



UTAH VALLEY

- Model A Club -

Issue

February 2014

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UTAH STATE ROAD POLICE
2014 National Convention
Club Activities

MEMBER
SPOTLIGHT

THE
GADD'S



Carol and Wendell Gadd

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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. 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

Thoughts on Bumpy Roads

A Message from Our President

Like many people, I had romanticized ideas about roads during the Model A-era. I used to picture a byway with slight hills, fun little curves lined with beautiful shade trees. While this ideal road did exist in the late 20's and early 30's it was the exception not the rule. In reality many roads during that time were dirt or gravel; they were rutted, dusty and bumpy. These roads mirrored the lives of the people that traveled on them. Those lives, like the roads, were filled with twists and turns and quite a few bumps.

I like to drive my Model A and think about what "it" has seen and experienced. My trusty little car was born in the Depression. It carried people through some of the best and worst days of their lives. It has been a part of hardship and happiness. There have been times when I have hit a rough patch of road in my life and I think how hard it has been. Yet, like my A I have made it through.

My car is now quite pampered. The roads it travels are like the ones I used to imagine when I was younger, peaceful and fun. But, once in a while, my Model A and I hit a bump and I think to myself, "It will be ok, we have both seen worse".

Clyde





Member Spotlight

WENDELL AND CAROL GADD

This year, 2014, should be one of the best. It will mark the 50th Wedding Anniversary for Carol and me, the birth of our 29th grandchild, a first-time reunion for all of our six kids and their spouses (without the grandkids) in Cancun, Mexico, the return of our grandson from his LDS mission in Brazil, and our oldest daughter and family moving much closer to us from Virginia to Portland, Oregon.

Carol is from Seattle and we met there while going to the same high school and church. We didn't start dating, however, until after my LDS mission to Uruguay, when we were both attending BYU. She was waiting for another missionary at the time, but I managed to convince her otherwise and we married during our senior year of college.



Our graduation was followed by four years of medical school for me in Ohio and Carol teaching Kindergarten and Third Grade there, one year of internship in SLC and two years in the U.S. Public Health Service living on the Pine Ridge Indian Reservation in South Dakota. We finally ended up in Springville where we have lived for the past 40 years.

We have had our Model A for about 30 years, almost all of that time stored in different places and in various states of restoration. After I retired from being a doctor in the emergency room at Utah Valley Regional Medical Center, Carol gave the ultimatum (and encouragement) of either getting it totally restored or getting rid of it. We have been enjoying it now for going on three years. This was a car that I drove in the 9th grade and later while going to BYU. My brother-in-law had scrounged parts from 1930 and '31 Model A's, put in a manifold heater for winter driving and a better windshield wiper for this 1929 car. He had started to restore it to its original condition but passed away suddenly in 1982. I subsequently bought the car from my sister.

Before its final restoration, I must admit that it was a little abused by me in my younger years including running it through a barbed wire fence while pheasant hunting, tipping it over on its side rounding a corner too fast and sliding into a fencepost during the winter. I also painted it black once with a paint brush and bucket of paint. It actually didn't look too bad.

We look forward to good times driving it in the club activities.





January 2014 Club Meeting

BUSINESS, BUSINESS AND MORE BUSINESS — BUT WITH FUN ON THE HORIZON

Being the first meeting of the new year we spent most of it “takin’ care of business.”

Clyde took the reigns as our new president and, as typical of past presidents, was late — Clyde said it goes with the position.

Attendance:

Kelly and Lloyd Barker, Brim Brimley, Richard Burr, Reid Carlson, Vern Cope, Syd Crockett, Gemma and Howard Eckstein, Joe Fazzio, Jim Haire, Greg and Robert Mack, Clyde Munson, and Daniel Salazar.

Awards:

UVMAC 13+:

The Mack were awarded the 13+ award for 2013.



Bent Rod Award: Reid regrettably presented the Bent Rod to Greg. Read why in the “Out and About” segment that follows.

Robert was given a very nice (and rare) pocket watch and stand for his Model A. It is very appreciated! Thank You all!

Treasury:

We have been very frugal with what little money we have in the Treasury. Vern reported that all is well. We have only one outstanding bill — \$75.00 for club liability insurance.

