



UTAH VALLEY

- Model A Club -

November 2014

IN THIS EDITION:
GET EM' WHILE THEIR HOT!
Horn Maintenance
Model A History pt 13

MEMBER
SPOTLIGHT
RICHARD & OLGA
BURR

MCCULLOUGH'S
GARAGE
SEMINAR



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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 top 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 sue 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 President Clyde Munson

When I was young November was a month dedicated to the Thanksgiving holiday. It has recently become more of what could best be described as Christmas warm up. Thanksgiving Day used to be a day to spend with family and friends and express gratitude for what we have, now it is an opportunity to carb load so that there is enough energy to make it through a 24 hour long shopping binge. Well I am going to bring Thanksgiving back for just a moment and express my thanks for this club and the great people that I have had the pleasure spending time with this year. I am thankful for the support I have received as president. I wish for all of our club members to have a happy and safe Thanksgiving. Enjoy a wonderful time with your families and just for the fun of it, while the turkey is cooking, take your Model A out of the garage and give someone a ride.

President Clyde Munson



2014 Calendar of Events

November

- 20th — Monthly meeting, Larry H Miller, 7:00 p.m.
Election of officers, winterizing the Model A
- 27th — Thanksgiving

December

- 4th — Annual Christmas Dinner & Awards
- 3rd-7th — 2014 National Awards Banquet will be held in Little Rock, Arkansas hosted by the 50th Anniversary Model A Club
- No regular monthly meeting at Larry H Miller

2015 Calendar of Events

January

- 15th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

June

- 7-12th — 2015 MAFCA National Tour: Lobsters and Lighthouses of Maine, Kennebunkport, Maine
- 23-28th — Northwest Regional Meet, Walla Walla Washington

2016 Calendar of Events

June

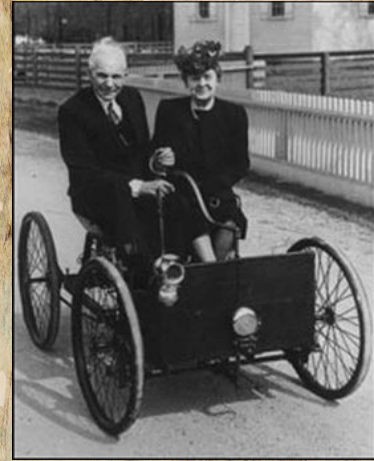
- June 19th - 24th, **National Convention**, Loveland, Colorado, Hosts: Model A Ford Club of Colorado. Mark this on your calendar so nothing gets in the way and start saving up.

2017 Calendar of Events

September

- September 10-17, 2017 MAFCA National Tour Pacific Northwest Tour Olympia, Washington. Hosts: Lion's Gate Model A Club

The Wisdom of Henry Ford



One of the greatest discoveries a man makes, one of his great surprises, is to find he can do what he was afraid he couldn't do.



Let's Celebrate



Happy Birthday

Vern Cope — November 2nd
 Danny Salazar — November 21st
 "Brim" Brimley — November 30th
 Richard Burr — November 30th



Member Spotlight

RICHARD AND OLGA BURR

Olga was born in Moscow, Russia where her parents were living. As a young girl she attended school until she graduated from high school. She then attended a medical university at Rostov where she graduated in 1975. Then she worked at the hospital in Sochi as a doctor. After she received her dissertation she became a medical professor at



the Balneo Therapeutic Institute.

Olga also had her own ladies clothing shop where she could earn extra money. She would travel to countries such as Turkey, Poland, Austria, Czech Republic, Hungary and the United Arab Emirates to buy clothes to sell in her shop at Sochi. She lived in Russia during the Communist years and saw the change after Communism ended. She came to the United States in the fall of 2004.

Since I was released from my mission in England I have always had a lot of love for the Russian people and knew that even though our countries were in what we call a Cold War I knew there were some good people in Russia. I had encouraged my three younger sons to learn Russian in school and told them that the church might send them to Russia as missionaries. They all three went to Russia. While they were there I started thinking that there may be a lady in Russia that I am to meet. I had been single for about five years. I signed up on a Russian singles site and that is where we met. We e-mailed for about a year and a half then I went to Russia to

meet her. Everything was wonderful. We decided she needed to come to America. Everything was still wonderful so we got married. We have now been married for ten years this month.

