



UTAH VALLEY

Model A Club

March 2014

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Club Activities

MEMBER
SPOTLIGHT

SYD & TIM
CROCKETT



Syd and Tim Crockett

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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

Message from our President

There is an interesting phenomenon existing in Model A communities. It seems there's a very high percentage of "A" owners naming their cars. I am one of them. My coupe is named "Henry"; a pretty obvious name that his previous owners gave him. My Dad's sedan is named "Abe" mainly due to the fact that he is painted the same color and has nearly the same interior as my Dad's 1979 Lincoln. I know of a couple of members in our club that have also named their cars. For example, the Carlsons' named their car, "Betsy". We all have modern cars but rarely name them. I've not given my 1999 Ford truck a name, it is just a truck, it does a great job of getting me from one place to the next but it isn't like my Model A.

Model A's tend to lend themselves to being named. As I've thought about it, I've begun to wonder why. What causes us to anthropomorphize these cars? They are obviously a cute car and I have a hard time not seeing some kind of personality in each one. Sometimes they are happy cruising along on a quiet country road. Other times they are cantankerous; due to bad fuel, worn points or some other issue. I remember clearly walking out into my shop after the engine in Henry had blown. He looked sad. I felt a strange guilt seeing him just sitting there and almost silently letting me know I needed to fix him. I also clearly remember how happy he was (or maybe it was me) when he was running again; strange that I would assign emotions to a machine.

A few years ago Australian actor Eric Bana filmed a documentary, *Love the Beast*, about his Ford Falcon he affectionately called "the Beast". The film detailed his life with this car; from acquiring it as a teenager, through a few restorations, and showing him crashing the car into a tree while running a rally race. In the movie he examines his relationship with "the Beast" through discussions with his "mates". They discuss how working on this car brought them together and cemented their friendship.



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Member Spotlight

MAKING A DREAM BECOME A REALITY

By Sydnee Price Crockett

My father attempted to convince my mother that buying an antique car would be a fun adventure. She thought it foolish and a waste of money. I must have been the child he talked to about his dreams, because for as long as I can remember, I've wanted an antique car. While attending Snow College, a friend drove a 1930 Model A around campus, and we often talked of the day I would experience such fun.

Tim and I met at BYU in 1970 where we both graduated. We moved to West Valley in 1977 where we met Zen and Dora Littlefield. He was a machinist and often helped me refine our son's Pinewood Derby cars or allow me to use his band saw to make Relief Society projects. One day he took me in his b a c k y a r d

garage to see his 1916 Overland. I went crazy with excitement. Uncle Zen (as we fondly called him) was on the look-out to find me an affordable old car. However, Tim and I were as poor as poppers trying to raise our 7 children and so the reality of this dream seemed untouchable.



In 1990 when my mother and father gave us some of my inheritance, I bought parts and pieces of a 1926 Model T Ford and began working on "restoration!" It was slow...one fender at a time, but I was determined to create my dream no matter how long it took.

In 1992 we moved from West Valley City to Orem and that old Model T came with us on the back of a trailer. When it pulled up in front of my 82 year old neighbor's house, Bill Croft, he was out his front door and excited with my "in-progress" project. (At age 12 Bill had pulled parts and pieces out of the Wyoming rivers to construct a hot rod Model T and later saved to purchase a new 1926

Model T). Now in his aging years, my dream became his project. Being a mother of 7 children, and Tim having just gone through open-heart surgery, I knew that setting a schedule of progress was important. Fall of 1996, Bill was at my side every Tuesday afternoon, along with a young teenage mechanic, John Boyer (who was willing to work for me for \$10 an hour) helped me rebuild my Model T.

With financial counseling from my oldest son Scott, he helped me realize that "If I believed I could do it!" John would come over at 12:30, we'd work together to do what we could. At the end of each session, he would take parts he could work on at auto-rebuild class at Utah Valley Community College and tell me something I could do until the following Tuesday. Every week, Bill would wander over to give us his insight, knowledge, and suggestions for success.