Dues:

Clyde explained a change in policy. Dues are due at the beginning of the year. For a the first year member they are \$25.00 which covers the purchase of name badges. If the members joins after August 1st the dues are \$15.00. Subsequent year’s dues are \$20.00 if paid before March 1st and \$25.00 there after.

Insurance Presentation:

Oscar Mink and his cohort Roger spent about 30 minutes talking about the differences between Hagerty Insurance and other insurance providers. He had some interesting statistics:

14 million cars in the USA are older than 1976.

7 million of those cars are collector cars.

600 national car clubs in the United States.

6000 car shows a year. That’s 16 shows a day!

He cautioned us to check our policy and make sure it has a

“guaranteed value” coverage, not “stated value.” Stated value means that the insurance company can reimburse you the stated value or LESS. The guaranteed value means that you will receive the value listed your the policy.

Newsletter Award:

Robert read the letter that accompanied the MAFCA Newsletter Award It said, in part, “After reading over 100 newsletters for nine months and grading them, I am pleased to announce that you... were awarded the Most Improved Newsletter Award for 2013.”

The remainder of the meeting was spent with Clyde outlining the events for the year. Howard spent considerable time organizing events appropriate for the monthly weather conditions. He even proposed making a Silent Movie. To prove it can be done, he showed a ten minute movie that he, and others, made back in 1968. It was quite entertaining!

Clyde took the reigns as our new president for 2014, and, as typical of past presidents, was late.





2014 Calendar of Events

February 20th Movie Night. Old movies of or about the era, complete with popcorn.

May 10th Utah Lake Cruise. We will travel around Utah Lake, stopping for dinner at Santiquin's haunted Family Tree Restaurant for a late lunch.

May 17th UVU Swap meet and Car Show.

June, Model T, A & B Reunion, Walsburg.

June 7th Progressive Dinner & Car Games.

June 14th Orem's Summerfest Car Show (and parade for those who want to participate).

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



July 24th Mapleton's Pioneer Day celebration, Antique Car show, and Picnic.

August 30th Road Rally Part 2 in Provo.

September 27th Spanish Fork Canyon Color Cruise.

October, Cedar Breaks Model A Club's Vintage Auto Display, Cedar City.

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



Olga Burr — February 15th
Joe Fazzio — February 17th
Jim Haire — February 17th

Out and About

Greg and Clyde continue the saga of repairing the engine on Greg's 1931 Slant Window. Originally things looked good when they pulled the oil pan, but now that they have taken a closer look at the top of the engine, things aren't as good as previously thought. In fact it is so poor that it merited Reid Carlson awarding the "Bent Rod" to Greg. Greg vowed to relinquish it as soon as possible.



Reid gave us an update on his car. Arrowhead Restorations is doing the repair work on "Betsy" and things are moving along nicely. They have the body work done and are now sanding everything down in preparation for paint. We can't wait to see the finished product!





History of the Model A — Part 4

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

Most of the changes made to the Model A in 1928 carried over in to the 1929 models. Body system didn't change much. Cars from both years looked similar. Ford made a profit of about \$92 millions dollars for the 1929 model year. For the general car buyer in 1929, Ford added the following new models: Fordor (2-window leather back), Fordor (2-window steel back), Fordor (3-window), Town Sedan, Cabriolet and the Murray built Station Wagon. The Fordor and Town Sedans were built by either Briggs or by Murray.

The Town Sedan looked like a luxurious Fordor car with a dropped rear floor panel, rear seat arm rests and mohair covered seats. Prices for 1929 cars ranged from \$435 to \$670.

Two other body styles were available in 1929. The Taxi Cab was made for the cab drivers at a cost of \$800. Also, a Town Car was produced for those who wanted "snob appeal" and maneuverability at a cost of \$1200.

The town Car looked like a 2-window leather back Fordor, with the roof above the chauffeur removable (a snap-in cover was provided).

