



UTAH VALLEY

- Model A Club -

May 2014

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20 MILLIONTH FORD
Model A History Pt. 8
Tech Tip - Coil Polarity

MEMBER
SPOTLIGHT

JAN & TONY
JACOBS



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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 our President

I was struggling with what to write about this month. I pretty much used up all the intelligent thoughts that I had so I was in danger of rattling off some mindless gibberish but after our last meeting a member came to me as we were discussing the Utah lake tour and mentioned that they were having a hard time feeling confident with their Model A and with themselves with how to handle issues that came up. What an excellent thing to talk about.

How do we become confident with our beloved cars? I am very confident that my Model A will break down on the side of the road at some point. That statement really doesn't help but it is true because it has happened before. I have driven my Model As thousands of miles so I have had many opportunities to experience all kinds of issues. I have replaced distributors, carburetors, generators and other parts that end with t-o-r-s, all on the side of the road. I have lost a muffler clamp and drove the car with the muffler bailing wired to the manifold. I have had a transmission lose 2nd gear when I was hundreds of miles from home. I have been stuck on the side of the road with a flat tire; I had a spare and a jack but did not have a lug wrench. Some of these issues can be expected, I was driving an 80 year old car. Some of the issues are my own fault, being a dumb teenager and forgetting to put a lug wrench in the car. All of this I have experienced and yet I am confident that I can take my A out on a long drive and it will all end up ok.

We may have concerns in our own abilities. We all have different skill and knowledge levels as it relates to our model A's. We fear that our car will break down and we won't know how to fix it. In reality none of us knew how to walk or talk until we learned to. *(continued on pg 19)*





April, 2014 Monthly Meeting

INFORMATION, KNOWLEDGE, ADVICE, INSTRUCTION AND MORE

This month's meeting was filled with all kinds of information, dates, future events and advice. A lot was covered.

Attendance:

Kelly Barker, Diane & Brim Brimley, Reid Carlson, Vern Cope, Syd Crockett, Ross & Stevan Davis, Gemma & Howard Eckstein, Joe Fazzio, Karl Furr, Jim Haire, Clyde Munson, Robert Mack, Colette & Bill Thompson, and Richard Tucker.

Awards:

UVMAC 13+: Joe received his 13+ award tonight! Several other members are very close to receiving their's too. Vern said he is really close, he only has 11 more months/events to go.

Bent Rod Award: Clyde explained the bent rod award for the new members and awarded the traveling trophy to Richard Tucker. The trophy will be presented on April 26th at the movie premier. If you want to know more details about the incident that merited this presentation you'll have to ask Richard himself.

Ross has been absent from the meetings lately so he was given a certificate from the December meeting. He was one of the first candidates for

the Bent Rod Award. It was for letting his car play with fire — TWICE!

Clyde held a drawing for three free one year memberships to MAFCA. The winners were Syd Crockett, Karl Furr and Howard Eckstein. A consolation prize was given out for a 20x16 canvas print. The winners were Diane and Brim Brimley.



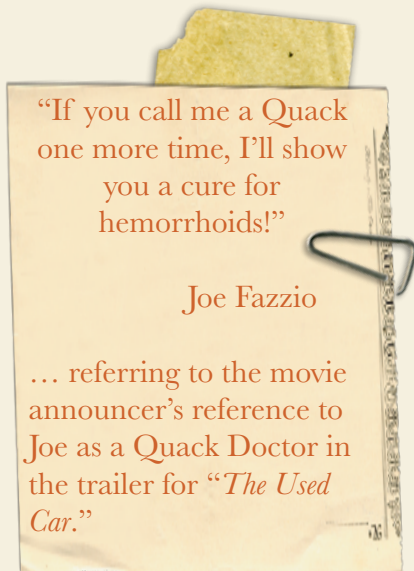
T-Shirts: Vern now has five orders for t-shirts and will be ordering them as soon as we have pictures of the cars for the order. If you want extra shirts or don't have one and want to order one NOW IS THE TIME! Vern wants to order right away!

Social Media Report: New likes on Facebook Account: Arrowhead Upholstery, Larry H. Miller, many club members, the Model A Club of America (they are posting some of our pictures on their site) and "Copra Drab," posted a "like."

The Club has been invited by Arrowhead Upholstery to Payson's Onion Days Car Show September 1st (Labor Day) and the Elkridge City Celebration Car Show on June 28th.

"The Used Car" movie on the 26th is 29 minutes long. Copies will be available for member purchase. Elder & Sister Rob Todd who are serving a mission in Madagascar wants to show the movie on the 29th. Guy Thompson of the American Fork Training Center wants to show the movie in their theatre on the 24th of May at 2:00 p.m..

Joe taught us about the GAV (gas adjustment value) & spark advance lever. Each member was encouraged to "know your car."





Member Spotlight

TONY AND JAN JACOBS

Tony was born in Holland and grew up there during WWII when Hitler occupied Holland. His family was in the process of immigrating to America when his mother's passport and three of her five son's was cancelled. Three weeks later the war broke out. Their father and the two older boys were already in America. The family was separated for 7 1/2 years and didn't hear from each other at all during that time. At the start of the war Tony was five years old. At the end of WWII he was thirteen.

Tony and Jan met in Bishop, California where she had been born and raised. Tony didn't speak english at the time they met. Jan's horse had escaped her pasture and was grazing on grass at the Jacob's dairy when Tony found it. Tony was caring for the horse when Jan came to claim it. (It too is a long story). Years later they were married. They have two grown children Madeline (Bart) Reed and Jeff Jacobs, who is with the Orem Fire Department. They have eight grandchildren, nine great grandchildren with two more on the way.

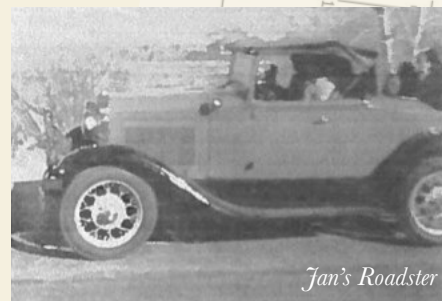
Tony and Jan love old cars, but particularly Model A's. And it all started when Jan talked Tony out of \$110 to buy an old beat-up 1931 Model A Ford back in 1962. She might have thought twice about it if

she had known just where it would lead.