Richard's family was living in Layton Utah when he was born. At age eleven his family moved to Anchorage, Alaska. This was the beginning of his experiences as a Boy Scout. He had some great scout leaders and had many fun and exciting experiences. We would go on an outing every month and would dress for what ever the weather was. One time I



camped out for three days and it never got warmer than -30f and got down to -47f at night. We slept in a shelter that we made out of spruce bowes. We had a good time. My friend and I hiked 35 miles over a mountain pass in one day and saw five black bears. I was about thirteen and he was a year older than me.



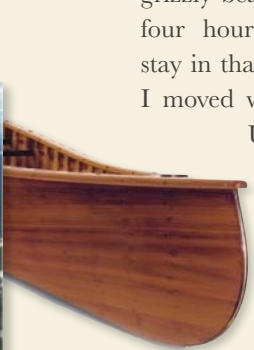
As a young boy I had a moose come after me two different times. The first time it came running down the trail towards me with it's head down. I ran off the trail and ran

right up a tree. I didn't even look back until I got to the top. I stayed there for a while then I had a hard time getting down out of the tree. I continued walking along the trail and then I saw a cow moose with a little calf walking up the side of the hill. The other time I was taking pictures and I got too close to the moose.



It turned and came after me as I started to run I fell in the tall snow covered grass. As I fell I looked back to see if it was still coming after me. It was reared up on it's hind feet above me. When it came down it didn't come down on me and it walked away. I have been sleeping in a tent at night and been able to hear a bear walking through the grass and see it's foot prints in the morning where it walked through our camp. One time I even touched a wild live bear with my own hand.

I became an electrical contractor in May of 1969. Licensed in Alaska, Utah and Wyoming. The last five years that I lived in Alaska I hauled two horses from Utah to Alaska. I enjoyed back packing with a horse. One morning my friend and I saw eight grizzly bears within four hours. We didn't stay in that area very long.



I moved with my family from Alaska to Utah in 1976. I went back to Alaska in 2002 and bought a lakefront lot in the Wasilla area and have built a 2600 sq. ft. Log home. I still enjoy spending time in Alaska.



I have floated down about 700 miles of rivers in the Yukon Territory and Alaska. 200 miles was on the White River in the Yukon. There are government signs now that say "Not legal for navigation". When we arrived at Dawson City we were told that we were the first ones to navigate the river since 1927 without loss of lives. Some of the boys in our scout troop said they had never done so much praying in all their life.



Olga, Nellie and Richard Burr



October's Monthly Meeting

New Business:

Maxine Fazzio's condition hasn't changed. Joe is working to get her moved from American Fork to Spanish Fork. It will involve shorter travel distances for him and more intensive care for her.

A brainstorm of Howard Eckstein, Clyde passed out the new license plate toppers. He meticulously cut each sticker out and carefully placed each one on the topper. We won't ask him how many stickers he ruined in the process. If you weren't at the meeting but would like one contact Clyde. They are \$10.00 each.

If you subscribe to *The Restorer*, watch for our picture on page 58 in the up-coming issue. It is the picture that was on the cover of last month's *Motometer* taken by Howard's daughter-in-law, Angela.

We were also on the MAFCA home page on October 9th. The same picture was used for the "A of the Day."

Speaking of MAFCA, Howard's alignment presentation has become an article for *The Restorer Magazine*. Watch for it in the December/January issue! If you don't subscribe, its a great resource, join MAFCA to receive it.

Attentance:

Richard Burr, Elaine and Reid Carlson, Vern Cope, Gemma and Howard Eckstein, Karl Furr, Cliff Godfrey, Tony Jacobs, Greg, Nicholas and Robert Mack, Dick and Aniece McCullough, Clyde Munson, Bill and Colette Thompson.

Treasurer's Report:

We are down to \$566.11 because of the purchase of International Model A Day patches and our new license plate toppers which will be passed out tonight. Our savings has grown to \$50.05.

New Members:

Cliff Godfrey is back from Alaska and ready to join our ranks. He first heard about the club at the Lindon Days Car Show. He is working to put together a Sport Coupe. He has the engine, transmission, frame etc. all he needs is a body. If anyone knows of a decent body, please let him know.

Old Business:

International Model A Day was a great success! We talked about the fun we had both driving up the canyon and cooking on the manifold. If you want to read more about it check out the article in October's issue of the *Motometer*. Those who attended the IMAD tour received the 2014 patch at no cost, and those who want a patch but were unable to attend can pick one up from Clyde for \$3.00.