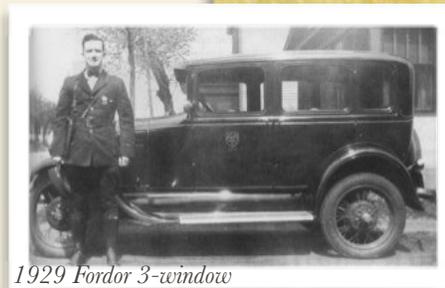
In 1929 the expensive forged fender and running board brackets were phased out and replaced by cheaper pressed metal brackets saving Ford about \$30 per car. Also the forged front wheel hubs were upgraded to pressed steel. The electric windshield wiper motors for closed car bodies were replaced with vacuum motors. The 7-tooth steering sector was replaced by the 2-tooth model.



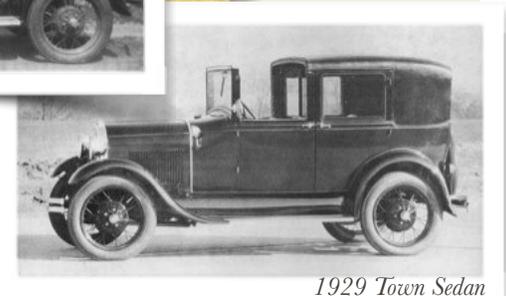
1929 Fordor Steelback



1929 Fordor Leatherback



1929 Fordor 3-window



1929 Town Sedan



Taxi



1929 Murray Station Wagon



THE MOTOMETER

Can You Guess?

MYSTERY SLEUTH

Who is This?

Well, did you figure out who this little guy is? A hint; the car behind him is Wally's; his mentor. It's Clyde!



Whose Car is This?

Here is a photo from this month's mystery car. It's a great period aftermarket item for the Model A.



Last month's car was Joe's.

Do the Dues

YUP... ITS THAT TIME OF YEAR

It's time for us to ante-up and support the club with a little of our "hard-earned green-backs."

If you've read the summary of the January meeting, you know the changes that have been made. If you are able to get your dues in between now and March 1st, returning members pay \$20. New members or renewing members (who pay after March 1st) pay \$25.

Dues help pay for liability insurance, awards, and food. We hope to be able to offer more as the treasury grows, such as catered meals or funding a portion (or all) of our Christmas Dinner Meeting, door prizes and eventually youth scholarships etc.

We appreciate your help in contributing to the club's financial stability and hope you will get your contributions in as soon as possible.





Tech Tips

SERVICING MODEL "A" CARBURETORS

INSTALLMENT #1
Ford Service
Bulletin
January

FORD SERVICE BULLETIN for January

PAGE 201

Servicing Model "A" Carburetor

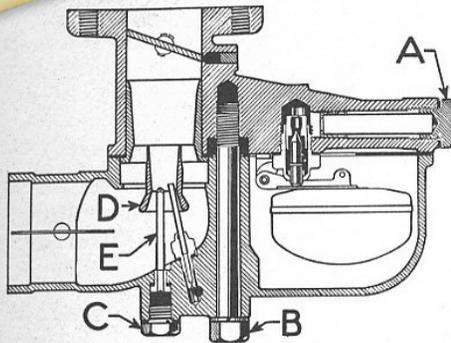


FIG. 420

In cases of suspected carburetor trouble or complaints of poor fuel economy, first check spark plugs, breaker points, compression, etc., before removing carburetor. Many so called carburetor troubles can be traced to one or more of the following causes:

Dirty spark plugs; points incorrectly spaced—Clean points and set gaps to .025".

Breaker contact points burnt or pitted—Dress points down with an oil stone and set gap at .015" to .018".

Leaky manifold or carburetor connections—With engine idling slowly, flow a little oil on each joint. If engine picks up speed there is a leak.

Poor compression—Check compression in each cylinder by turning engine over slowly with hand crank.

Brakes dragging—Jack up car and see that all wheels revolve freely.

Tires soft—Inflate all tires to 35 lbs. pressure.

If the above points are OK and there is a free flow of fuel through the line, check the carburetor.

Cleaning the Carburetor

Remove filter screen. Blow out any dirt with air or rinse screen thoroughly in gasoline. The screen is easily removed by backing out the filter plug. See "A," Fig. 420. Usually

cleaning the screen is sufficient to overcome the trouble.

For complete cleaning, remove carburetor and disassemble it by removing main assembly bolt "B." See Fig. 420. Separate the parts carefully to avoid damaging the gasket, float and idling jet tube.

