



UTAH VALLEY

- Model A Club -

January 2014

COMING UP:
NEW OFFICERS
2014 National Convention
Club Activities

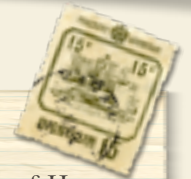
NEW
PRESIDENT

CLYDE
MUNSON



WHAT'S INSIDE

2	President's Message	6	Awards	9	Can You Guess?	14	Wisdom of Henry
	2014 Club Officers		Elections of Officers		Tech Tips — Headlights		Ford
3	"Model A Community"	7	2014 Calendar of Events	11	Model A Adventures		Classifieds
4	Member Spotlight		January Birthdays	12	Breaking News...	15	Parting Thoughts
	Bob & Janell Todd		Out & About	13	Ladies Fashion Journal	15	Adventures of Clyde
6	December Meeting	8	National Model A Meet	14	Most Improved!		and Greg



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. 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 Club of America (MAFCA).

2014 Club Officers

CLUB OFFICERS

President	Clyde Munson
Vice President	Joe Fazzio
Secretary/Historian	Syd Crockett
Treasurer	Vern Cope

APPOINTED POSITIONS

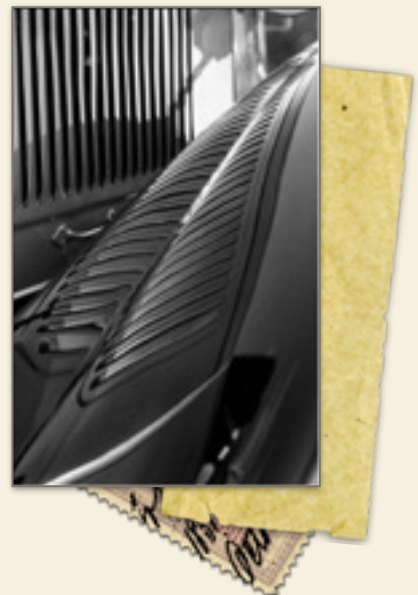
Web Page	Nicholas Mack
Social Media	Daniel Salazar
Photographer	Greg Mack
Activities	Howard Eckstein
Awards	Kelly Barker
Newsletter	Robert Mack

Message from our President

The New Year is upon us and with it comes an opportunity for resolutions. It seems to be a standard theme; we all talk about them, we all have made a resolution and most if not all of us have given up on a resolution we have made. I thought about this myself. As the President of the club for 2014 what resolution could I make, which would build on Robert's hard work in getting the club started as well as the work others have done to build our ranks and enhance our experience. Now, this would be a resolution that I could stick to.

I fall back to the idea that in essence a club is a group of friends with a common interest and a common goal. Our interest of course, is our love for an automobile and our basic goal is to enjoy that auto in whatever manner suits us personally. Yet, to me the most important aspect of the club is friendship. A friend adds to the joy you feel when you are having fun but is also there to comfort you when hardship comes your way. We are all aware of the joy and the pain of owning a Model A Ford and as president I can resolve to be there when a club member needs a friend. In fact, I think this is something we all can accomplish because in the end each and every one of us is an important part of the club and can make a difference just by being there.

Clyde





The Model A Community

Editor's Note: I ran across this article while perusing the Model A Ford Club of America Webpage and knew I had to reprint it here. Sherry Winkhofer, editor of the Northwest Missouri Model A Club's newsletter couldn't have done a better job at hitting the "nail on the head." Her comments echo my feelings so well I could remove the quotation marks and make her comments my own. This is what she has to say:

"My husband and I met a very nice gentleman one day when he followed us out of a Taco Bell. We thought he wanted to talk about our car but he actually had an old car trunk he wanted to sell. One thing led to another, and the next day we were on our way to Maryville to check it out. (Yes, we bought the trunk, great price, beautiful shape, and one inch too big to fit our trunk rack, darn it!)

Once there, Randy proceeded to show us around his place and showed us his old car, a 1927 Buick. It was a beautiful car, but when we asked him how often he drove it, it turned out he hadn't had it out in years! Turned out there was no club or group for him to drive with, and for the last several years, he'd been trying to find a replacement spark plug to even make it drivable!

Well, as a Model A driver, all you have to do is go to one of our get-togethers, mention you need a spark plug, and 14 guys will tell you which one you need, why one company is better than the other, and 3 other guys will be headed to their car to get you a plug to use until you can get one ordered!