Up-coming Activities

October 25th Dick and Aniece are going to host our first Garage Seminar. Clyde is going to guide us through the finishing touches of installing the electrical wiring. There may be time to work on other cars, so join us and bring your car! It starts at 10:00 a.m. at McCullough's home (1820 S. 58 E. S, Orem; behind R.C. Willey).





Demonstrations:

We were treated to two demonstrations tonight! Clyde used Greg's transmission to show us how to put one together. It was interesting to see how the gears moved in relation to the shifting lever. It is also amazing how simple the Model A transmission really is.

Howard stepped up next. He showed us how to ensure that the toe-in on our cars is correct using a shower curtain rod and some lamp chains. That's right. Later he demonstrated on a couple of cars.

We finished the meeting with Halloween treats compliments of Elaine. She brought cupcakes, apples dipped in home-made caramel. Nicholas topped it off with apple juice.

UVMAC BOARD MEETING

At the October board meeting we discussed tour ideas. It was decided that it was a good idea to have a mix of traditional, tried and true tours with a blend of new tours not tried yet. We would like your input into what tour and activities to keep and what new activities you would like to see happen in the up-coming new year. For example, these past two years everyone who has attended has really enjoyed the Tibble Fork trip up American Fork Canyon. That is likely a trip that we will repeat yearly. A new idea that had a lot of support in September's club meeting was brought up by Tim Crockett. He suggested the club provide service to the community. A number of ideas were proposed, but the majority of members supported a rest home service project.

What would you like to see happen. We need your input. We want participation from as many club members as possible. After all, this is YOUR CLUB!

To refresh your memory, here are some activities from the past:



Hobble Creek Canyon



Tibble Fork



Orem Summerfest



Road Rally



UVU Car Show



Manifold Cooking



Jeopardy Game



Progressive Dinner



Mapleton July 24 Celebration



Lindon Days Car Show



Utah Lake Tour



Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

This is the first time we've shown the interior of a car. This will really test your observation skills. There are several clues however that will quickly narrow it down.



If you knew the modern conveniences, you know whose car it was. It's the car of our spotlighted members — Olga and Richard Burr.



Out & About

All this for a donut! Yup, they aren't dressed up for Halloween, which just transpired, they were going to Krispy Cream's Pirate Day.



Aargh, who be those fierce pirates matey?

We submitted Angela Eckstein's (Howard's daughter-in-law) to the MAFCFA web-page for the "Model A of the Day" and it was accepted. It appeared on their home page on October 9th. Jim Spawn, editor of the *Restorer*, also saw the picture on the cover of our newsletter and asked if it could be used in the magazine. It will appear on page 58 of the next *Restorer*.



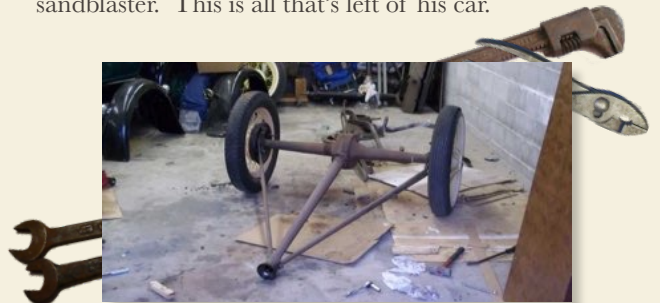
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CONGRATULATIONS Angela!

Clyde and Greg spent a day in the continuing effort to tear-down his car. They took the frame to a sandblaster. This is all that's left of his car.





Dr. Clyde Munson M.a.D. Works His Magic

ARTICLE AND PHOTOS BY GREG MACK

We met at the McCullough's for our first club work session. Dick was fortunate to be the first to have his name pulled from the hat, especially since he needed help wiring up his '28 Special Coupe. Dick had run all of the wiring and had setup some of the connections, but needed assistance in finishing everything up. Dr Clyde (M.A.D — Model A Doctor and Ford approved) quickly dove into neurosurgery with nurses Bill, Dick and Greg standing by to had him tools. We enjoyed watching the master work while we ate our donuts, chewed the fat and told stories.