Remove brass plug "C" beneath main jet, and rinse carburetor bowl in gasoline or use air to blow out any dirt which may have lodged in the bottom of the bowl or in the jets.

Trouble Shooting Hints

Make certain there is gasoline in the tank and a free flow of fuel through the line.

See that the secondary venturi is right side up as shown at "D," Fig. 420.

On complaint of lack of speed, see that main jet "E" is free from dirt.

A plugged compensator, "F," Fig. 421 will result in poor idling and low speed performance.

The idling jet "G" furnishes all the fuel for idling, consequently the tube and metering hole must be kept clear.

In case of leaks see that all connections and jets are tight. If damaged, replace float or fuel valve assembly.

On complaint of poor fuel economy make certain owner understands proper operation of dash adjustment.

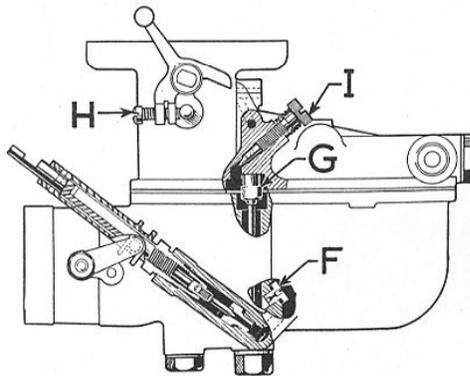


FIG. 421



Utah State Road Police

COMPILED BY ROBERT MACK

The “state road police patrol,” established in 1923, didn’t have full-time patrol officers until 1928. And in 1929 three more patrolmen were hired bringing the total to eight officers and one administrator. The annual operating budget of the patrol for 1929 was \$11,743.06. The following year, no new patrolmen were hired, but in 1931 the need to provide statewide protection saw six more patrolmen added to the force.

The first badge of the State Road Police Patrol was designed in 1927 and was a shield with the words “State

R o a d Commission” on the top and “Police” on the bottom. In the center of the shield was a five-point star.



The words “ o f Utah” followed by a number in the center of the star depicted the division the officer was assigned to rather than the badge number of the officer as we see today.

An insignia was sewn on the left shoulder of the uniforms depicting a flying motorcycle wheel with an arrow passing through the center. By the early 1930’s, this insignia was sewn onto both shoulders. This emblem was also sewn onto the rigid, circular hat.



The officers were called “patrolmen” and were issued a forest green dress blouse

and motorcycle pants. A daily-wear uniform was also issued which consisted of a khaki long sleeve shirt with black bow tie and khaki motorcycle pants. A military-style jacket and black, knee-high leather boots completed the uniform. Besides being



attractive, the boots protected the officer’s legs from the heat and flying oil from the motorcycle engine. It was necessary to use boot hooks to get the boots on and a boot jack to get them off.

These patrolmen were issued 1927 Harley Davidson motorcycles with a side shift lever and foot clutch. These early Harleys had exposed push rods and valve rocker arms. A red spotlight was mounted on the right handlebar and a white light on the left handlebar.





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A siren was also added. Within a few years, a first aid kit was mounted to the rear fender. In the 1920's, all Harley Davidson motorcycles were painted a dark color, usually a dark green or olive drab. The patrol did not repaint these bikes for several years.

Patrolmen were also issued 1928 Model A Fords with dual carburetors which were capable of obtaining speeds of 60+ mph.

Patrolmen were instructed to use the fuel efficient motorcycles whenever possible and only drive the Model A's during inclement weather.

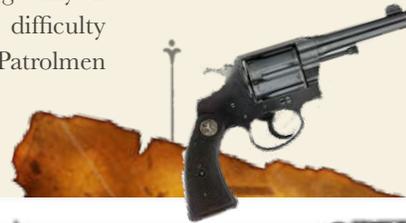
The wages for these patrolmen were \$140 per month, which was a fairly good salary for 1928. There were no training schools for state patrolmen, because all of the other states were organizing their patrols at approximately the same time.

By 1930, a hat badge was adopted which included a facsimile of the Utah State Seal framed with crossed batons. At the bottom was a banner engraved with "Utah Highway Patrol."