This experience made me realize just how lucky we are as Model A owners! We have a world-wide community of fellow "a" owners, and I've met great people from all over the country that I know we have at least one thing in common with. Thanks to our national clubs, we can find friends and

resources no matter where we are. We have outstanding parts availability, and multiple catalog companies to order from, and even an abundance of original parts still available, thanks to the vast quantity of Model A's manufactured and their longevity. There are outstanding websites and forums offering technical assistance and discussions. And let's not forget the most important factor of all, the hands on knowledge and skills of Model A owners and club members everywhere!

Our club members are some of our most important resources as they share their skills with those of us just now finding out about the joys of Model A'ing. It's easy to take all this for granted until you meet someone with a different model of vintage car and listen to them talk about the difficulty of finding even minor parts!

So, as we start the new year, take a minute to be thankful for this wonderful group of people that make up the Model A community! It's a unique and special thing, just like our cars!"



Our club members are some of our most important resources...



Member Spotlight

BOB AND JANELL TODD

Because the scheduled spotlight didn't make the deadline we are going to spotlight a couple who haven't made it to a meeting all year long. That's because they are serving an LDS mission in Madagascar. Here is an excerpt from their Christmas letter to family and friends. It gives you an idea of the nature of their work. They submitted the three pictures they can be seen in. The editor has added the rest.



and cleaning that were needed after the week-end District Conference and Monday's Zone Conference. We also took a wonderful Elder who has been having stomach pains to see Dr. Tahiry. He learned he has many parasites. Before he left to return to his field of labor, he was given home medication that hopefully will help him overcome this challenge.

The missionaries are disappointed that it has been give the "off limit" status for now. We are also making sure all the missionaries change their water filters and clean their vegetables and fruits with bleach.

Thursday early in the morning we visited the sister missionaries apartment. they have had repeated problems with their hot water heater. The plug getting "fried." Bob wired the water heater directly to the wiring in the wall to eliminate the receptacle and plug, which appears to not be rated for the current that the water heater draws. As was mentioned in a previous letter, typically there are no circuit breakers for circuits here, just one for the whole house. We hope this solves the problem. We also met with President Noel to share our "Budgeting in The Lord's Church" presentation with him



"...Tuesday we ... worked on a budget presentation for the Branch Presidents. While Bob did his magic on his Mac, Janell did some laundry

Wednesday we had fun "skyping" with our little grandson, Cameron. It was his fourth birthday. We also had our wonderful Zone Leader here for lunch with another Elder he was doing "splits" with. They also had both been to see Dr. Tahiry. Both had stomach infections too! Our mission nurse has been trying to solve the mystery of why we have so many missionaries having sickness here. We came to realize many of them eat at a little "hotely" that they all like. The mission nurse suspects they may be getting sick from eating there.





THE MOTOMETER



later in the afternoon we met with him and the Branch Presidents to teach them about how to prepare budgets for the coming year.

Bob has worked hard on this presentation for several months now. He has “skyped” with people in South Africa in the area office to obtain information that would help him see what expenditures have occurred in the past year and nine months to get some historical data to help each branch. He was able to prepare reports for each branch so they could see what expenditures existed in different categories in the past. We felt the meeting went well. Now the work will come as each branch president meets with his auxiliary leaders to plan for the new year and determine appropriate budgets for each auxiliary.

Friday we met with a lawyer from a firm the church has hired to help with some questions about the land that has been purchased to build a new building on. It has

been complicated because it has been discovered that the official plot drawings with the city for the land are in error. We are still awaiting the finalization of

FAST here. Each night we go to bed with our window opened and enjoy the freshness of rain-washed-air and the sound of the rain on our metal roof. It is quite a lullaby!



We hope he will be able to catch up with all the grass that has grown this week. It will be a good challenge since he does everything with hand tools!

all the studies that are being done.

Our gardener has been sick the last week. We have missed him. The rainy season makes things grow VERY, VERY

Saturday we met with an interesting young man who served his mission in Madagascar about 6 years ago. He has returned here to start a housing construction company. He is building homes and selling them and has been quite successful at it thus far. He traveled to Antsiraabe to visit with us. We brainstormed with him for about 4 hours about what can be done to provide more employment opportunities here. He is thinking about the materials he needs to build houses and what could be manufactured here. We look forward to working with several individuals who are interested in finding ways to open opportunities here for the Malagasy people...”