Once the engine, alternator and battery were wired up we tried cranking the engine to test the connections. Upon cranking the engine we could hear a tinny knocking sound, we thought it was the fan hitting something, but after a few minutes of searching, we found that the alternator had a bent fin that was hitting the alternator mount. Nothing a little grinding could not fix. With the knocking sound cleared up and an affirmation that the wiring job was good, we proceeded to time the engine in preparation to firing her up for the first time. Although it is not impossible, it is a bit difficult to get the engine to top dead center without a proper fitting hand crank. We also found it impossible for two guys to turn the rear wheels in an attempt to rotate the engine. After each of us took a turn of fighting one another while holding opposite wheels, we determined none of us would be able to pull the Excalibur from the stone, the engine was just not going to turn over. Pulling the car off of the jack stands and rocking it back and forth yielded better results and we were able to find TDC. With the engine at TDC, Clyde demonstrated how to use Bill's NuRex timing wrench. This made setting the timing super easy, either that or the fact that Clyde always seems to make things look so easy. With the timing all set, we were ready to fire up the

engine for the first time. Unfortunately without a valve in the gas tank, this seemingly simple task became much more difficult. In comes the ingenuity of a Model A owner, (Warning, do not try this at home, the following was executed by highly trained professionals) using an old coke bottle and a funnel, a makeshift gas tank was made. With a fire extinguisher handy, and Greg ready with the camera for the million dollar shot of a burning Model A, Dick cranked the engine. After a couple cranks she came to life with a clatter. Aside from the loud exhaust leak, she sounded pretty good! The gas ran out quickly, but none the less we were pleased with the initial startup.

Satisfied that we had left a big enough mess for Dick to deal with for the next couple of months, we wrapped things up at his home and left him with a challenge to drive his 'A' to the next meeting, roof or no roof!

We then ventured over to Clyde's garage to perform a little surgery on the Mack's car. Custom made parts may sound impressive, but when you cannot attach stock fitting parts to them, they become more of a hassle. With sparks flying and the smell of burning metal filling the air, the look on Greg's face went from that of deep concern to one of much consternation as Clyde worked his magic. Once the installation was finished, even Clyde had a pleased look on his face. After this modification, Clyde turned his attention to the steering box, a few tweaks here and there to the steering and it felt like a new car!

This was a great learning opportunity for all who attended. We just wish that more members would have been able to attend, however, this must mean that everyone's car is running in tip top shape and do not have any problems that need to be addressed.





Get 'em While They're Hot!

Howard Eckstein designed a license plate topper for the club. These toppers are available for your Model A. They are simple but very nice. They are 1/4 thick, brushed stainless steel with the club's logo on them. The toppers bolt easily on either the front or rear of the license plate. The horizontal hole lets you adjust the topper to fit on either the left or right side of your license plate. They would make great stocking stuffers if club members can wait that long to put them on their cars!



Clyde also has the stickers by themselves if you want to put them in the windows of your other cars. They are heavy-duty stickers with a good adhesive. They should wear well in the elements.

The stickers are \$1.00 each.

*2014 International
Model A Day
Patch designed
by Bruce
Adams*



As mentioned in the October meeting notes, the club has the 2014 International Model A Day patches for sale. For those who participated in the Tibble Fork tour, patches are at no cost. For those who weren't able to make it, you can still get a patch for \$3.00. They are very heavy-duty patches this year compared to last year's.

International Model A Day occurs each year. If you haven't already, start your collection now. Soon we'll have wardrobe to sew them on to. See the next page (page 11).



Get 'em While They're Hot!

Vern has come up with more goodies, but not for our cars. He found the source for our individualized t-shirts now he's done it again. He found great looking, and durable, jackets. They too will be custom works of art with YOUR car on the back and your name on the front. They come in six colors (see the chart below). Port Authority says this about their jackets, "One of our most popular jackets, the Glacier, is constructed from a polyester stretch woven shell, which is then bonded to polyester micro fleece with an added laminate film insert to repel water. The result is a wind-resistant, water-resistant jacket with four-way stretch that's perfect for corporate or weekend wear." It has a two way zipper, zippered chest pocket, and front zippered pockets."

Available colors:



**Atlantic
Blue/Chrome**



**Caldera
Red/Chrome**



Olive/Chrome



Smoke Grey



Black/Chrome



Brown/Chrome



Jackets and t-shirts can be ordered from Vern (801) 377-0567. The jackets are \$45.00 and the t-shirts are \$12.00.

License plate toppers and 2014 International Model A Day patches can be obtained from Clyde (801) 376-0594. The patches are \$3.00 and the license plate toppers are \$10.00.



Are You Embarrassed by the Sound of Your Horn?

by Paul Koncak, Courtesy of Model A Restorer, Jan/Feb 2004

Does the sound your Model A horn makes embarrass you unless the engine is running? I have been around Model A's since I was a very young boy and at that time Model A's were quite acceptable transportation. One thing that always puzzled me about them was, with rare exception; the horn would only blow properly when the engine was running. And it had to be above idle so that the generator would be putting out a few charging amps. The usual maintenance of armature cleaning and oiling would make the horn work properly but only for a short while. I wondered about that for years.