In 1931, the patrol repainted all issued motorcycles white with "Utah Highway Patrol" stenciled on the gas tank.

Speeds were limited to 35-40 miles per hour on gravel roads outside of urban areas. High speed chases of 55 to 60 mph were considered really flying on these twisting, narrow, gravel roads. Most vehicles built during the 1920's were not capable of speeds greater than this.

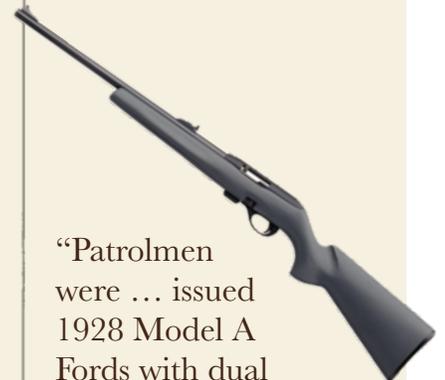
Most major roads of that period were compressed gravel. During rainy or dusty weather drivers had difficulty seeing the edge of the road. Patrolmen provided help in getting cars back on the road and



Utah Highway Patrolmen at the State Road Commission Shops with Model "A" Fords - 1931.

helping drivers get gas when they ran out. They issued tickets to motorists who violated posted highway signs, and were prepared to help other police officers apprehend criminals. Patrolmen also sold vehicle registrations and issued driver licenses.

A lot has changed in 85 years.



"Patrolmen were ... issued 1928 Model A Fords with dual carburetors capable of obtaining speeds of 60+ mph."



UTAH VALLEY

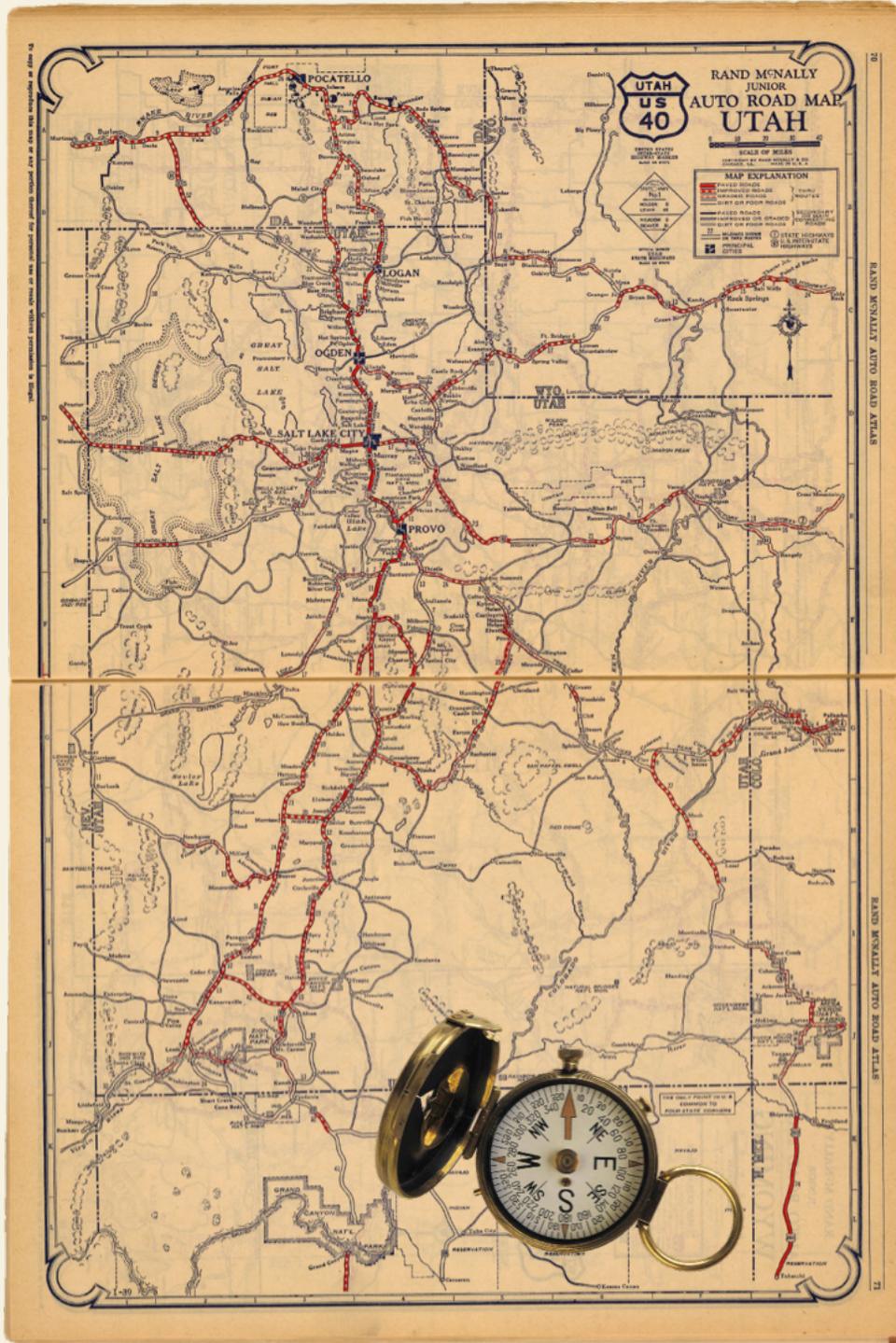
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Rand McNally