One afternoon after we had been working on my car, Tim came home to tell me he had a surprise for me. He had seen a beautiful blue 1931 Model A Roadster tooling around the streets of Orem. He followed it until it stopped. Tim went up to the driver, introduced himself, and told the man about his wife who loved antique cars. Then he asked, "Could I bring her to your home to see your car?" Karl Furr was delighted with idea.





MAKING A DREAM BECOME A REALITY - (CONT)

Tim came home, told me about his surprise, and took me over to see and meet Karl Furr. Holy cow – Karl had a magnificent collection. And the story of his beginning: totally inspiring. That visit got my spirits stirred with potential & hope.

Now back to work. The first step: Tear it down – piece by piece. Second step: Restore or rebuild each piece, then find what we still needed. I arranged for a boy living with us (Duane Fielding) to sand blast the body in exchange for rent. Then I contacted a neighbor down the street (Sergio Alor) to do the bodywork and painting while John, Scott, Bill & I restored the internal workings. Tim & I traveled to Scipo, Utah to find rims for the wheels, and then sent those to California to have new oak spokes made. (My children were so excited to see me work on a project for myself while I had to fight off the self-defeating feelings of selfishness.) It took us working every Tuesday afternoon for over a year & a half to do the underbody and bodywork.

In the early spring of 1998 was celebration day! We lifted the body on the chassis, fastened it down, cranked that engine over and for the first time I rode in my car up and down 800 West in Orem, Utah. To witness this exciting victory, Tim had brought students over from the Seminary; our children were gathered on the front lawn along with other close friends and neighbors.

Now to fix up the interior: I reconstructed all the wood parts, and then contacted “Penny’s” on State

Street who was willing to install my seat covers and purchased top. My son Scott followed me up 400 South and I turned onto State Street. I was in the right lane, attempting to turn left when an oncoming car stopped. It was an older man taken with the sight of this antique car driving down State Street. With horns blaring at him to get moving, it was reinforced to me, that I was driving a treasure house of memories.

After my 26 T was licensed and completed, my favorite thing to do was to drive around Orem and watch for older folks to glare. I would pull over and ask if they’d like a ride? Oh how I wished I had had a tape recorder under the seat recording all the history and memories this car erupted in people.



instantly begin to sing, “It’s always fun when Grandma comes.” People always ask, “Do you go in parades?” and my answer is always, “When I’m in my car, I am the parade!” The purpose of my car is in creating memories with my grandchildren and others.

I did, however, take my car to the Lehi Rodeo Parade to honor my mother. On the side of the car it read: “It takes a tribe to raise an Indian...thanks for helping my Mother!” She was the star! I drove that Model T for 14 years making my grandchildren and other people smile but it had a lot of limitations and I had been quietly searching for a Model A.

In September of 2011, I had my Model T in getting a new part installed.

(Continued on page 15)



FORD does stand for “**Fix Or Repair Daily**” and I was glad to have Bill next door to help me adjust, readjust, or jerry-rig parts and pieces. Nevertheless, my grandchildren climb in the car (delighted not to have to be strap & frozen down in a seat belt) and



February 2014 Club Meeting

DOUBLE DOSE — THURSDAY'S MEETING & MOVIE NIGHT

We had a double dose of fun this month! We held our regular Thursday meeting and two days later had movie night.

Attendance:

Bob Anderson, Kelly Barker, "Brim" Brimley, Vern Cope, Tim and Syd Crockett, Howard Eckstein, Joe Fazio, Jim Haire, Nicholas, Greg and Robert Mack, Daniel Salizar, Clyde and Jan Munson, Bill and Colette Thompson, and Richard Tucker.

New Members!: Richard Tucker is no longer the newest member of the club. He has three months seniority over Bill and Colette Thompson.

Bill and Colette Thompson are dedicated. They live in Manti and traveled up to check us out. They have a 1929 Model A Special Coupe, 1951 Mercury 4 dr, 1978 Cadillac Eldorado, and a gorgeous 1917 Model T pickup.. Bill was a member of the team that organized the Model T, A and B Reunion in Mt. Pleasant last year. Welcome Thompsons! We hope the drive was worth it!

Awards:

UVMAC 13+:
 Both Munsons and the Macks had their cars out in January. We hope you did too. Go



for the Gold and earn the 13+ award this year.