This first Model A for the Jacobs was just what Jan wanted to take her two young children to the dump in, plus any number of neighbor kids who wanted to climb on board. This old buggy had a pickup bed made of wood very cleverly shoved into the cut-up back end of a roadster where the rumble seat had once been.

When they all came flying down the road in this old car it looked like a tribe from "The Grapes of Wrath."

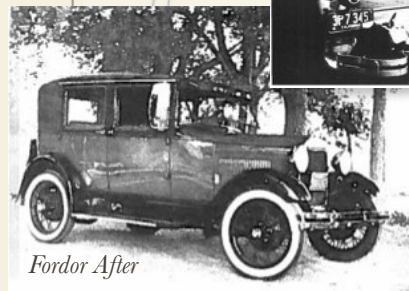
Tony put up with it for a while and then one day his desire to take things apart to see what "makes 'em tick" over came him. Off went the wheels and up on blocks it went. Out came the motor and now there was no car to drive to the dump or run errands in. Madeline and Jeff however, were delighted because now they could play Army truck with all the neighbor kids. For three long years the car sat dismantled in the yard. More than once Jan and Tony had words like, "Why couldn't you have just left her alone?" Tony would respond with, "Don't worry, I'll fit it up again."



Jan's Roadster



Fordor Before



Fordor After



Jacob Hillbillie's Phaeton



Jan & Tony Jacobs



THE MOTOMETER



Finally he hauled the car and all the parts away. Jan didn't expect to ever see it again.

For months Tony worked with a friend restoring the old car. Jan knew nothing about it. She thought he was working nights. Madeline and Jeff knew all along that their dad was fixing the "old Army truck" for mom.

On Christmas morning in 1966 she received a cleverly packaged gift. It was the key to the "old car," but now it didn't look the way it did when he towed it out of the driveway a few months ago.

It was beautiful. A 1931 Roadster — completely restored, rumble seat and all. No more trips to the dump in this immaculate restoration! We drove the car and entertained friends with it for years. It has had a special meaning for our whole family, because it was the beginning of the Model A itch for Tony and a focal point for family fun.

Jan and Tony would eventually own six Model A's.

Tony is a perfectionist and does a beautiful job of any task he takes on. One of Tony's restoration projects, a Brigg's Fordor, was so well done that a European buyer purchased it and shipped it to Germany where it now resides.

had a mountain of work to do to restore it.

Karl Pope fondly remembers when the 1929 Phaeton looked similar to the Beverly Hillbillies vehicle. But, when Tony set his mind to it he was able to restore it to factory specifications. The

car has earned numerous awards due to his diligent efforts and attention to detail.

Because of Jan's original request for \$110, the Jacobs family are now devoted old car nuts (oops, a more politically correct term would be old car buffs).

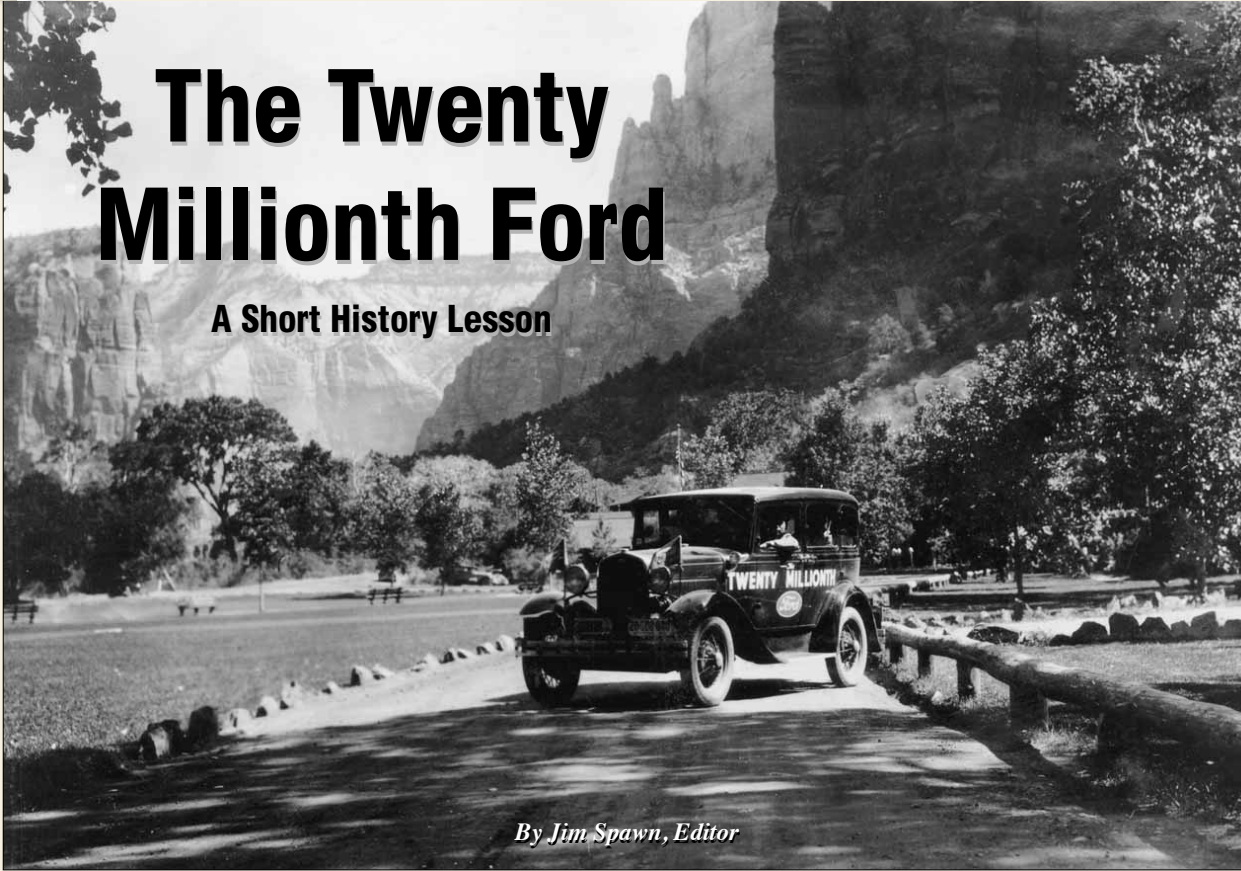


Jan Jacobs

Tony and Jan's current car was found in a mine shaft in the mountains of California. Even though it was in very poor shape Tony had a difficult time "prying" it out of the hands of it's owner. The owner wasn't too keen on selling it. He said that was the best vehicle he had ever owned when it came to working in the mine and driving the rough mountain roads. But because of its misuse however, Tony



Jeff, Madeline, Jan & Tony



The Twenty Millionth Ford

A Short History Lesson

By Jim Spawn, Editor

And So It Was...