I rode to high school with my neighbor in his '29 Tudor. I tried many times to get the horn on that car to work properly. But met with no success.

In 1972 I bought my first Model A, restored it completely from the ground up including the horn. Special attention was paid to the electrical system, grounding, etc. The same old problem showed up on it. The engine had to be running for the horn to sound properly. So I bought the horn relay and installed it. I was disappointed when it did not cure the problem.

Here is the "ironic" part. A member of our Model A Club had a 29 Roadster that was "just an old Model A". It had been given a paint job and the engine ran very well but the car needed quite a bit of other work done. It was a candidate for a complete body off, ground up restoration. However, the horn worked perfectly with or without the engine running. So, I knew there must

be something more to the horn other than good wiring, adjusting the screw, etc. I was not able to borrow that horn to see what was different about it. I decided that before the day was over I was going to find out what the big mystery was about these horns

For many years I was a computer hardware engineer and became familiar with small motors so I put that experience to use. I removed the horn and the motor assembly from the horn bell. With the adjustment as it was on the car, I turned the armature and found that there was considerable drag on it. I reassembled it and backed off the adjustment until the waffle disk would not rub against the diaphragm. Disassembled it again and found that there was still considerable drag on the armature. In other words, the armature would not spin when turning it by hand. It appeared that there was too much friction applied to the armature shaft by the springs. I bent (toward the front) the flat spring that runs on the front of the armature shaft. This immediately freed up the armature so that it would spin slightly when giving it a quick twist.





Are You Embarrassed by the Sound of Your Horn? (Continued)

The spring was bent just enough to remove any end-play of the armature shaft between the flat spring and the adjustment bar at the rear. I reassembled it and it gave out that good old ahooga sound.

I had been trying for well over 30 years to get one to do that so you can imagine the excitement I enjoyed. I turned the headlights on and tried the horn. It worked perfectly.

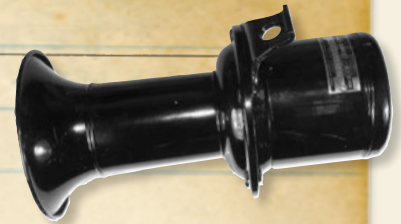
My (uneducated) theory of why this condition exists is that the flat spring, being a larger surface area and a bit more hefty, overcomes the tension of the small compression spring under the adjusting bar. The small spring evidently loses its tension at a greater rate than the flat spring. This will result in having to turn the adjusting screw in too far to get a sound from the horn. The end result is that the armature is too tight thus requiring more voltage/current to operate properly.

What we are striving for is (1) to have the brushes run centrally on the commutator segments, (2) no armature end-play, (3) the armature to spin freely and (4) to make the proper sound



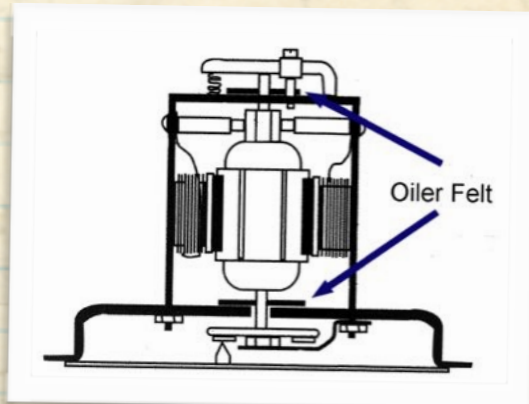
by turning the adjusting screw in only two or three clicks.

While the horns I have done this work on are Sparton's, I feel sure this procedure will work on other makes as well.



Horn Lubrication

Lubricating your horn is one item that some people overlook. There are two felt pads at the



armature area of your horn. (See diagram above) Put two drops of "3-1" type oil on each felt oiler pad about two times a year and this will help keep your horn working. **DO NOT OVER OIL.**



