



UTAH VALLEY

- Model A Club -

June 2014

IN THIS EDITION:
75 MILES OF FUN!
 UVU Swap Meet & Car Show
 June's Progressive Dinner

HISTORY OF
 MODEL A PT 8

TRAVEL BY
 TRAIN



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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

With Memorial Day passing us by and the 4th of July on its way I have been thinking about heroes and the impact they have on us. When I was a kid I got to know a few, they were all World War 2 vets that would have a daily coffee break at the mechanic's shop I worked at after school. They each served in different areas and ways. None of their names will appear in a bestselling historical novel or blockbuster movie but they all made an impact and to me they were amazing guys and most of them also owned Model A Fords which of course is a bonus. Most of these gentlemen have passed and I miss them but I am grateful I got to know them and their stories. Most of all I am grateful for their friendship.

There is a different kind of hero that impacted all of us in our club. He was the hero of the Model A. Although he was never on the front lines of the war he did fight many battles. He is the Hero of the Model A because without him the Model A Ford would not exist and we would all be stuck driving inferior cars.

Henry Ford was a remarkable man, full of ideas and innovation. He put America on wheels with the Model T. He proved that he could make huge amounts of money and still take good care of the people that worked for him. His life is a case study in the American dream but he is not the hero of the Model A. That man is Edsel Ford. Edsel saw that the Model T was a dying breed and that Henry's idea of an X8 engine was years away from working. Henry was stubborn he felt that the Model T was all the American people would want or need. Edsel kept battling his father, he had allies but Henry would fire them or silence them in other ways but Edsel kept at it.

Continued on page 17





May's Monthly Meeting

Attendance:

Lloyd and Kelly Barker, Reid Carlson, Diane and Brim Brimley, Jim Haire, Tony Jacobs, Nicholas, Greg and Robert Mack, Clyde Munson and Bill and Colette Thompson.

The minutes from last month were read and approved.

Treasurer's Report:

Vern wasn't there so Clyde presented the report; \$552.71 in checking and \$50.03 in savings.

Social Media:

Instagram — Daniel was not here.

Webpage — Nicholas has the webpage back up and is in the process of restoring everything that was previously on the page up and running. Watch for more as time goes on.

Facebook — We got 48 views on the Utah Lake Outing alone. Clyde updated the Facebook page with pictures while we were in the process of driving around the lake.

Parades:

Provo July 4th Parade — Syd Crockett has been working with the Provo Mission. It sounds things are ready to go. We just need the details. Those that are currently willing to offer their cars are: Brimleys, Macks, Tony Jacobs, and possibly Jim Haire and Karl/Kelly. We will still need more cars have the club well represented. If you would be willing to volunteer, please let Syd know.

We would like to have a presence at other city activities such as Orem's Summerfest (June 14th), American Fork's Steel Days (July 12th), Spanish Fork Fiesta Days (July 19th), Highland Fling (July 26th) Lindon Car Show (August 9th), Payson's Onion Days (Memorial Day). It is too much to ask all members to participate in all these events, so we would like to have those who can, take part in the festivities in your city, or nearby communities. In the past this is how new members have found us. Robert will be contacting you for help.

We finished up the meeting with a Power Point presentation by Greg Mack. He highlighted the Utah Lake Tour via pictures. It was a great re-cap of the fun we had. Hope everyone will be able to participate in the next activity.



2014 Calendar of Events

June

- 7th Progressive Dinner
- 14th Orem's Summerfest Car Show.
- Strawberry Days Car Show 11 a.m. - 4 p.m., Pleasant Grove
- 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

- 12th Steel Days Car Show, Noon - 7 p.m., American Fork
- 14th-18th MAFCA National Convention, Puyallup, Washington.
- 17th Monthly meeting, Larry H Miller, 7:00 p.m.
- 19th Fiesta Days Car Show, 10 a.m. - 3 p.m., Spanish Fork
- 24th Mapleton's Pioneer Day celebration, Antique Car show, and Picnic.
- 26th Highland Fling Car Show, 10 a.m. - 3 p.m.