AUTO ROAD MAP OF UTAH — 1927





Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

FEBRUARY 28th, 1928 — 1st transatlantic TV image received in Hartsdale, New York from London. A man and a woman sat before an electric eye in a London; the images were crude, imperfect, and broken, but they were images none the less.



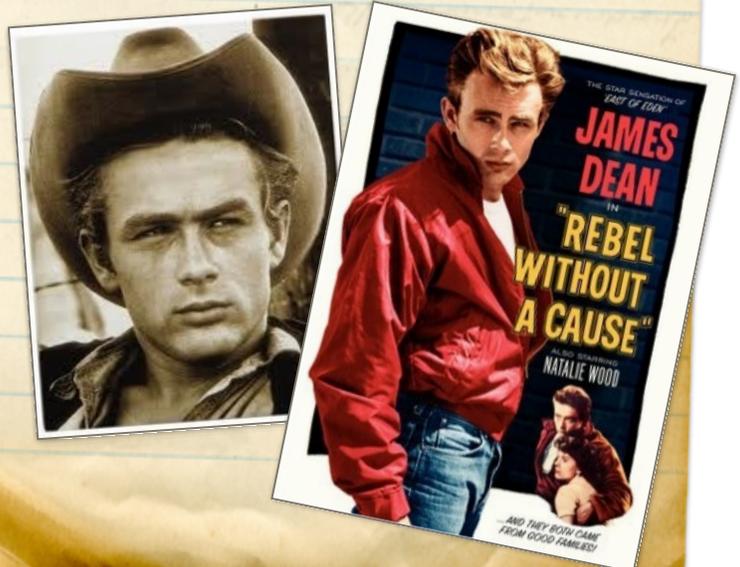
FEBRUARY 8th, 1929 — St Valentine's Day Massacre in Chicago; 7 gangsters killed, allegedly on Al Capone's orders. Five members of the North Side Gang, plus gang collaborators Reinhardt H. Schwimmer and John May, were lined up against the rear inside wall of a garage in Chicago's North Side, and executed. Two of the shooters were dressed as uniformed police officers, while the others wore suits, ties, overcoats and hats, according to witnesses.



FEBRUARY 8th., 1930 — "Happy Days Are Here Again" by Benny Mereoff hits #1. Today, the song is probably best remembered as the campaign song for Franklin Delano Roosevelt's successful 1932 presidential campaign.



FEBRUARY 8th, 1931 — James Dean born in Marion Indiana. James Dean was an American actor and cultural icon of teenage disillusionment, as expressed in the title of his most celebrated film, Rebel Without a Cause, in which he starred as troubled Los Angeles teenager.