History of the Model A — Part 13

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

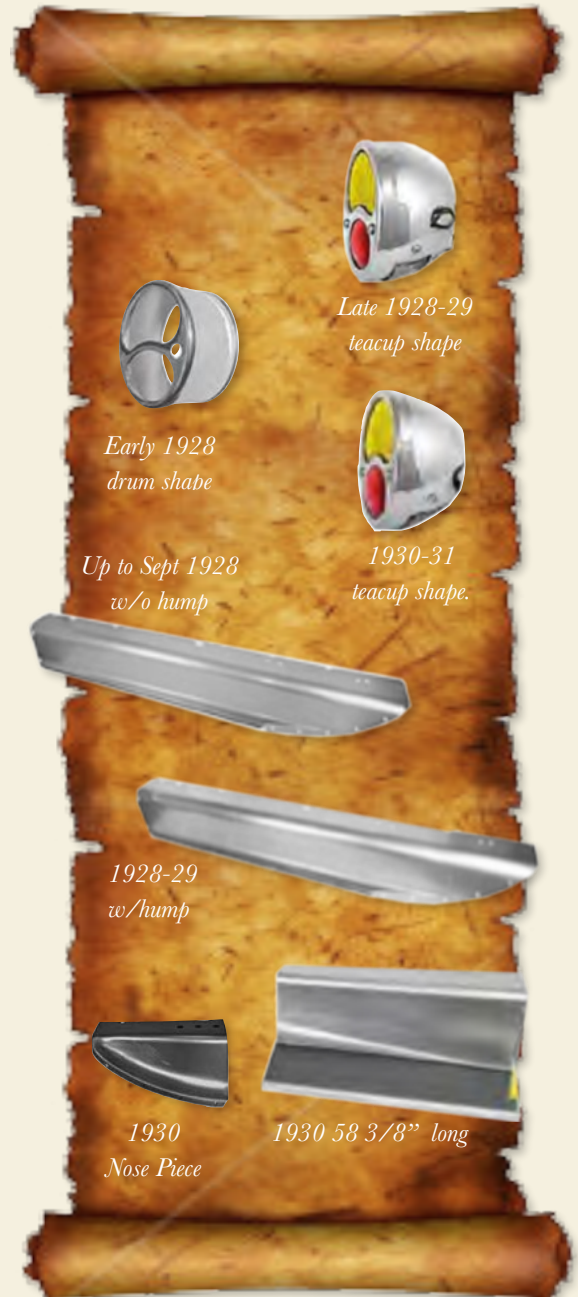
A lot of articles about differences in Model A Fords from 1928 through 1931 have long explanations about what those changes are, but leave out simple to understand pictures. This series will delve into some of the changes Henry Ford made to the cars and the dates of these changes (when known).

Continuing to the back and lower part of the cars: What are some of the differences between the 1928-29 and the 1930-31 cars sold by Ford?

The single tail light of the 1928 cars was shaped like a tuna can and is referred to as a “drum” tail light. The “drum” style tail light mounting bracket was forged steel and was bolted to the bottom of the body on the driver’s side. This design was carried over to the early 1929 models until the more common “tea cup” design was introduced. That design was used until the end of production. The “tea cup” style tail light mounting bracket was stamped steel and was bolted to the rear fender on the driver’s side. If you find a left-rear fender with no mounting holes for a tail light, it’s probably an early 1928 fender.

Another difference between the early 1928, the 1928-29, the 1930 and the 1931 vehicles are the four different styles of running board splash aprons that attached to the fenders and the running boards. The early 1928 cars used what is known as a flat splash apron with the left hand emergency brake setup. The later 1928-29 cars had to accommodate the new emergency brake setup and, therefore, had an additional hump incorporated into the apron, but otherwise looked like the early 1928 apron.

The 1930 cars used a new style two-piece unit that turned out to be quite costly to produce and install: a splash apron nose piece and a combination apron/running board unit. The 1931 cars were returned to a single splash apron design. However, the transition period commenced in October 1930 and continued to year end.





The Day My Model A Taught Us Shortcuts Don't Work!

BY HOWARD ECKSTEIN



Being new to the Model A experience, and having heard a lot of tales about their peculiar design attributes from my dad, I probably took my car apart more often than needed to fix things that I didn't really know how to fix.

Anyone who owns a Model A knows that when it quits leaking, that means it's out of oil. The factory hung a 63 pound flywheel on a rear main bearing that's only 1-5/8" in diameter, which under normal conditions, can pound down enough bearing metal to create a prodigious oil leak.

The spots left by my car caused my friends' parents to make me stop parking in their driveways. One day Dale and I took the matter under advisement and decided to drop the pan to remove a rear main bearing shim to stop the offending oil leak.

We expected to have the operation done in half a day, so we started late. I crawled under the car and removed the pan. In order to save time, I didn't drain it. I figured if we were careful, I could just put it back without having to change the oil. I ended up with a third of the oil in my hair another third on my shirt and a little bit left in the pan.