Facebook:

Jenn Munson, with the help of Clyde showed us how to sign up for a Facebook account. Once a new account was created she showed us how to find other Model A Facebook pages.

Facebook has become so popular that while we were on the club's Facebook page, someone contacted us through the page to find out more about the club! How's that for good timing.

Jenn cautioned us that if we do create our own page we need to make sure that we **do not** share any information that would lend itself to identity theft or provide information that could be used to a thief's advantage.

There are several clubs on Facebook, but we have the distinction of being the first Model A club with a Facebook page. The Beehive A's have decided to start their own page.

MOVIE NIGHT:

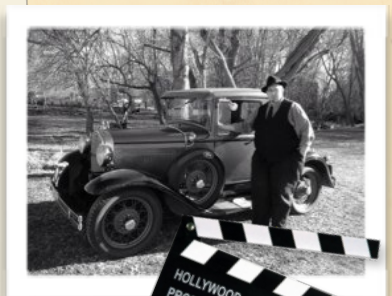
What a fun time! We met at the new UVU library lecture hall and

watched two old movies that Howard et al had created. It was great to see the Model A's in action and the hilarious antics of the cast members. Howard did a GREAT JOB.



Afterwards Howard spent some time going over the script he created and assigning various folks to be the stars, cast and crew of **our own** upcoming movie, This will be filmed on March 15th, so come prepared with your best costume, best acting skills (for many of you you can just be yourselves, and just think, no lines to speak!). As you can see by the photo below, Clyde is ready!

Ready, Camera, Action!



2014 Calendar of Events

March 15th Saturday, Movie making. We will be filming our movie. Please come out and help!

March 21st Monthly Meeting. Topic to be determined.

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, 20-22 Antique Power Show will host the Model T, A & B Reunion this year in Wallsburg.

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.

Let's Celebrate



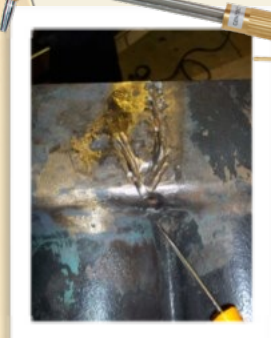
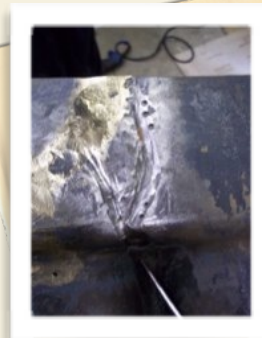
Karl Furr — March 10th
Syd Crockett — March 24st
Tim Crockett — March 29th

Out and About

Reid and Elaine's coupe is primed and ready for paint! .He thinks it will be a couple of weeks for the paint to cure before he can get his car back. We're excited to see the finished product!

Richard Tucker brought his coupe to the monthly meeting. We all wondered whose coupe it was when we saw it in the parking lot. It looks great. We have a lot of wonderful cars in our club. Members should be proud!

Greg and Lloyd worked on Greg's engine block. Lloyd brazed the crack in the water jacket. They are going to see if that will hold since it isn't a pressured system.



Because of loose steering, the steering column of **Robert's Phaeton** is out and in pieces. Unfortunately that's as far as it's gotten. He and Greg are deliberating on whether to rebuild the parts or replace them with new parts.

Vern's got the new transmission in, new body blocks installed and the bed finished in his truck. He has given himself a deadline of March 31st to get it back on the road. He's put a lot of work into the truck these last few months!

We missed **Diane** at the last couple of meetings. She has been under the weather with a serious infection. We hope she recovers quickly.



History of the Model A — Part 5

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

The 1930 Model A had major changes from the 1928/29 bodies, with the 1930 bodies being better proportioned with higher hoods and radiators, and with smoother cowls and body panels. The fenders were wider, lower and more graceful.

By the end of 1930, Ford sales had increased to about 42% of all cars sold in the US. Profits for the year rose to about \$40 million, which wasn't too bad since the US was in the Great Depression.

The 1930 Fords had a tall radiator, quarter-turn interrupted internal tab type radiator and gas caps and 19" wire spoke wheels. The 19" wheels lowered the overall body appearance, lowered the center of gravity and with the taller bodies the cars looked more sleek.