Many of us in the Model A Ford hobby double-dip as part-time Ford history buffs. It sort of comes along with the package. Generally speaking, a MAFCA member can quote dates and statistics that few Americans can recall. We seem to really enjoy reading about the Model A era and seeing photographs of the days when our cars were either new or were in daily use. T'was another time, indeed.

History records that on April 14, 1931, Henry Ford with son, Edsel, at his side drove off the assembly line in the Twenty Millionth Ford. The car was specially painted with TWENTY MILLIONTH and the Ford logo on both sides and also on the top. Ford was big into aviation by then and wanted to be sure the car was recognizable from the air. This event is well documented and reported in many books and in this publication, (see *The Restorer*, Vol 18, Issue 5), too.

Henry drove the Twenty Millionth Ford, a 1931 Slant Windshield Town Sedan,

over to his Fairlane estate and parked it next to his first car, the Quadrcycle. Many photographs were taken of the two historic vehicles side-by-side, with the famed industrialist and one of the richest men in the world.

Milestone cars were not new. Ford did pretty much the same thing with the Ten Millionth Ford, a 1924 Model T, and the Fifteen Millionth Ford, a 1927 Model T. These cars were used for promotion and general hype. People turned out by the thousands just to see them. The Twenty Millionth Ford was no exception. The fact that it happened to be one of the very first Slant Windshield Town Sedans was probably no accident either.

This car would gain world-wide exposure on its nationwide publicity tour and without question became the most photographed Model A in history. We've seen many of those photographs published in *The Restorer* and other publications, as well as books. For this issue, we had to pick and choose from dozens that we have access to. There are hundreds more that

could easily fill a whole issue of this publication.

Within a week, this car was the central attraction as it was taken to Ford dealerships, State Capitals and landmarks nation-wide, along with as many as twenty other 1931 models of various body styles. Sort of a rolling new car show, they began in the East and headed out West. At these stops, local dignitaries, celebrities, and dealers hob-nobbed with the press as it bestowed tons of free publicity for Ford. Many of the states presented special 20,000,000 license plates to the car and a special log book was brought along for all to sign their names as the car toured across America.

The many photographs taken of the Twenty Millionth Ford during the publicity tour are interesting to look at. They show us a time when people stopped what they were doing to come and watch a twenty-one car parade. Schools let the kids out and many towns provided a police escort and a Brass Band for the Ford caravan. The car was inducted into the Sioux



They really did bring out the Brass Band. At daily stops the Twenty Millionth Ford Publicity Tour saw huge crowds. The schools were let out and it was a big day in the lives of small town America. Petty Motor was the site of this stop in Cedar...something America. Today, we'd pay big bucks for that Ford sign and those Standard gas pumps. A Saturday afternoon matinee at The Orpheum was a highlight!

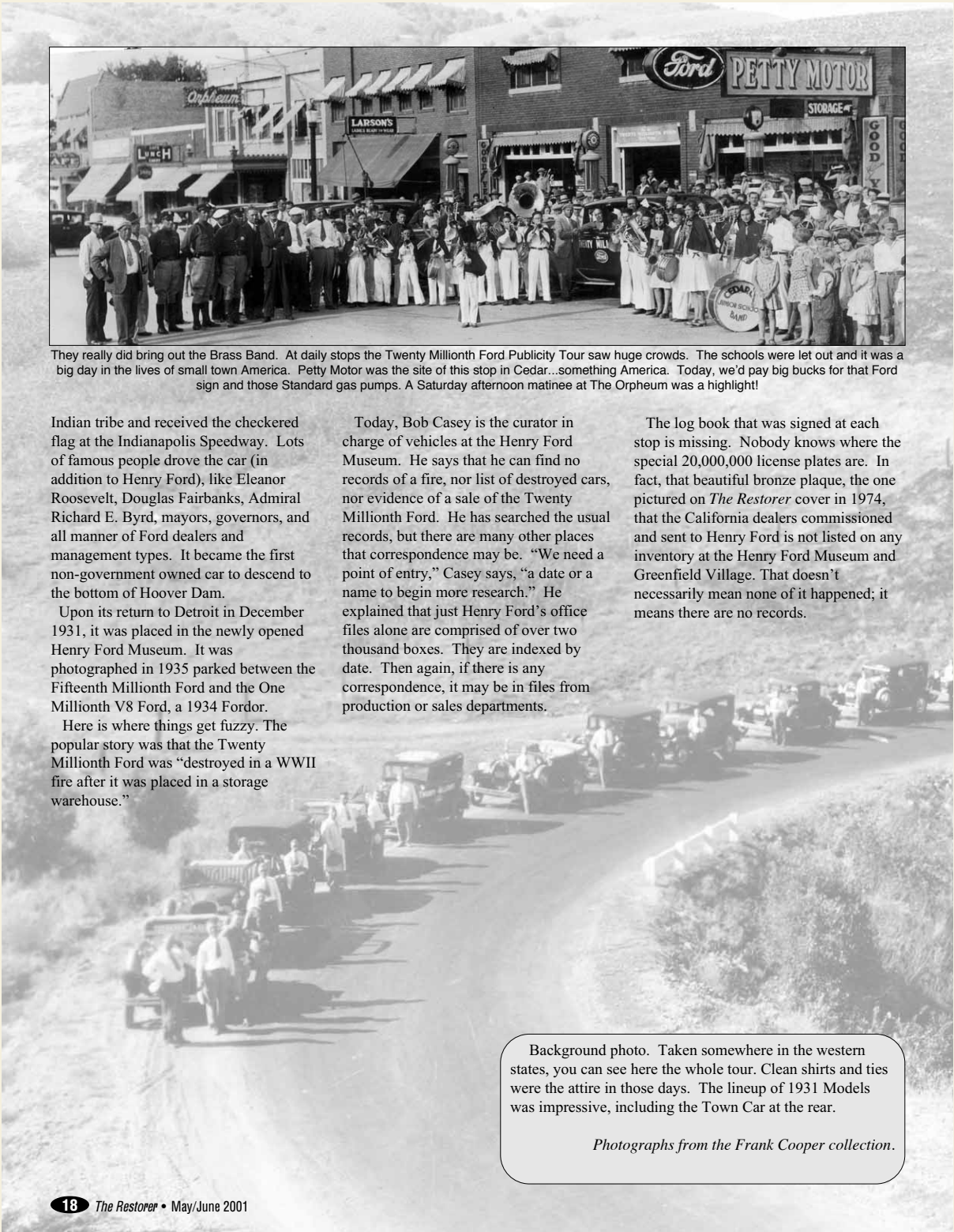
Indian tribe and received the checkered flag at the Indianapolis Speedway. Lots of famous people drove the car (in addition to Henry Ford), like Eleanor Roosevelt, Douglas Fairbanks, Admiral Richard E. Byrd, mayors, governors, and all manner of Ford dealers and management types. It became the first non-government owned car to descend to the bottom of Hoover Dam.