August

- 9th Lindon Days Car Show, Lindon
- 9th Salem City Days Car Show, 11 a.m. - 4 p.m.
- 21st Monthly meeting, Larry H. Miller, 7:00 p.m.
- 30th Utah Valley Road Rally, more details to follow.

September

- Memorial Day, Payson Onion Days
- 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.

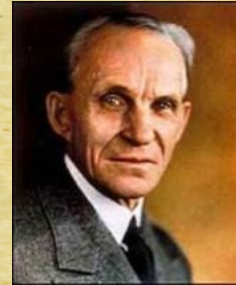
November

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

December

- Annual Christmas Dinner & Awards

The Wisdom of Henry Ford



“Quality means doing it right when no one is looking.”



Let's Celebrate



Wendall Gadd — June 6th
 Reid Carlson — June 21st
 Bill Thompson — June 27th



Can You Guess?

MYSTERY SLEUTH

Whose Car is This?



Some people know about the rarity of this car, others may not; there were only 700 of these Packards made.



We found these to “dumpster divers” at the same vendor we were combing through. Diane found a treasure to take home, don’t know if Brim was as lucky. The UVU car show was great, but I was “wasted” afterward! Robert

Out & About

We’ve received word from Reid Carlson that Betsy is out of the hospital. Reid is dressing her up with such things as installing the bumpers and rewiring the lights. Then she’ll be “on the road again.”

Howard sent a note saying, “After many years of putting it off and feeling overwhelmed by the prospect of the costs involved or lack of skill on my part, I finally cut out the rotten metal at the bottom of my cowl, welded in a patch from Snyders and am in the process of sculpting the bondo. After all the fretting, it wasn't as bad to do as I thought. However, having once done it, I hesitate to ever want to do it again. Then I put a deposit on an industrial shop space for the month of July and have arranged to take the time off of work for 2 weeks to paint my car.”

Richard Tucker and Joe Fazzio reworked Richard’s front brakes so it now runs great and stops even better. Richard is worried that the brakes are getting a little too warm after frequent use so adjustments continue.

If you haven’t checked-out the Facebook page, do so, Clyde Munson keeps it up to date. And I mean right to the minute! He was downloading images to Facebook while we were having lunch at the Family Tree Restaurant and ghosts were rumbling under the floor beneath us!

Vern Cope is out for awhile. He had his shoulder operated on. He is sore and stiff, but the doctor plans to fix that as Vern goes to physical therapy weekly. Lisa and the doctors tell Vern “don’t even look in the garage, let alone think about working on it.”

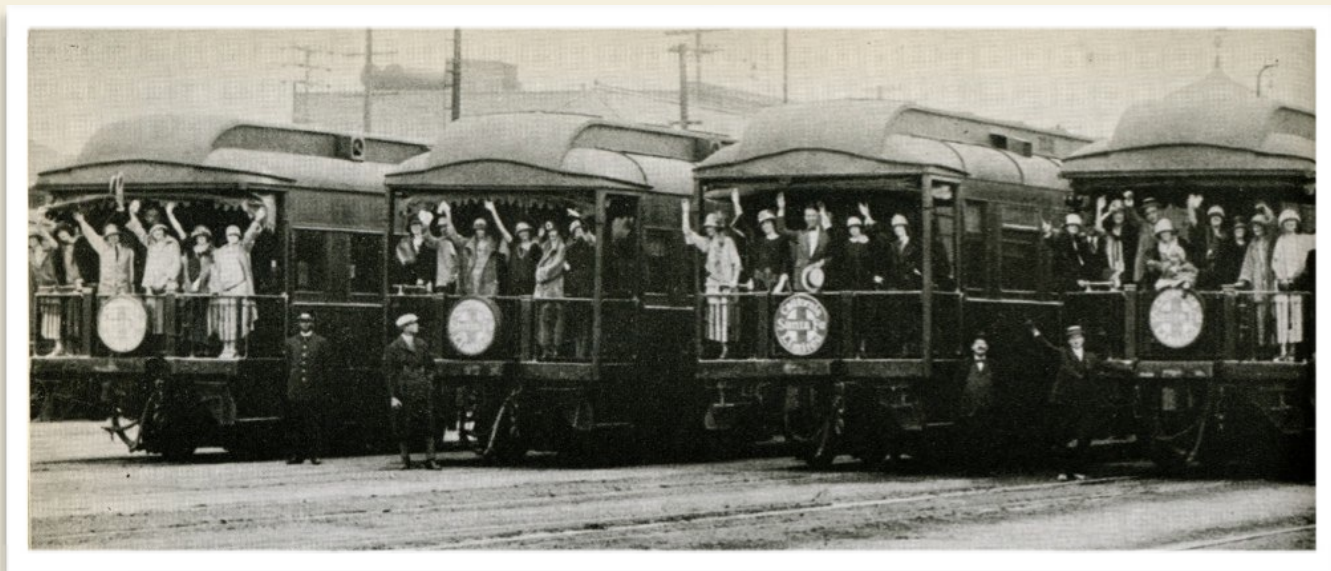
Richard Burr is also on the mend. He just had his second knee replacement. He’s not sure if he has a bad memory or what, but this most recent knee replacement is more painful than the first.