The back of the headlight buckets were changed from an "acorn" shape to a



1928-29



1930-31

shallower "parabolic" shape.

A new style flat steering wheel with a large hub was installed. The heart shaped



Instrument Panel
1928-1930



Instrument Panel
1930-1931

dash panel with oval speedometer was replaced in about June with a horizontal oval shaped dash panel with round speedometer.

For the general car buyer in 1930, the Ford models were: Phaeton (Standard & Deluxe), Roadster (Standard & Deluxe), Coupes (Standard, Deluxe & Sport), Tudor, Fordor (Standard & Deluxe), Town Sedan, Cabriolet, the Murray built Station Wagon and the Victoria Coupe. Prices for 1930 cars ranged from \$440 to \$640.

Two new body styles were available in 1930. The Deluxe Phaeton came in a 2-door body style, with lowered steering wheel and a lowered windshield frame. The Victoria Coupe had a distinctive "bustle back", dropped floor panel, rear side windows that were considered square and a slanted windshield with no exterior sun visor. The Briggs Victoria Coupe had a fabric-covered rear top quarter, whereas the Murray had steel ones.



Deluxe Phaeton



Victoria

The Town Car was again produced for those who wanted "snob appeal" and maneuverability at a cost of \$1200. The body style stayed the same as the 1929.

Reversing a former trend, Ford changed the front fender brace from stamped steel back to forged ones due to brace fatigue cracking where the brace attached to the frame.

continued next month

"By the end of 1930, Ford sales had increased to about 42% of all cars sold in the US."

Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

We see the owner each month at the meetings, but we've never seen his car until now. Whose garage does this beautiful car reside in?



Whose Car is This From?

Here is a photo from this month's mystery car.



Brimley's car was highlighted last month.

Model A Era Ads



He hosted a popular radio show, *The Fire Chief* for most of the 1930s, heard in North America on Tuesday nights, sponsored by Texaco gasoline.



Gustavus Franklin Swift founded Swift meat in 1855. From Massachusetts, he likely named the Brookfield Farm brand from the small picturesque farming community of Brookfield, MA.

Tech Tips

SERVICING MODEL "A" CARBURETORS PART 2

INSTALLMENT #2
Ford Service
Bulletin
January

Water in the fuel line may freeze in cold weather and stop the flow of fuel—use hot cloths for thawing.

The carburetor is a delicate instrument and should be handled carefully. Don't use strong-arm methods in taking it apart, reassembling or skipping the various parts. With reasonable care the carburetor will last indefinitely.

Adjustments

Do not expect a new engine that is too stiff to "rock" on compression when stopped, to idle well at low speed.

To Adjust the Idle—If engine is free, fully retard spark lever. Adjust throttle plate adjusting screw. See "H," Fig. 421, so that engine will run sufficiently fast to keep from stalling. Turn idle adjusting screw "I" in or out until engine runs evenly without "rolling or skipping," then back off throttle plate adjusting screw until desired engine speed is obtained. (Make adjustments with engine warm.)

Usually best idling will be obtained with the adjusting screw approximately two turns off its seat.

Dash Adjustment—The dash adjustment does not control the entire fuel supply. A minimum amount of fuel is constantly drawn from the float chamber through small fixed openings even when the dash adjustment is fully closed.

For best operation under usual driving conditions, the dash adjustment should be backed one-quarter turn off its seat. Running with the adjustment more than one-quarter turn off its seat may be necessary on new stiff engines, but otherwise this will result in poor economy, carbon and crankcase dilution.

The dash adjustment may be turned less than one-quarter turn off its seat to obtain a lean mixture suitable for high altitudes, high test fuels, or when driving at steady speeds on level roads. Under normal conditions, however, too lean a mixture causes uneven running at low speeds and slow pickup.

Do not force the adjusting needle down on its seat as this will score the parts.

Cold Engine Starting

First: Open hand throttle lever two or three notches. Fully retard spark lever. Turn carburetor dash adjustment one full turn to left.

Second: Turn on ignition. Pull back choke rod at the same time depress starter switch. The instant the engine starts, release choke.