December 2013 Dinner Meeting

FOOD, FUN AND FRIENDS — THAT’S WHAT THIS MEETING WAS ALL ABOUT!

We had a GREAT time eating, talking about cars and sharing time together. Here are some of the highlights of the meeting.

While eating we sang a rousing rendition of *Grandma Got Run Over by a Model A*. Jenn Munson got up and led so as to keep us singing in unison. We had fun, but I don’t think the Mormon Tabernacle Choir needs to consider us a threat — yet.)

Attendance:

Wendell and Carol Gadd, Brim and Diane Brimley, Richard and Olga Burr, Clyde and Jenn Munson, Daniel and Fernando Salazar, Tony and Jan Jacobs, Richard Tucker, Kelly and Lloyd Barker, Joe Fazzio, Tim and Syd Crockett as well as the Macks.

Awards:

UVMAC 13+: It looks like the Mack’s were the only ones who were able to drive their car each month and to at least one activity.

Bent Rod Award: The first presentation of the Bent rod Award was given. This is a traveling “hard luck” award hand crafted by Kelly Barker. It is awarded to various club members when something happens to their car. Because this was the debut for the award we voted in November for the most deserving “casualty.” the nominees were:

Reid & Elaine for letting *Betsy* play in the street where she got hurt.

Ross for letting his car play with fire — TWICE!

Karl & Diane whose car didn’t have enough get-up-and-go to get moving on it’s own.

Brim & Diane whose car didn’t heed the warning that “Electricity can kill.”



Reid and Elaine Carlson!

Certificates of Appreciation were given out to:

- Greg Mack — Hobble Creek Tour
- Clyde & Jenn Munson — International Model A Day Tibble Fork Trip
- Howard & Gemma Eckstein — Road Rally
- Master Mechanics — Joe Fazzio, Clyde Munson and Howard Eckstein.

100% Attendance at meetings — Vern Cope, Nicholas, Greg and Robert Mack and Richard Tucker. Joe Fazzio and Clyde Munson only missed one meeting each.

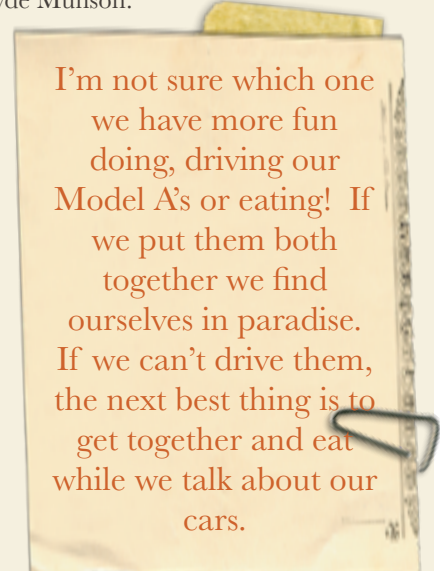
Election of Officers:

- President Clyde Munson
- Vice President Joe Fazzio
- Sec/Historian Syd Crockett
- Treasurer Vern Cope

Appointees:

- Events Howard Eckstein
- Social Network Daniel Salazar
- Web Page Nicholas Mack
- Photographer Greg Mack
- Awards Kelly Barker
- Tech Advisors Joe Fazzio, Karl Furr, Clyde Munson, Lloyd Barker
- Newsletter Robert Mack

Nicholas showed an excellent video of the activities we enjoyed this year. Roberts’ final act as president was to turn over the newly crafted gavel Kelly made to our New 2014 President — Clyde Munson.





2014 Calendar of Events



July 14th-18th MAFCA National Convention, Puyallup, Washington. The Macks are going you should come too!

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.



Let's Celebrate



Jenn Munson — January 18th
Reid Carlson — January 21st
Ross Davis — January 28th

Joe and Clyde braved the winter cold helping others with their cars.



Out and About

Ross said that his car is running nicely since a new wiring harness and carburetor were installed. There is still some work to do however. Ross said, "Joe has been a great help, repaired all the zerks [so it] now lubes well, they were plugged with paint." Drove around the block, since the roads were dry, bit it's still too cold to work in the garage.