Upon its return to Detroit in December 1931, it was placed in the newly opened Henry Ford Museum. It was photographed in 1935 parked between the Fifteenth Millionth Ford and the One Millionth V8 Ford, a 1934 Fordor.

Here is where things get fuzzy. The popular story was that the Twenty Millionth Ford was "destroyed in a WWII fire after it was placed in a storage warehouse."

Today, Bob Casey is the curator in charge of vehicles at the Henry Ford Museum. He says that he can find no records of a fire, nor list of destroyed cars, nor evidence of a sale of the Twenty Millionth Ford. He has searched the usual records, but there are many other places that correspondence may be. "We need a point of entry," Casey says, "a date or a name to begin more research." He explained that just Henry Ford's office files alone are comprised of over two thousand boxes. They are indexed by date. Then again, if there is any correspondence, it may be in files from production or sales departments.

The log book that was signed at each stop is missing. Nobody knows where the special 20,000,000 license plates are. In fact, that beautiful bronze plaque, the one pictured on *The Restorer* cover in 1974, that the California dealers commissioned and sent to Henry Ford is not listed on any inventory at the Henry Ford Museum and Greenfield Village. That doesn't necessarily mean none of it happened; it means there are no records.



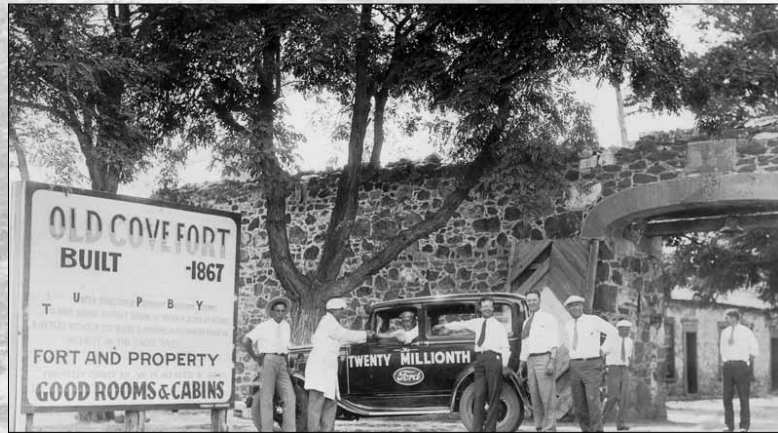
Background photo. Taken somewhere in the western states, you can see here the whole tour. Clean shirts and ties were the attire in those days. The lineup of 1931 Models was impressive, including the Town Car at the rear.

Photographs from the Frank Cooper collection.

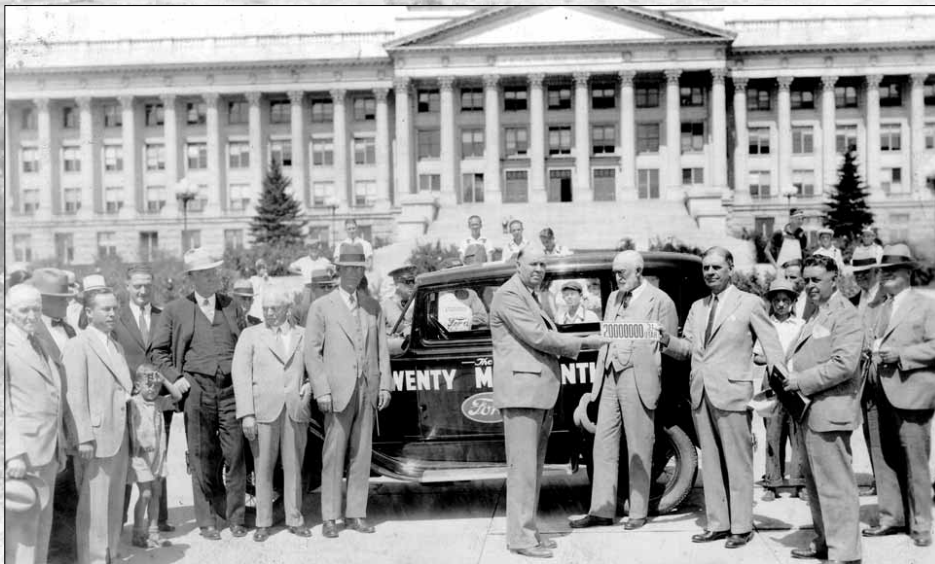


We must remember a few things. The Henry Ford Museum and Greenfield Village is a gigantic operation. Much of the manpower is supplied by hundreds of volunteers and over the past seventy years, dozens of curators and administrators have come and gone. Administrators have been replaced and what was a high priority to one CEO may not have been to his successor. You can bet that, over the years, a few "light fingered" people have been asked not to come back. So, just like there are some holes in every local museum's recordkeeping, the Henry Ford Museum has the same potential for losing 'things'.