Third: As motor warms up, gradually turn dash adjustment to the right until it is in its normal running position—one-quarter turn off seat when engine is warm.

Starting in Cold Weather

These instructions are to aid starting at low temperatures, especially when battery efficiency is low and the engine does not turn over at starting speed.

First: Open throttle lever two or three notches. Fully retard spark lever. Open dash adjustment one full turn and crank engine two or three times with ignition **off** and choke pulled all the way back. This will fill the cylinders with a rich mixture.

Second: Release choke and turn on ignition. Engine should start on second or third quarter turn of the crank.

Warm Engine Starting

With spark control lever about half way down quadrant and throttle lever advanced two or three notches, turn on ignition and depress starter switch. It is usually unnecessary to use choker when the engine is warm.

IDENTIFICATION OF CARBURETOR PARTS

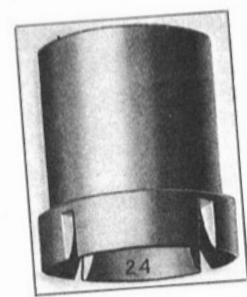


FIG. 422—Venturi

The venturi measures the air through the carburetor and keeps it moving fast enough at low speed to completely atomize the fuel.





National Park-to-Park Highway

BY ROBERT MACK

The Model T, the automobile built for the “average American,” liberated the nation. No longer was automobile travel limited to the wealthy. American’s of all types could now venture with ease away from the farm or the neighborhood that had held them captive. Many looked to far off horizons with hope that they too could venture into the unknown beyond.

Looking to distance themselves from the horrors of WW1 and the pain of the 1918 flu pandemic, American’s were hearing

more and more about the amazing wonders of the National Parks. Stephen T Mather, director of the National Park Service was looking for public support of the National Parks. Yet travel to the west and especially to the recently created and publicized National Parks was still dominated by the wealthy traveling by train.

At the dedication of Rocky Mountain National Park Director Mather met Gus Holm’s from Cody, Wyoming. The two of them concocted the idea of a park-to-park highway that would connect the twelve current western National Parks. Their aim was to publicize to a newly mobile public

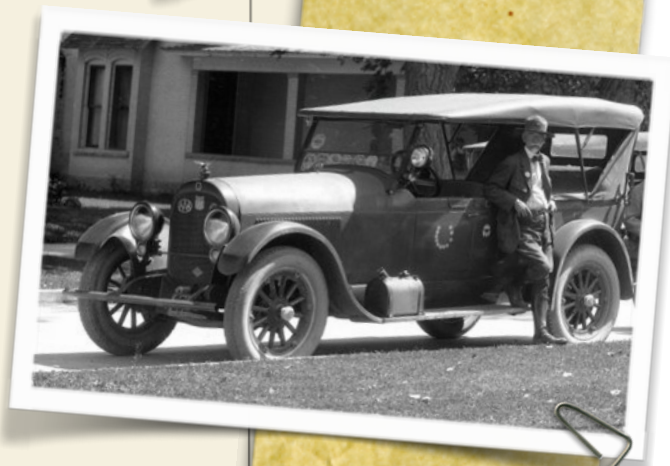
how these national treasures might be accessible more economically by car.

In 1920, the National Park Service, the National Park-to-Park Highway Association and the American Automobile Association jointly sponsored a tour following the route of Anton L. Westgard, who had already driven the route as he was planning and mapping it.

It was a bold, and some even say it was an



audacious plan, since there were no paved roads, no gas stations, no mechanics, and few if any accommodations. Those who were first to navigate it had no one to rely on but themselves, and so they had to be sure they hauled plenty of tools, parts, and fuel.





UTAH VALLEY

- Model A Club -

THE MOTOMETER



The inaugural tour of the National Park-to-Park Highway set off from Denver on its epic drive on August 26th, 1920 with twelve intrepid motorists. Each motorist was experienced and had to be hardy enough to complete seventy-six days of driving and public speaking over the course of five thousand miles.

The tour followed a set schedule, averaging a distance of sixty-five miles in a day. The route traveled in a counter-clockwise direction leaving Denver and traveling to Rocky Mountain National Park, then to Yellowstone, Glacier, Mt. Rainier, Crater Lake, Lassen Volcanic, Yosemite, General Grant, Sequoia, Zion, the Grand Canyon, Mesa Verde and back to Denver. Of the original twelve travelers who faced a truly adventurous frontier only seven of them made the entire trip.