Greg and Clyde spent a day (during the really cold weather) working on Greg's car. Joe let them borrow an engine hoist so they were able to get the engine out, take off the pan and do some exploratory surgery. The engine looks like it is in pretty good shape. That was a n "unknown" previously. See page 15 for a comic of their adventures.





Model A National Convention — 2014

MODEL A GALLOP TO PUYALLUP

You've seen the national meet logo for almost six months now in the 2014 Calendar of Events. The last four pages of the newsletter have been devoted to it each month for the past three months, if you haven't noticed, now is the time to take heed; it's 2014!

If you are starting to plan a vacation this summer the MAFCA National Meet might be just the ticket.

The Mack family has never been to a national meet, but because of the new friends and fun we had at the Boise Regional Meet, we don't want to miss the national convention! In Boise, there were about 260 cars and about 400 people in attendance. They had all sorts of activities for the whole family: driving tours, parade, car show, car games, raffle, repair tent stocked with experts (no charge for the labor or expertise — only parts), Hubley races (similar to the Pinewood Derby races) fashion shows, seminars for both men and women, and much more! It was four days of great fun!

At first we were nervous that people would "nit-pick" our car and its blemishes and inadequacies, but we found that not to be the case. Everyone, both participants and hosts were very friendly and accepting.

The national meet will be on a much grander scale. They can easily expect more than 400 cars and 1000 participants. They will have similar activities but many more of them. If you haven't been reading the last four pages of your newsletter we encourage you to go back and read them again. It gives you an idea of some of the

activities and sights we will see and do while there. It is being held July 14th—18th, 2014 in Puyallup, Washington.

The Macks will be leaving Friday afternoon (July 11th) so we can take the all-day trip to Blake Island on July 13th. The meet ends on Friday, July 18 so we will head home after that. We plan on trailering our car to the meet. We invite anyone who wants to come with us to do so.

At the Boise meet a lot of clubs went together and participated in the activities as a club.

The Reids and Brimleys have expressed an interest. Check it out and ...

COME JOIN US!

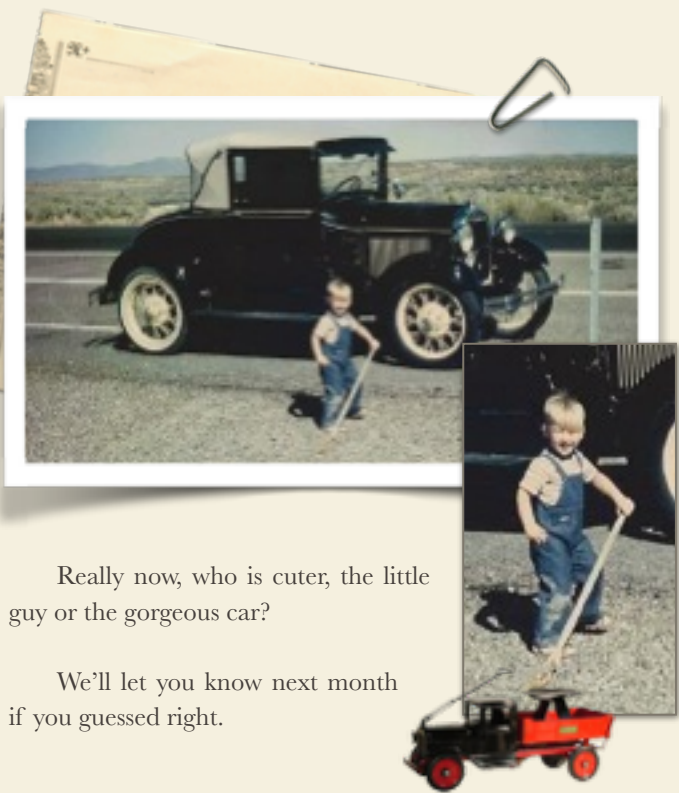


Can You Guess?

MYSTERY SLEUTH

Who is This?

Here is a great picture from the "time vault." Can you figure out who it is?



Really now, who is cuter, the little guy or the gorgeous car?

We'll let you know next month if you guessed right.

Whose Car is This?

For the next couple of months we'll see how observant you are. We will be showing pictures of various club member's cars and see who can guess the owner. Here is the first car:



Tech Tips

HEADLIGHT FOCUSING & ALIGNING

Printed from the Ford Service Bulletin — January

This article was taken directly from the Ford Service Bulletin. It isn't necessary to cut boards for tire channels, but you do want to make sure that the car is 90 degrees (or perpendicular) to the wall you are aligning the headlights. (The font, layout and illustrations give us a feel for the Model A era.)