Exactly what happened to the Twenty Millionth Ford has been one of the great automotive mysteries. No one seems to know for sure.



In addition to dealerships, capitals and court houses, the Twenty Millionth Ford Tour stopped at various landmarks. This stop was in Utah.



Presentation of the Utah Special 20,000,000 License Plate in front of the Utah State Capital.



The state of Wisconsin presented a 20,000,000 license plate.



This image shows the Kentucky and Tennessee special 20,000,000 license plates.



In Brady, Texas, the town's Twenty Millionth Turkey was put on top of the car. This Ford dealership, Curtis Norman Company is still in existence today.



Another stop, another photo. Here's real 1931 fashions complete with bare feet and bib overalls.



Los Angeles City Hall, Peggy Hamilton, official hostess, is at right of Douglas Fairbanks, Sr. At his left is Mayor Porter. Other stars are Bill Cody and Bill Desmond. The Golden Orange was presented by area dealers.

Right: It was a high honor to have your photo taken with the Twenty Millionth Ford for not only salesmen and dealers, but mayors, governors, celebrities and common citizens. This one is inscribed, *Remembrance of Norfolk, Neb. Taken at Noon, Aug 20, 31. Best Wishes Always. Hal Shields*



Ford didn't miss any detail, painting the special lettering on the roof so aircraft could recognize the Twenty Millionth Ford.





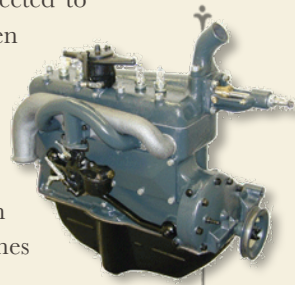
History of the Model A — Part 7

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

Manufacturing facts & figures:

- The weight of completed cars range from the lightweight Roadster at 2050 pounds to the heavyweight Fordors/Town Sedans at about 2500 pounds.
- The engine including the clutch assembly and the transmission weigh about 475 pounds.
- March 1928: The brake system with the common emergency/parking brake was redesigned to have the emergency/parking brake a separate brake, at about car number 5,000.
- Nov. 1928: The 4-point method used to mount the engine was changed to a 3-point system by replacing the front 2-point mount with a 1-point yoke assembly. Dealers had to cut off part of the front cross member prior to installing the new yoke.
- Nov. 1928: The troublesome multi-plate clutch was replaced by the single plate unit, at about car engine number 560,000.
- Jan. 1929: The fan shroud was removed from behind the radiator.
- March 1930: Spark plug gap specification was increased from a range of 0.025" to 0.030" to a new range of 0.027" to 0.035."
- All cast parts for the engine and transmission that could be seen were painted Ford engine green. Engines were painted after machining, but prior to final engine assembly.

- Assembled engines were connected to water and oil lines and then coupled to an electric motor for a motor break-in to loosen up the motor bearings. Successfully ran motors were then stamped with an engine number. Failed engines were returned to the smelter.



- The 45 assembly plants located throughout the US received engines from Ford's Rouge Plant and bodies from the body plants on a regular basis. Some of the engines and bodies may have been "in float" for two weeks to several months before they made it to the assembly plant. Engine numbers were stamped on the frame after the motor was installed.



(continued next month)



Tech Tips

— IGNITION COIL POLARITY —

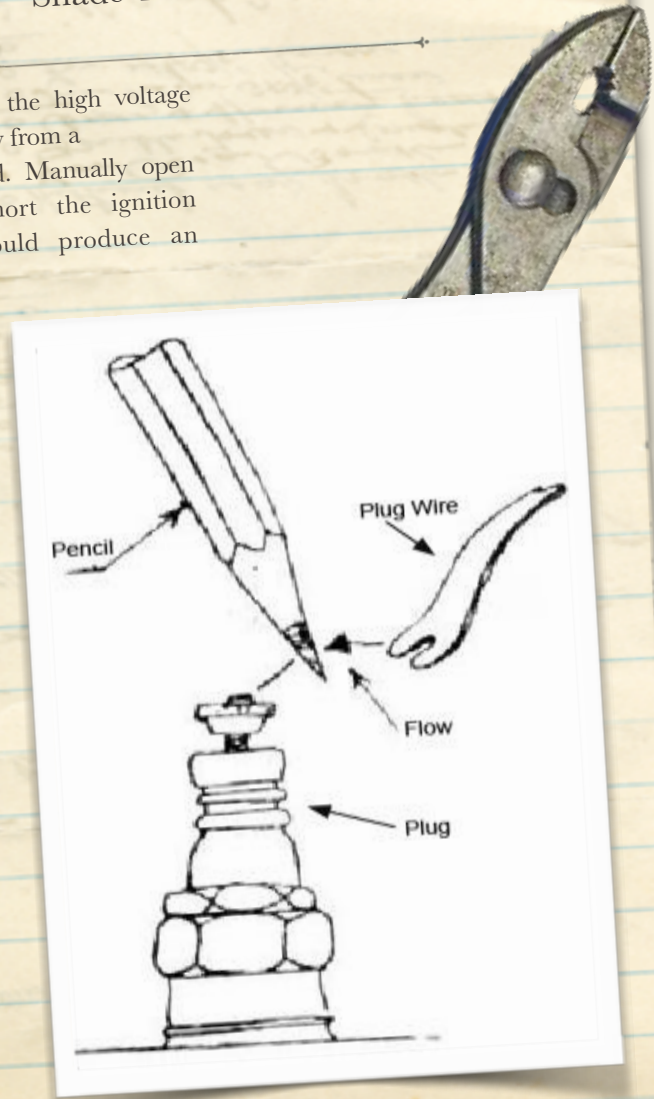
By Ken Nelson — Shade Tree A's

The automotive ignition coil is a polarity sensitive device, which will function even though its electrical connections are crossed. However, its efficiency is substantially reduced when it is incorrectly connected to your car's electrical system. Typical symptoms of an incorrectly installed coil are a general lack of power and sluggish or erratic engine performance at moderate to high speeds.