Dirt roads often became muddy, and the weather was dangerously unpredictable. Even Westgard, exhausted from his efforts to secure safe passage for the tour, became seriously ill during the trip and the entourage's leader had to leave the party in Portland.

At that time Holm's took the lead. The only park the group bypassed was Lassen Volcanic Park since it had no roads leading into it.

In Sequoia National Park, the tour began to slow in the face winter weather. As they traveled south past Zion and the Grand Canyon, this



was less of a problem, but once they headed north into Colorado, snow became a problem again. Many tour members continued to Denver by train, but the remaining seven members stuck it out to see Mesa Verde and enter Denver in their travel-seasoned automobiles.

The newly mobile nation was awe-struck by stories and photos from this trip, and with the boom of the roaring 20's came the roar of automobile engines to the west.

With the improvements of the Model A over the Model T even more tourists flocked to the wonders of the western parks. The goal of the National Park-to-Park Highway campaign was realized. In some parks visitation more than doubled during the transition from the Model T to the Model A necessitating new construction projects to improve roads and transportation in the parks (but that is another story).

The Model A moved more Americans westward than any other car; and automobile tourism was soon to replace train travel.





Model A Adventures

HOW MY MODEL A GOT US A GOOD PARKING SPOT

One Saturday in 1969, Frank and I planned a double date to the fairly new Cinerama Dome Theater on Sunset Boulevard at Vine Street in Hollywood. To the girls, I'm sure this sounded innocuous enough, but Frank and I had a propensity for doing things big. We already had our tickets, so there was no perceived urgency for getting to the theater early. This was a premiere venue, and back in those days, we dressed up to go to a nice theater, so the girls looked fine and we looked dapper.

My dad had a graphic arts business right in downtown Hollywood on Selma Avenue at Cahuenga. I worked there with him after school and summers, so I had a key to the place and an excuse to be there.

We told the girls I had to pick up something on our way to the theater, so we would stop by for a few minutes. They were invited in for a tour. I detained them by showing off the light tables, the big camera and the darkrooms, explaining all about the processes of photography and film developing while Frank snuck outside to get the Model A ready for our planned pre-movie activities.

Frank and I had hidden props and costumes in the shop which we had planned to use for adding a dimension of variety to what would have been an otherwise standard double-date. When I felt enough time had passed and had picked up whatever our ruse was to make the stop seem official, I led our dates outside.

When their eyes adjusted to the sunlight, they saw the Model A all decked out with a *Just Married* sign over the spare tire, crepe paper weaved through the wheel spokes and strings of tin cans tied to the rear bumpers.

As expected, the girls were shocked and were more than hesitant to be humiliated by our antics. After explaining that we didn't have time to undo everything, we persuaded them that they should just go along with the gag and have a little fun in life.

We then donned our top hats and gave the girls bridal veils to wear. My date and I got in the rumble seat while Frank drove with his girl up front.

We cruised Hollywood Boulevard, blowing the Aooogah Horn and making a general scene as we smiled and waved to the tourists who were strolling the Walk of Fame. We made a couple of beat cops do a double-take, but they just smiled. Generally the traffic gave way and we got a lot of thumbs ups from the motorists.

We turned the Model A at Hollywood and Vine and headed down to Sunset to

go to the theater. To our dismay, the street was jammed with traffic trying to turn in to the parking lot. Just before we reached the driveway, one of the attendants brought out the *Lot Full* sign.

His co-worker saw us and our Model A all fancied up and in the queue to enter the driveway. He waved us over, removed the chain and told us where to park near the entrance of the theater.

We were happy to oblige and got the best spot in the lot. We then took off our hats and veils and went in to see the show.