PAJAMAS

By Lois Przywitowski

“Because they have grace and chic --- because they are equally practical and comfortable -- pajamas are the outstanding and best-beloved of all fashions. The little girl, the dignified hostess and her youthful guests . . . all attire themselves smartly for almost every occasion in these smart new designs.” Pictorial Review, June 1931

Pajamas have a long history in clothing. According to Wikipedia the original pajama was worn by both sexes in South and West Asia. It was known as *pajama*, a “loose, lightweight trouser fitted with drawstring waistband.” The word *pyjama* or pajama derives from the Persian word *payjameh*.

The British adopted the pajama during the period of their expansion, adding a top and jacket. By the Model A era, the pajama was worn for beach wear, sporting activities, entertaining at home, and dancing, as well as sleeping and lounging.

The following images show the many styles and uses of the pajama.



These smart two-piece pajamas could be purchased with or without the Coolie Coat. Both the pajamas and the coat were made from knitted Rayon Jersey, hand-painted and guaranteed washable.

The pajama top is a contrasting color slipover with matching trouser trim at the neckline, arm holes and lower edge.

The trouser legs have contrasting trim to match the top.

The Coolie Coat features contrasting color trim around the sleeves and the entire coat.

As a set, it makes a lovely negligee or lounging ensemble.

National Bellas Hess, F/W 1928-29



Model A Adventures

MY MODEL A MAKES A FIRST IMPRESSION



On a cold December night in 2002, I asked a sweet little Filipina to be my wife, to which she answered “Yes”.

That night had its changes of fortune as I worked up the courage to pop the question. I had invited her out to a restaurant for the occasion, but when we went in, I felt the décor was too campy for such a serious moment, so I “wussed” out.

We then went to return something I had borrowed to an old friend. We were alone for a moment in the woman’s living room, but that’s not the place to ask a girl for her hand, so I chickened out again.

Next we went to the grocery store to get ingredients for peanut brittle. You don’t ask a girl for her future in a grocery store, so I procrastinated.

When we returned to my van, it wouldn’t start due to a bad starter motor. We were stranded in the snow with our groceries in hand. Eventually a kind man saw me fussing under the hood and offered to take us to my place.

Over the stove, stirring the hot sugar, butter and corn syrup, I finally asked the big question.

Later it was time to return her to the place where she



was staying. My broken-down van was still in the grocery store parking lot. The only rolling stock I had available was my 1925 Buick and the 1931 Ford. The Buick was nicely restored and the Model A needed to be restored again.

When we got in the Buick, the battery was dead. So I checked out the Ford. Its battery was OK, but it had no gas. The car hadn’t run for about a year, and starting it in the cold was going to be a little dicey, but I knew that with

some fuel and water, the Model A would rise to the occasion.

I handed her a lantern while I slid under the Buick with a Mason jar to drain some gas from the tank. I unscrewed the plug and some nasty black varnish slowly oozed out after poking at it with a twig I found before I finally got a free flow of gasoline. Once the jar was full, I stuck the plug



back in. Squirted gas got in my eye and ran down my arm and off my elbow. Having recently come from the Philippines where the climate is best described as a perpetual sauna, Gemma was shivering so bad she could barely hold the lantern.

Now that Gemma was frozen to the bone and I stank of gasoline, I poured what I’d drained from the Buick into the Model A. I got it fired it up and helped her settle down on a ratty seat with exposed springs, no upholstery on the doors or headliner, holes in the floor boards, squeaky pedals, smoke and noise coming in from an exhaust leak and the occasional backfire as it warmed up. It was a good thing it was too dark for her to see that it needed bodywork and paint.

As we lurched, popped and chugged up the hill to the street, Gemma looked at me and said: “Why don’t you just get a new car?”

The following summer, after fifteen minutes at her first car show, she understood.