Headlamps

Focusing and Aligning

Align and focus headlamps with empty car standing on a level surface in front of a white wall or screen 25 feet from front of headlamps. This wall must be in semi-darkness or sufficiently shielded from direct light so that the light spots from the headlamps can be clearly seen. The wall must be marked off with black lines as shown in Figs. 437 and 438. Details for making the layout are shown in Fig. 439.

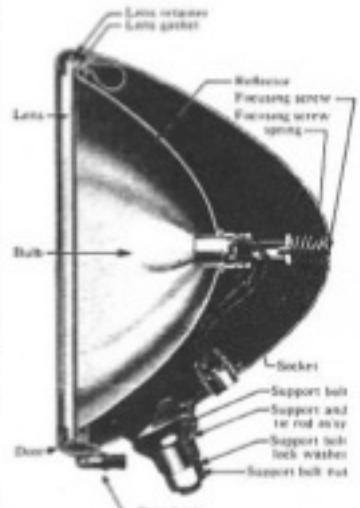


FIG. 436

Focus
Turn on bright lights.
Focus by means of screw at back of lamps, keep one lamp covered while focusing the other. Adjust the bulb filament at the focal center of the reflector to obtain an elongated elliptical spot of light on the wall, with its long axis horizontal. (See Fig. 437.) In focusing, adjust the bulb to obtain as good contrast and as well-defined cut-off across the top of the spot of light as possible.
With lamps thus focused for the "bright"

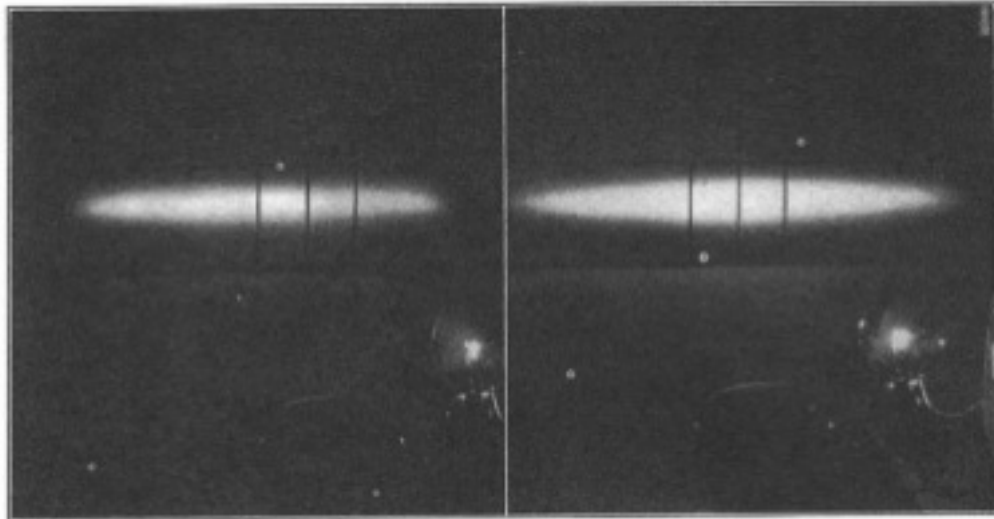


FIG. 437

FIG. 438

filament, the "dim" will be in satisfactory position.

Alignment

Loosen nut at bottom of bracket and tilt headlamps to desired angle.

The tops of the bright spots on the 25-foot wall are to be set at a line 33 inches above level of surface on which car stands. With top lines thus set for empty car, the headlamps will also have the proper tilt under full loads, as required by the various States.

The beam of light from each headlamp is to extend straight forward; that is, the centers of the elliptical spots of light must be 30 inches apart.

Proper alignment of headlamp is readily checked by means of a horizontal line on the wall in front of the car, 33 inches above the level surface on which car stands, and two vertical lines 30 inches apart, each one 15 inches from center-line of car (see Fig. 439). Proper alignment of car relative to marks on

the wall may be readily provided by use of wheel guide blocks for one side of the car, as shown in Fig. 439. If it is impossible to tie up the floor space required by these blocks, marks painted on the floor may be used to show where one set of wheels should track and where the car should be stopped. In order to avoid any confusion, the new layout can be painted with red paint and the old with black.