I don't remember if those girls ever let us take them to a movie again.
Howard Eckstein





Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

MARCH 12th, 1928 — 12th - In California, the St. Francis Dam, burst. At two and a half minutes before midnight, the dam failed catastrophically and the resulting flood killed up to 600 people. The collapse of the St. Francis Dam, completed two years earlier, is considered to be one of the worst American civil engineering disasters of the 20th century



MARCH 23rd, 1929 — President Herbert Hoover has a phone installed at his desk in the Oval Office of the White House. Even though President Hayes had the first phone installed in 1877, it was in the telegraph room and could only call the US Treasury. The next phone installed was located in the foyer of the White House.



MARCH 13th., 1930 — Pluto was discovered by Clyde Tombaugh, using images taken the previous month. The name "Pluto" was reportedly suggested by Venetia Burney, then an 11-year-old English school girl, who died in April 2009, having lived to see the reclassification of Pluto as a dwarf planet.



MARCH 3rd, 1931— President Hoover signed a declaration stating the Star Spangled Banner as the nation's national anthem. Francis Scott Key, a lawyer, was being detained on a British warship during the British naval bombardment of Baltimore's Fort McHenry during the War of 1812. When the shelling subsided and Key witnessed that Fort McHenry was still flying its huge (42' x 30') American flag, he began writing his poem.





PAJAMAS



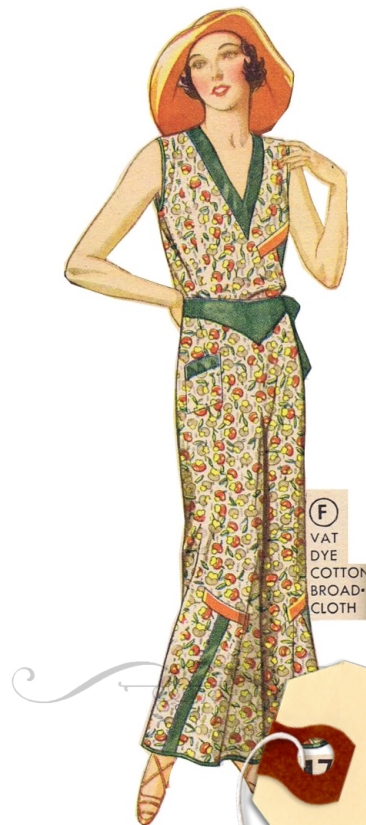
The pajama on the left is for girls, aged 6 to 14 years. These two-piece pajamas are made from knitted Rayon, in a solid and printed design. The trousers have an elastic waistband and matching trim. The slip-on top is trimmed with matching trouser material.

The striped pajama on the right is made of Windsor Fancy Cotton Flannel, perfect for cold winter nights. The trousers are full-cut, with a drawstring at the waist-line. It came in bust sizes 34 to 44.

National Bellas Hess, F/W 1928-29

The 1931 Spring and Summer *National Bellas Hess* Catalog includes these fancy print pajamas. According to the catalog, ***“Up-to-date women all over the country have discovered the enormous chic and great convenience of Pajamas like these. They’re swaggerly cut with the new flared trousers and have a cunning blouse to tuck into the yoke top trousers.”*** Harmonizing solid tone fabrics are used to trim both the blouse and the trousers. An all purpose Pajama, meant for lounging, gardening or working about the home. They are made from vat-dyed cotton broadcloth, in Women’s and Misses sizes.

National Bellas Hess, S/S 1931



INSTALLMENT #2
courtesy of the
MAFCA Fashion
Committee

“Member Spotlight”

MAKING A DREAM BECOME A REALITY

(continued from page 4)

A woman passed by the shop and saw my Model T. She stopped by asked the repairman whose car they were working on and if by chance they wanted another antique car. She left her number for me to call. I couldn't believe it. Mr. & Mrs. Brown had her father's original 1928 Model A. They had had it completely restored, but had grown tired of it and it had been in a storage unit for over 11 years. They agreed to meet me (along with my husband Tim & our oldest son Scott) at the storage unit where her car was stored. (My son, Scott, had primed me not to offer an amount and to show no emotion upon the car being revealed.) That was tough! I couldn't believe my eyes! I actually asked them, "Why are you selling this car? Why aren't you giving it to one of your grandchildren." Their response: "We're tired of messing with it!" A week later both my Model T & Model A were sharing the same garage. I could only keep one and the 1928 Model A was my choice. The first time I drove it, I was in love! But it too had **F.O.R.D.** problems & my biggest problem was my neighbor Bill had died.

