird paid subscriber is entitled to one registration and will receive a registration number which will be required for room reservations at the special room rates.

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#### GREETINGS FROM THE EDITOR

One of the pleasures of being a



member of the host club is revisiting many of the scenic and historic wonders of the area, and enjoying the abundant offerings of fresh fruits and produce.

While touring to Snoqualmie Falls, I was very distracted by the multitude of garage sale signs in Puyallup. I've been chasing garage sales for way too many years, and I have never seen so many signs on every block. And....it was the same week of the year as the convention will be held in 2014.

If you are able to ignore all the garage sale signs in Puyallup, I wonder how many fruit stands selling fresh-picked Rainier cherries you will drive by before you stop to indulge. Get some raspberries and/or blueberries to enjoy as well. One of the items that our area residents get to enjoy for just a few weeks each year is copper river salmon fresh from Alaska. It's a special in- season-only treat at any restaurant that has it on the menu.

The height of growing season also insures that you will see many gardens full of color.

Welcome to our beautiful area.