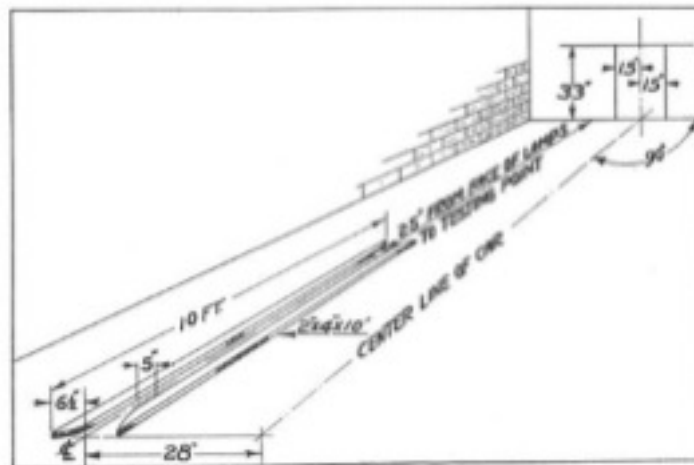


FIG. 439

Shop Layout for Focusing and Adjusting Headlamps



Model A Adventures

THE DAY MY MODEL A CURED MY FRIEND OF SMOKING

by Howard Eckstein

My friend Dale had a lot of positive qualities that outweighed his new bad habit of smoking. He had taken up rolling his own cigarettes. He'd take a piece of cigarette paper and carefully pour out some tobacco from a pouch he kept in his shirt pocket. After spreading out the tobacco just right, he'd roll it between his two fingers and thumb until it resembled a cigarette. Once sufficiently formed, he'd juice up the tip of his tongue and wet the paper to get it to stay rolled up.

None of this seemed unusual to me as my grandfather had perfected the same art years before and had brown fingers to show for it. Dale, on the other hand, was new at the game.

One day we were riding in my Model A when Dale felt the urge to satiate his nicotine monster and began rolling a cigarette as we bounced along down the road. He did a great job of not spilling tobacco all over my car. He got his rolled up creation finished and began looking for a light.

Finding himself without a way to light his cigarette, he asked me if I had any matches to which I replied that I didn't have the filthy habit and had no need for any.

"How am I going to light my smoke?" he asked?

"Do you think you can light it with a spark?" I suggested?

"I've never tried that, but it might work; pull over, I'll give it go."

I pulled the Model A over to the side of the road where I lifted the hood and unsnapped one of the spark pug strips setting it aside enough to make a nice spark on the top of the distributor.

By this time Dale's creation had dried out and was beginning to unroll, so he slathered it up again before trying to light it.

He held the end of the cigarette in the spark but it didn't do anything. I suggested it would be necessary to draw air through the cigarette to get it to light. He then put it in his mouth, stuck his head under the hood, placed one hand on the firewall and the other on the radiator to brace himself and while the fan was blowing his hair in his eyes, he found the sweet spot and got the end of the cigarette into the spark zone.

Suddenly Dale began to shake violently. After two or three seconds, he whacked his head on the radiator support rod and then on the hood as he jumped back after 40,000 volts of Model A ignition traveled unresisted up his wet cigarette to his lips. By the time he was able to break loose of the electricity's grip on his nervous system, all the tobacco had shaken out onto my cylinder head, the paper was stuck to his lower lip and his hair was sticking out straight while he mumbled something in a language neither of us spoke.

I never saw Dale smoke again after that day!



"... Dale began to shake violently. After two or three seconds, he whacked his head ..."



Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

JANUARY 1ST, 1928 — 1st US air-conditioned office building opens in San Antonio, Texas. The system provided 300 tons of refrigeration capacity with chilled water, piped to air-handling fans serving all floors. When it opened this 21-story building was also the tallest brick and concrete-reinforced structure in the United States.



JANUARY 2ND, 1929 — US & Canada agree to preserve Niagara Falls. If left along, the falls were going to erode and ultimately be destroyed. However, with intervention by both nations, the Niagara River was diverted allowing the great Niagara Falls to stay strong for the foreseeable future.



JANUARY 29th., 1930 — Fred P. Newton completes the longest swim ever (1826 miles), when he swam in the Mississippi River from Ford Dam, Minnesota, to New Orleans.