I found out that removing a shim just bound up the crankshaft. The only right way to have done the job would have been to remove the engine, take off the bearing caps and refit all the main bearings to the crankshaft with Prussian Blue and a bearing scraper, neither of which I had; not to mention the skill required to perform the task. Since our shortcut didn't work, I had to put the car back together the way I found it.

While I replaced the rear main bearing cap and shims, Dale decided the oil in the pan was too dirty to use again. He said he could pour it out while I worked under the car.

"You got something I can drain this oil in?" he asked.

"There's something over there by the door" I replied from under the car. After a minute, Dale was set up. Out of the corner of my eye, I saw what he had in mind.

"You're not going to try to drain that pan into a pop bottle?" I asked.

"No problem, I'll hold the pan up while you unscrew the plug".

We discovered that anyone holding a Model A engine pan over a pop bottle can't really see where the oil is going and having just realized how stupid this idea was, it was too late to undo it. I kept telling Dale where to move the pan and he kept laughing at our predicament which made matters all the more impossible. I don't think we collected more than two ounces.

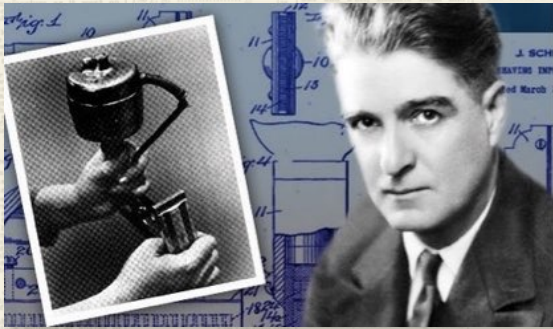
All we achieved from this whole exercise was an oil slick in my parent's driveway that would have taken the car months to drip out on its own.



Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

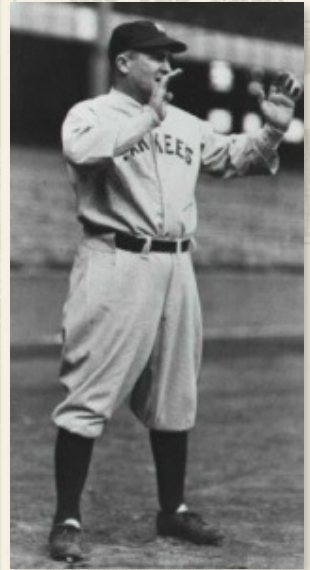
NOVEMBER 6th, 1928 — Jacob Schick patented the electric razor. He said he first conceived of the idea of an electric razor while recovering from dysentery, which made struggling to the sink for a daily shave an arduous task.



NOVEMBER 7th, 1929 — The idea for The Museum of Modern Art was developed in 1929 primarily by Abby Aldrich Rockefeller, (wife of John D. Rockefeller, Jr, and two of her friends. They rented modest quarters for the new museum in the Heckscher Building in Manhattan, and it opened to the public on November 7, 1929, nine days after the Wall Street Crash.



NOVEMBER 10th, 1930 — Yankees announce signing Joe McCarthy to manage for 4 years. Self-effacing and relentlessly confident, Joe McCarthy was a relatively silent yet authoritative force behind the success of the New York Yankees during 1930s.



NOVEMBER 7th, 1931 — Research Laboratories in Rochester, New York took the first infrared photograph. A group of people standing in pitch darkness were visible through infrared light, and Kodak proved they could be photographed using their technique.



Normal above; Infra-red below

The Eastman Kodak Manufacturers for 20 years of everything in beautiful wood for the modern business.



Bank and Trust Stock Prices... Curb Stock Drop... Time to Buy Stocks, Says Rasbok... MARGINS CUT TO 25%... FRESH BUYING POWER SEEN... The GUESS-MAN goes the way of the YES-MAN

Background newspaper text including headlines like 'Curb Stock Drop', 'Time to Buy Stocks, Says Rasbok', 'MARGINS CUT TO 25%', 'FRESH BUYING POWER SEEN', and 'The GUESS-MAN goes the way of the YES-MAN'.