By Howard Eckstein



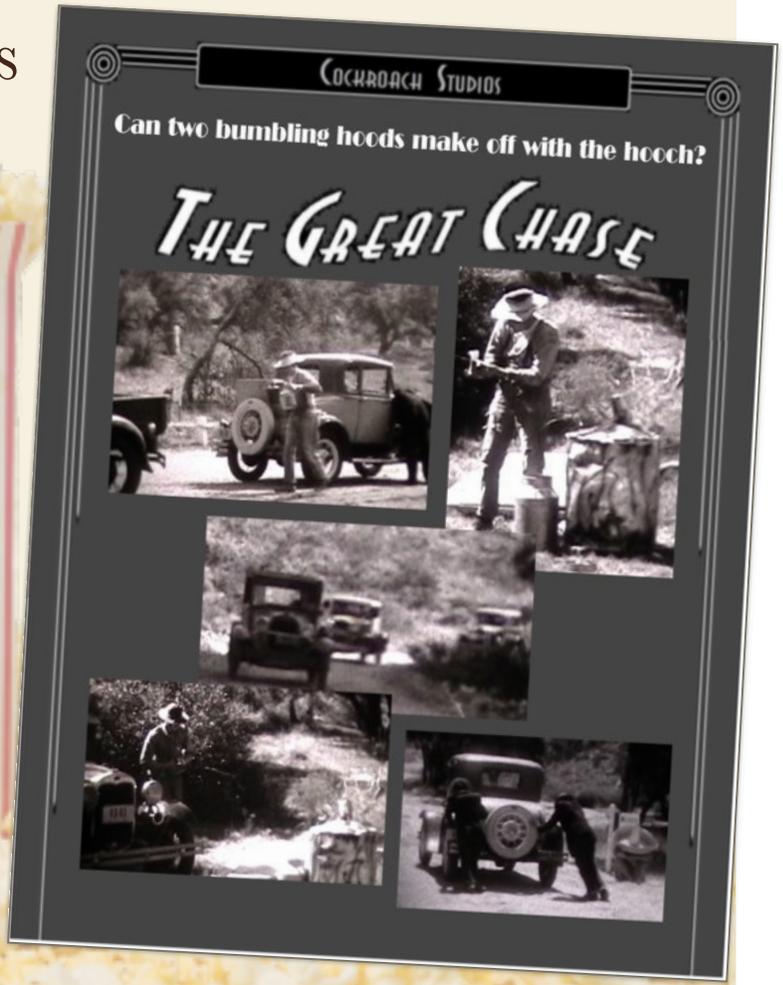
A Night at the Movies



There is a swanky fresh auditorium on the ground floor of the new library at UVU that is easily accessible

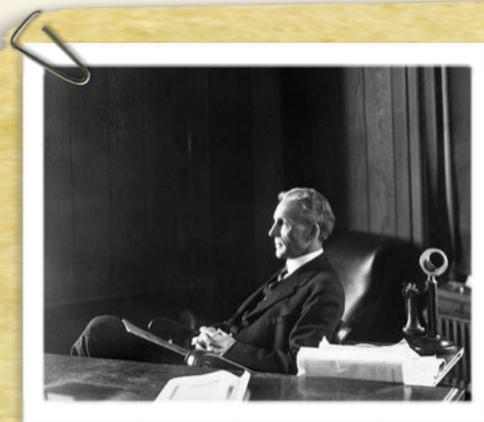
by our members with kneesles (rhymes with measles). The

LDS Institute of Religion said we can park in their out-door parking lot with impunity. This lot is directly across the street from the entrance we want to the library. After the screening of *The Great Chase*, we will talk about making our own movie with the ideas that have been submitted.



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.



“Most people spend more time and energy going around problems than in trying to solve them.”



Parting Thoughts

I have been impressed with the suggestions and enthusiasm I have seen in emails to Howard concerning the production of a silent movie. I am excited to see what we can come up with and it should be great fun, and of course we all will have a chance to become the movie star we dream of being. Please keep the ideas coming. Who knows, an Oscar could join the bent rod and 13 awards.



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.

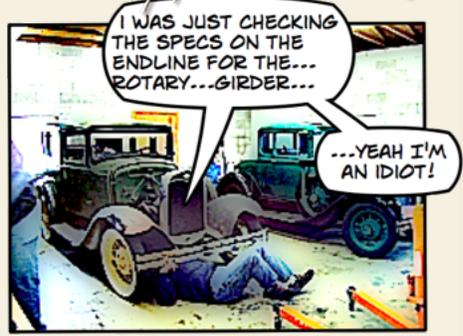
250 South Cypress, La Habra, California 90681

US Membership — \$40.00 per year.

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

Learn more about MAFCA events at <http://mafca.com>. The website has technical information, current events and national activities.

CARTOONIST:
Greg Mack



THE WORK CONTINUES....