JANUARY 4th, 1931— *Frankenstein* opened. Mordaunt Hall gave this review, “[*Frankenstein*] aroused so much excitement at the Mayfair [theater] yesterday that many in the audience laughed to cover their true feelings. There is no denying that it is far and away the most effective thing of its kind. ‘Dracula’ was produced by the same firm...”

Frankenstein has received acclaim from critics and is widely regarded as one of the best films of 1931, as well as one of the greatest movies of all time.





The Ladies Fashion Journal

MODEL A ERA FASHIONS — MAFCA



Two-in-One Dresses

By Jackie Brooks

When you are looking through catalogs while doing research, you may find unexpected information. This ad from the 1931 Spring & Summer Lane Bryant catalog shows their new, versatile dress designed with the thrifty as well as stylish woman in mind.

The ad says that the sleeves are included. It does not say if they are attached with snaps or to be basted in the dress. The dresses I have seen with removable sleeves were basted in. At first glance, I thought the sleeveless dress would have been worn in the daytime, until I read the "May be worn" description.

The insight into what was appropriate in 1931, as opposed to what we expect in today's current styles, is the unexpected information. Note that the daytime dress is worn with a hat and the evening is shown with a decoration in the hairstyle.

Fashion's New Two-in-One Dresses

May be worn:
with sleeves for afternoon
without sleeves for evening

ALL-SILK FLAT CREPE AND EMBROIDERED NET

3 S 322 \$14.95

Ultra-Chic and New
3 S 322—Here is one of Fashion's new Two-in-One Dresses, skillfully designed for wear in the evening without the sleeves or for afternoon with sleeves, which are included. (See small view pictured above.)
The dress is made of excellent quality All-Silk Flat Crepe and features a new and very charming use of embroidered net. The entire yoke, front and back, which is faced with tan all-silk flat crepe, is of embroidered ecru net set in scallops on a diagonal line that is very becoming indeed. Stunning flowers of self material droop from one shoulder.
The body of the dress is exquisitely cut, especially in the skirt, where curved seams produce beautiful lines both front and back. The entire skirt is gracefully flared, a feature which is distinctly flattering to the stout figure. There is an all-around belt with a Rhinestone buckle.
COLORS: Black or navy blue, each with ecru yoke. SIZES: 38 to 58 bust. Length about 49 inches. Our low price —and We Pay Postage. \$14.95

PRINTED ALL-SILK CHIFFON 3 S 753 \$12.95
TUSKAN SLIP INCLUDED

25th ANNIVERSARY SPECIAL 1906 1931

Two-in-one Dress

MAFCA Website

July 2012



“Most Improved...”

MAFCA NEWSLETTER AWARD

Greg, our illustrious editor received an award for the Most Improved Newsletter from the Model A Ford Club of America! And the first time this award has been given. It was quite a surprise since it was unsolicited, but none the less greatly appreciated. It just goes to show that some people do read it from beginning to end.

The editor has made more changes, as you can see, so I hope it doesn't hinder our progress.



Joe Fazzio is still looking for a pair of 1931 **Utah license plates**. (801) 491-8439.

If you want to include something in the classifieds send your items to mack4759@yahoo.com by the 20th of each month for inclusion in the next letter, or call Robert at (801) 489-9808.

The Wisdom of Henry Ford



“Obstacles are those frightful things you see when you take your eyes off your goal.”



Parting Thoughts

I hope everyone had an excellent Christmas Holiday and in the spirit of giving gave your Model A a gift. If you haven't there is still time. The gift can be simple (an oil change or a wash) but it is important that your "a" gets a little love. I also celebrate my car's birthday. It is fairly easy to find out the month that your car was "born" and the based on the number you can divide and come up with the day (not 100% accurate but close enough). If anyone wants help coming up with a birthday for your car bring your car's number to a meeting and I would be happy to help you figure out a day to celebrate your "A."



Model A Ford Club of America Membership

To join you can call: (562)-697-7212; mail your payment to the address below or join online at: https://mafca.com.cart.index.php?mafca_new_member=yes.

They accept Visa, Mastercard or checks.

250 South Cypress, La Habra, California 90681

US Membership — \$40.00 per year.

They are a great support to us with information, meets and liability insurance. Please support them too.



CARTOONIST:
Greg Mack