To determine the correct coil polarity, disconnect the spark plug end of any spark plug connector and support it such that it makes a 1/4" to 3/8" gap with the spark plug terminal. With the engine running, hold the pencil with insulated pliers so that the tip of the graphite pencil is in the path of the spark. If the coil polarity is correct, there will be a noticeable flare (arrow point) formed by the spark as it arcs from the connector to the pencil tip (see sketch). The coil connections should be reversed if the spark flare originates at the spark plug and points to the pencil.

A simple check of the coil high voltage output can also be made. With the engine stopped and the ignition switched "on," hold the

distributor end of the high voltage coil wire 1/2" away from a cylinder head stud. Manually open and close, or short the ignition points. This should produce an intense blue spark across the 1/2" gap to the cylinder head stud. If the spark is yellow, the coil voltage is inadequate. Do NOT leave the ignition "ON" while the points are closed!





THE USED CAR

WORLD PREMIER

Utah Valley University



Ladies and Gentlemen, we have witnessed a great “red carpet” event — the world premier of “*The Used Car*.” It is the first (and maybe last) movie made by Perfidious Productions in co-operation with the Utah Valley Model A Club’s arts and theater department.

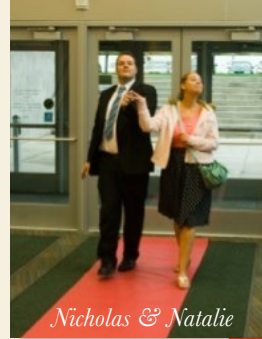
This start-studded production cast some of the greatest movie stars from all over. As far away and American Fork and Manti! With such highly regarded cast, the crew was just as notable.

Because of high expectations, throngs of movie-goers crowded around the red carpet to watch movie stars strut down the carpet.

At the conclusion of the movie, loud rounds of applause could be heard through-out the building. Even the bloopers at the end of the movie was a crowd pleaser.

Following the glitz of the evening, cast and crew congregated at Iggy’s for lavish food and sumptuous refreshments.

All cast and crew will receive a free copy. Additional copies of this soon to be classic, can be obtained from Howard Eckstein for five dollars. This money will be used for future club events. Buy now before this treasure is locked away in the vault.



Nicholas & Natalie



Our Fearless Leader



Howard & Gemma



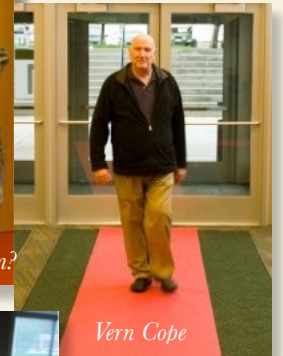
Fernando & Daniel



Greg Mack



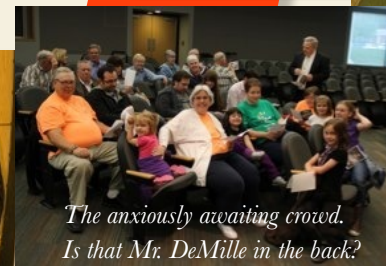
Who is that masked man?



Vern Cope



Our Director, Producer, And Screenwriter



The anxiously awaiting crowd. Is that Mr. DeMille in the back?



Howard's Daughter



2014 Calendar of Events

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.
- 15th Monthly meeting, Larry H Miller, 7:00 p.m.
- 17th UVU Swap Meet and Car Show.

June

- 7th Progressive Dinner & Car Games.
- 14th Orem's Summerfest Car Show (and parade for those who want to participate).
- 19th Monthly meeting, Larry H Miller, 7:00 p.m.
- 20-22 Antique Power Show will host the Model T, A & B Reunion this year in Walsburg.

July

- 14th-18th MAFCA National Convention, Puyallup, Washington.
- 17th Monthly meeting, Larry H Miller, 7:00 p.m.
- 24th Mapleton's Pioneer Day celebration, Antique Car show, and Picnic.



August

- 21st Monthly meeting, Larry H. Miller, 7:00 p.m.
- 30th Utah Valley Road Rally, more details to follow.

September

- 18th Monthly meeting, Larry H Miller, 7:00 p.m.
- 27th Fall Color Cruise, more details later.

October

- 16th Monthly meeting, Larry H Miller, 7:00 p.m.
- Pumpkin carving contest?

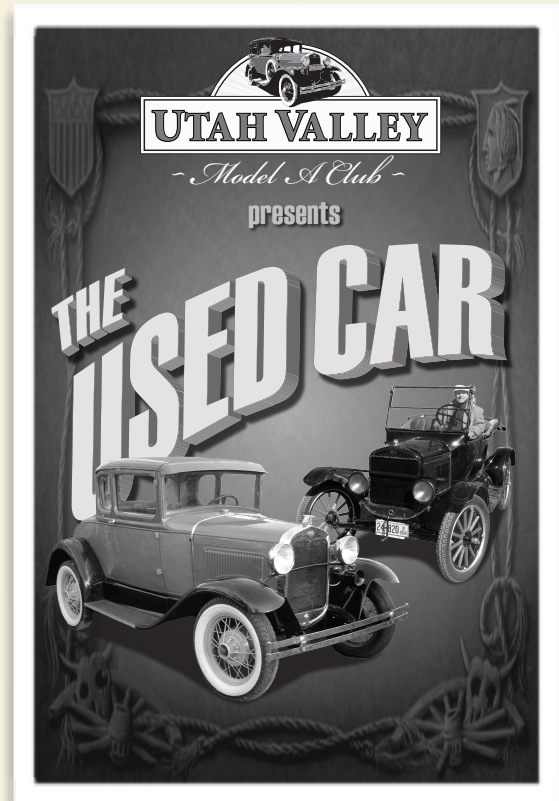
November

- 20th Monthly meeting, Larry H Miller, 7:00 p.m.

December

- Annual Christmas Dinner & Awards

Out and About



The poster that Greg created was auctioned off to the highest bidder at the end of the movie premier. It was a rambunctious bidding war between Joe, Daniel/Fernando and Vern. Daniel was victorious and took the poster home to adorn the walls of his room. After all, as Clyde pointed out, it is Daniel's car in the poster.