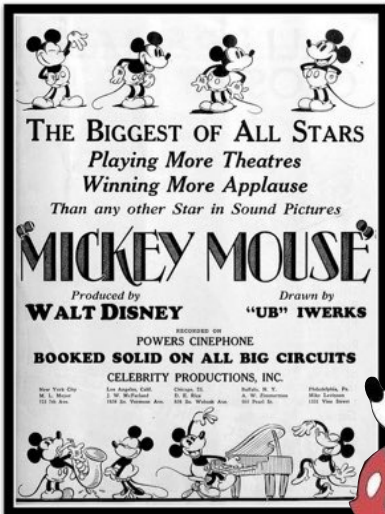
Model A Era Ads

I know, I know, it's a Chev! We are so used to seeing Model A ads I wanted to let you know that there were other cars on the road besides Fords.

The coach priced out at \$585 whereas the Fordor



"It Tastes Awful. And It Works." Buckley's Mixture is a cough syrup invented in 1919 in Toronto, Ontario and still produced today. Noted for its strongly unpleasant taste (hence its slogan).



Movie poster for "Mickey Mouse." Need we say more, we all grew up watching Mickey Mouse, whether it be at the theater or on TV.



The machine came in various attractive colors, green, red, the maroon below and color combinations, such as this blue/turquoise specimen. Its original price was \$60.



Remington Introduces New model Portable Typewriter

Adds many new features to world's most popular portable

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The NEW Remington Portable





The Ladies Fashion Journal

FALL TRENDS FOR WOMEN



The following examples are taken from the September 1931 issue of *Women's World*. The article showed women what to expect with new fall fashions. For daytime wear, skirts are about twelve inches from the ground, for afternoons the smart length is about nine inches from the floor, and for evening, down to ankle length. A waistline is still shown in all styles. Ensembles consisting of a skirt and a coat or a frock and jacket are considered to be in style. A black woolen dress is a wardrobe staple. Serge and Cheviot wools are for dressing in high style. Crepe satin is for both afternoon and evening wear. Canton crepe, flat silk crepe, serge-like silk, silk and wool novelties in small patterns are fashionable. The satin crepes, semi-sheer crepes and transparent velvets are for the afternoon mode. The dominant colors this fall are garnet- red for town wear and yellow-red for evening. Brown is the second choice to black for daytime and dinner wear.

Noted in an article from the November 1931 issue of *Women's World*, there is an increased width above the waistline. The high waist, accentuated bust, and width across the shoulders, are features of the Empire style, "so important for this season." The bottom left dress shows the same dress fabric used to add a cap on the sleeves, creating a broadening effect to the shoulders. The style shown fourth from the left, accomplishes the same thing with the well used bertha collar, also broadening the shoulder area. Skirts are close fitting about the hips, pleated, gored or only slightly flared at the hemline. All bias-cut garments needed length to give them a graceful appearance and thus the hemlines were longer in 1931. Dresses favored diagonal lines, and there were often angles where the bodice was attached to the skirt, in order to accomplish the 'bias' look.





Parting Thoughts

In addition to being the month of Thanksgiving, November is also the month for elections. Not only are local, state and national elections occurring but it is time to elect new officers for our club. Unlike the situation in most political elections where many times we find ourselves not voting for someone but rather voting against the worst of two bad options, our club is full of amazing people who could take a position as a club officer and do an excellent job. I highly encourage anyone that is interested in serving as an officer of the club to please volunteer. Nominations and voting will be taking place this month so please attend this month's meeting or let me know if you are interested in being an officer but are unable to attend.

Clyde Munson

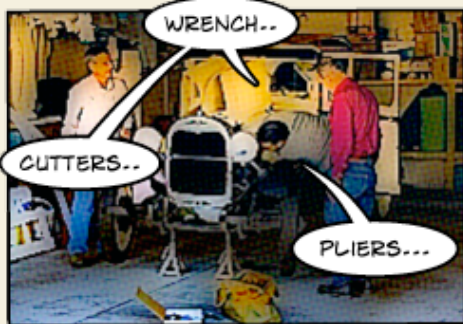


Model A Ford Club of America Membership

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.

"In thinking about it the past couple of weeks, I think that we as Americans believe that we are the only ones who appreciate the Model A Ford, and the Model A hobby. I know that subconsciously I always thought of the Model A as our heritage, and that we owned it, after all, I grew up only a few miles from where Henry Ford did. Attending [the 23rd Australian National Rally] as I recently did made me aware that I was wrong. The Aussies love the Model A every bit as much as we do. The love for the Model A is universal, it is because of what it is, not because of where it came from.

I was asked how the Australian Rallies compare with the American Conventions. My answer to that was that I found that there were more similarities than there were differences. The Aussies do everything at their rallies that we do at conventions, and they do it with great passion.



Cartoonist— Greg Mack

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