In February of 2012, we had a house fire. The Model A was my first possession pushed out of the house. I couldn't keep the engine running and I had little time or money to focus on repairs while our

house was under reconstruction. After we moved back in, I was still very frustrated. I wanted the car, but I didn't feel I could handle the frustration of it not running properly and disappointing my grandchildren. In the spring of 2013, I actually put it up for sale – asking a high enough price – I knew it wouldn't sell quickly. But my philosophy is: "If you can't use it – loose it!" And I had started giving up hope. I hated the look on my grandchildren's faces when we couldn't go for a ride in the "Old Car" because it was always broken.

That summer Tim went to the Orem Summerfest where he met Vern Cope, Karl Furr, & others associated with the recently organized Model A Club. Tim came home exclaiming, "Before you sell your car, you have got to go to one of their Model A meetings to see if they can help you." Needless to say, we did and it was one of the best decisions I've made since Bill Croft died. Joe Fazzio, Karl Furr, Kelly Barker have worked endless hours getting me "up & running" again. My grandchildren giggle & cheer with delight when the Model A engine fires up and we head out for rides about town. I will be forever in debt to this wonderful organization and am glad to be serving as acting secretary.

December 26, 2013, Tim & I were called to a "Live at Home" mission for the Church of Jesus Christ of

Latter-day Saints, serving in the Utah Provo Mission. We have been given permission to use the Model A in our missionary work. We will stand as witnesses of Jesus Christ in antique style.

Tim & I are the proud parents of 8 children (1 deceased) and 21 grandchildren. Nothing is greater than having good, smart, educated children who know how to make good decisions and raise good families for themselves. And because of the Utah Valley Model A Club, the Crockett family will be surrounding these delightful individuals and others with memories in "Grannis" Antique Car!"



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.


President's Message

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He also explores his connection to “the Beast” with Dr. Phil, Jay Leno, and Jeremy Clarkson. It was during this discussion that Clarkson said something that struck me as an explanation for this propensity we have to name our Model A's. He said, "It's what non-car people don't get. They see all cars as just ton-and-a-half, two-tons of wires, glass, metal and rubber. That's all they see. People like you or I know, we have an unshakable belief that cars are living entities. Not like a Toyota Corolla obviously, but a real car..."

You can develop a relationship with a car. And that's just what non-car people don't get. Charles Babbage, the inventor of the computer in the 18th century talked about the unerring certainty of machinery. Ok, now the problem you have with the unerring certainty of machinery is that it is a machine. When something has follies and won't handle properly, that gives it a particularly human quality because it makes mistakes. And that's how you can build a relationship with a car that other people won't get."

We may have different reasons for naming our Model As but for me Clarkson's statement is the best explanation. My car has a name because it is a reflection of my own humanity. He has good days and bad days; he can be pleasant or irritating. Yet, in the end, he is like an old friend. Henry and I have been friends since I was 13 and he was 55. We don't have too much in common but we do enjoy the time we spend together. I hope to spend a lot more time with my friend and plan to bake him a cake when he has his 100th birthday. So, if you haven't given your Model A a name go ahead and do it you are not crazy, you are human, just like your Model A.

Spirit Night at 

Explorer Scouts in American Fork are sponsoring a spirit night at the American Fork Chic-fil-A (83 N West State St) from 5 to 8 p.m. on Monday, **March 3rd**. 20% of sales will be donated to the scouts. This is a good opportunity to show off the cars and highlight the club.



Happy Begg reported that theMAFCA Facebook page was fully launched on August 27, 2013. As of December 5, there were 466 “likes” and she anticipates having about 500 “likes” by December 31, 2013. The Facebook page is a public page which means you do not have to be a member of Facebook or have an account to look at the page. You cannot leave a comment, however unless you create an account and “like” the page. Now that we have had an intro to Facebook we can all Check-out MAFCA's page.

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



Parting Thoughts

On March 15th we will be filming our movie. It should be great fun and something that I would guess most of us have never done. It has been said before but we will need as many cars as we can get to fill out the look of the film. Please plan to join us and if you have any pull with the weatherman ask for a nice clear day.