All cast and crew will receive a complimentary copy of the movie *The Used Car*.

If you want to obtain additional copies of this soon to be classic, for family and friends, they can be obtained from Howard Eckstein for five dollars. This money will help the club offset the cost of burning the DVD's. Buy now before this treasure is locked away, with other movie classics, never to be seen again!





Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

May 11th, 1928 — General Electric opens 1st TV station W2XAD, in Schenectady, New York; thus ending the great race to be the first commercial broadcaster.



May 16th, 1929 — The 1st Academy Awards ceremony honored the best films of 1927 and 1928 and took place at a private dinner held at the Hollywood Roosevelt Hotel in Los Angeles, California. AMPAS president Douglas Fairbanks hosted the show. Tickets cost five dollars, 270 people attended.



May 13th, 1930 — A farmer caught in his field near Lubbock, Texas was killed by softball-sized hailstones during a tornado. Many others injured.



MAY 22nd, 1931— George Kenneth End of Arcadia, Florida packed the first rattlesnake meat. After serving rattlesnake meat at a dinner to American Legionnaires at the Hillsboro Hotel, Tampa, Florida, End founded and became president of the Floridian Products Corporation which made its 1st sale of canned rattlesnake.





Era Ads

FROM THE NEWSPAPERS OF THE MODEL A ERA

A suit for just over \$10.00? May not seem like a lot, but if you were lucky enough to work at Ford Motor Company that was still two day's labor.



In 1927 W. K. Kellogg pours milk over a brand-new, toasted rice cereal from the Kellogg test kitchen, and gives it a try. "You've got something there!" he exclaims. Kellogg's Rice Krispies® Cereal first appears on store shelves in 1928. Everyone loved the noise the cereal made in milk.

New! A cereal so crisp it actually crackles in cream!

You've never known a cereal like Kellogg's Rice Krispies. It's different in variety, shape and flavor! Just taste it right out of the carton. Toasty rice hulls. Like fresh nutmeats—only much more delicious and crunchy!

Serve them for breakfast. And when you pour on the milk or cream, *listen* to them crackle. That's how crisp they are!

Enjoy them for lunch—the children's evening meal. Add fruits or honey to your Rice Krispies.

Make candies with them, macaroons. Put them in soups. Butter and serve like crisp pop corn. There never was a cereal to use so many ways.

Order a red-and-green package from your grocer. You and your family are on for a flavor surprise! Made by Kellogg in Battle Creek.

THE SATURDAY EVENING POST

Swift's "Silverleaf" BRAND PURE LARD

The Swift company was first founded in 1855 by 16 year old Gustavus Franklin Swift in Eastham, Massachusetts. It has grown to the largest meat packing company in the world.



"The Best to Buy to Bake or Fry!"

ORBIT BRAND

California Oranges

EXETER CITRUS ASSOCIATION EXETER CALIFORNIA



The Ladies Fashion Journal

APRONS

Courtesy of the
DIABLO A'S

The History of APRONS

I don't think our kids know what an apron is.

The principal use of Grandma's apron was to protect the dress underneath, because she only had a few, it was easier to wash aprons than dresses and they used less material, but along with that, it served as a pot-holder for removing hot pans from the oven.

It was wonderful for drying children's tears, and on occasion was even used for cleaning out dirty ears.

From the chicken coop, the apron was used for carrying eggs, fussy chicks, and sometimes half-hatched eggs to be finished in the warming oven.

When company came, those aprons were ideal hiding places for shy kids.

And when the weather was cold, grandma wrapped it around her arms.



Those big old aprons wiped many a perspiring brow, bent over the hot wood stove.

Chips and kindling wood were brought into the kitchen in that apron.

From the garden, it carried all sorts of vegetables. After the peas had been shelled, it carried out the hulls.

In the fall, the apron was used to bring in apples that had fallen from the trees.

When unexpected company drove up the road, it was surprising how much furniture that old apron could dust in a matter of seconds.

When dinner was ready, Grandma walked out onto the porch, waved her apron, and the men knew it was time to come in from the fields to dinner.

It will be a long time before someone invents something that will replace that 'old-time apron' that served so many purposes.





Model A Adventures

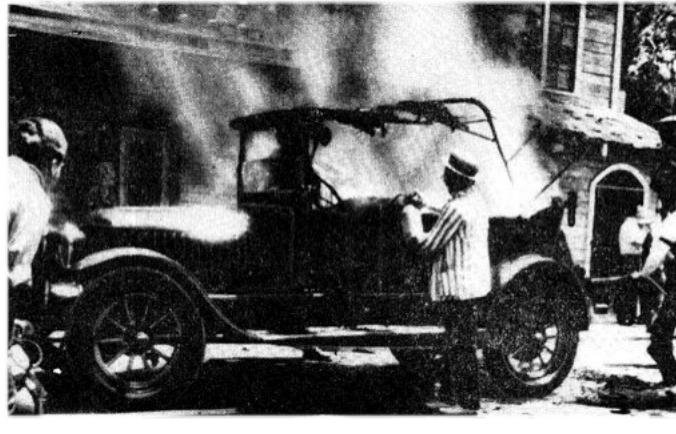
THE DAY WE WITNESSED A TRAGEDY

by Howard Eckstein

In 1969, my friends and I drove our cars to Knott's Berry Farm in Buena Park, California for a car show. It was a 40 mile trip, but back then taking a Model A on the freeway wasn't a big deal. Frank and our dates filled the coupe's cabin and rumble seat while Dale brought his 1941 Chevrolet for the adventure.

We arrived in the reserved area of the parking lot, ate our picnic lunch and walked around to get acquainted with other owners. I stopped to look at a 1917 Stanley Steamer Phaeton. This was the first Stanley I'd ever seen and I spent some time talking with the owner, an older gentleman named Wayne Nutting.

Nutting told me how he'd converted the burner in his car over to butane for efficiency. The tank was under the seat. After his enthusiastic showing of his car to me, I went back to my friends when it



Newspaper photo of the burning Stanley Steamer

was time for all the cars to parade into the park for the main event.

It took a while for all of us to carefully drive between the wooden buildings to the open area by the train depot where we tightly parked row by row facing the Calico Saloon. There were so many cars that all couldn't fit, so some had to park on the side road we came in on.

It was a party atmosphere with all the old cars and an era-clothing fashion show in progress on the balcony on the outside of the saloon. In the middle of introducing another contestant, the announcer suddenly

shouted "Get these cars out of here, there's a fire!"

I looked over to the side street and saw black smoke rising around the corner of the Saloon. Owners began running back to their cars to get them started and moved out.

While I rushed to my car to get it out of the area,

Frank ran over to the fire to see what was going on. Parked immediately in front of the burning Stanley was a hysterical woman in a Stutz Bearcat who didn't know how to drive it. Frank didn't either, but he kept his head and got the car in neutral and pushed it away from the flames. In the meantime, I finally got the Model A out after all the cars before me left in single file through a service gate.

The Stanley had only one door which was on the passenger's front. Nutting and his wife had invited a family of four, including small children to

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Taking our Place in the assembly area



Entering the assembly area via the narrow road between the wooden buildings.



The Calico Saloon, balcony and side street. Our cars were parked in rows facing the balcony.



Let's Celebrate



Becky Mack — May 20th



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.”

Jim Spawn

AUTHOR & AUTOMOTIVE HISTORY SCHOLAR

Greg told me (Robert) about an article he found on the internet. He said it had a lot of historic photos of Model A's with known Utah sites as backdrops. I was excited to see the photos. When I saw the article I was very surprised to see that not only were the Utah sites recognizable, but so was the Model A (the Twenty Millionth Ford) as well as the Author! I thought it would be wonderful to highlight this article in our newsletter since it is of great interest to us Utahans who love Model A's.



But, since Mr. Spawn is such a notable author and quite busy with guest appearances and editing *The Restorer Magazine*, I thought I probably wouldn't get a response from him. I e-mailed him one night on the off-chance he might respond. Much to my amazement, he responded the next morning and graciously granted permission to reprint his award winning article.

Here are some of the awards and recognitions I found when I Googled Jim:

- International Automotive Media Awards
- Gold Medal, Design Total Publication, *The Restorer*, 2005
- Gold Medal, Overall Magazine (writing and design), *The Restorer*, May/June 2001
- Bronze Medal, Make Mine Rare...*The Carle Garrett Collection - The Restorer*
- Bronze Medal, Cover Design, *The Restorer*, Sep/Oct 2004
- Bronze Medal, Design and Layout, "Geez Louise! How Original Can You Get?" *The Restorer* magazine
- Bronze Medal, Writing, "The Twenty Millionth Ford."
- Bronze Medal, Overall Magazine (writing and design) *The Restorer*, Sep/Oct 2001.
- Bronze Medal, Design & Layout of a magazine, *The Restorer*, May/June 2002.
- Bronze Medal, Writing, "The Blizzard of 1949"
- Old Cars Weekly Golden Quill Award - 2001, 2002, 2003, 2004, 2005
- Livestock Publications Council
- Best Black and White Advertisement for a farm or ranch, 1999

Can You Guess?

MYSTERY SLUTH

Who car is This?

Did you guess last month's car?



Last month was more difficult because we've never seen Bill and Colette Thompson's car before.

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Their's was one of the cars that had to park on the narrow side street.

When the butane exploded because of a failed pressure valve, there was general panic in getting the children and others out of a burning car with no doors. They were taken to a local hospital.

After the fire department was finished, Frank & I walked around and found the service building where the remains of the Stanley had been moved. The whole car was literally melted.

I read in the paper a few days later that Nutting and his wife perished in the hospital from their burns. Now, whenever I see a Stanley Steamer, I pause for a moment to remember Mr. & Mrs. Nutting.

President's Message

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We didn't wake up one day and know how to drive a car. I never learned speak Swahili because I never needed to but I did learn to work on a Model A Ford because the car gave me ample opportunities for learning. I also had the good fortune to have club members and friends to help out when I got in over my head.

If you look at owning a Model A as a reflection of life it can lead to an epiphany. In life, it is not always smooth sailing. There are things that happen that are hard, that make us stretch beyond our comfort level and give us an opportunity to learn and grow. How boring would life be without these challenges? Life is also filled with moments of joy and laughter and beautiful sunsets. Owning a Model A gives us a chance to experience both joy and frustration but it also provides us a learning experience and an opportunity to acquire a skill set that only a small percentage of people have. Really, could anyone hop in your car and start it?

We take our modern cars on trips that go on for miles and miles and we never think twice. We swipe our credit card several times a week and we trust that all will be well. History has taught us that every once in a while even these things break down and yet we keep moving on, we don't park the car and start riding a bike and I would say most of us have not pulled our cash out of the bank and stuffed it in the mattress. It is ok to feel the same about your Model A, most of the time they will chug on down the road putting a smile on your face. There is also a chance they will break down on the side of the road; you may be able to fix it there or not. Most of us have a cell phone and can call a tow truck if it comes to it. A repair may be easy or hard, cheap or expensive but it will be a chance to learn something new and you are in a club with people who are willing to help. So, get in that beautiful car and drive, all of the experiences that come your way will be worth it.



Parting Thoughts

We had a good time at the premier of our movie and I hope those that were able to see it enjoyed it. I did get some feedback from some critics and I thought I would share those:

“Two thumbs up” – 2 guys on the street as I drove by in my Model A.

“Hay” – Nellie the horse.

“The used car salesman was really great, I loved what he did with the part” – Me.

“Thank you Howard for all the hard work and expense you put into the film and thank you to all of the club members that added their talents and time to help make the movie.” –Me again.



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

MAFCA President's May Message:

“MAFCA has been largely unsuccessful at getting clubs to form Regions. There are only four Regions in MAFCA: three in California and then the Northwest Region, which encompasses the Northwest and Southern Western Canada. The purpose of Regions is to provide attendees, who may be unable to reach a MAFCA National Meet, an opportunity to exchange ideas, information, and parts for the Model A Ford car. with greater numbers of Model A owners. I strongly suggest that local clubs look into forming up a Region. I can't imagine a better way to enjoy your Model A, make new friends and, in general, have a great time.”
Dan Foulk

CARTOONIST:
Greg Mack