THE MOTOMETER

Traveling by Train

LUXURY TRAVEL AT THE CONCLUSION OF THE ROARING 20'S



Seven sections of the California Limited ready to depart from Los Angeles for Chicago in 1929. A "section" meant an extra train. There were six extra all-Pullman trains leaving Southern California — a total of seven trains, with over a 1000 passengers, and nearly 100 pullman, dining and observation cars.

When the Model A was introduced, rail travel was very popular and luxury rail cars were found on every major railway. Pullman cars were the epitome of luxury and extravagance on the rails. Yet only the well-to-do could afford to travel great distances. The average worker could not afford to travel far, not only because of the expense but, ten hour (or longer) work days and six day work weeks were common. There was no such thing as paid vacations during the Model A era. A Dec. 15, 1929 timetable gives the New York-Chicago coach fare as \$32.70, which in those days was a lot of money.

Even at that, in 1929, passengers were traveling all over America.

There were over 35 million revenue passengers in 1929 alone.

Basically, there were two classes in railroad travel, first class and coach. First class accommodations were generally provided by the Pullman Company and would be parlor cars with individual seats for day travel on short trips, or the familiar Pullman sleeping cars for overnight travel. Over 100,000 passengers a night were accommodated by the Pullman Company in sleeping cars. Passengers traveling by Pullman car had to pay a regular fare to the railroad company plus an additional fare to the Pullman Company. Pullman also operated reduced rate service with older cars called "tourist sleepers," but these often did not run every day and only in

certain seasons. They became more popular as the Depression wore on, particularly in the West, where travel distances were much longer.





UTAH VALLEY

- Model A Club -

THE MOTOMETER

The luxury Pullman car once entered upon boarding was lavishly furnished. All chairs were reserved and they were triple cushioned, upholstered in expensive, figured mohair, and spaced to give plenty of legroom. For each passenger there were crisp linen, green curtains, a clothes hammock and a smiling white-jacketed porter.

Porters waited nearby to fulfill your slightest need. An observation car was open to all without extra charge. There was also a smoking car for men and a tastefully decorated lounge for women.

A dining car with inlaid wood interior, tables with fine linen and silver awaited the hungry rider. Food was home cooked right on board. Prices were laughably low by today's going rates. The Blue Plate special was 75 cents; dinner...a choice of fish, chicken or steak...was \$1.25! Just thinking about the warm, baked apple pie served with a wedge of aged, New York cheddar cheese could set mouths watering.

After a few years with high ridership, passenger volume dropped. It was the onset of the Depression, revenues declined and service was reduced. To make matters worse, Henry's new lady — The Model A — was leading the way in highway travel at a much more affordable rate to the "common man."

See more at GOODBYE 1929: The Death of the Roaring Twenties. HELLO 2009: The beginning of the second great recession a.k.a. "depression"...?





History of the Model A — Part 8

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

Manufacturing facts & figures

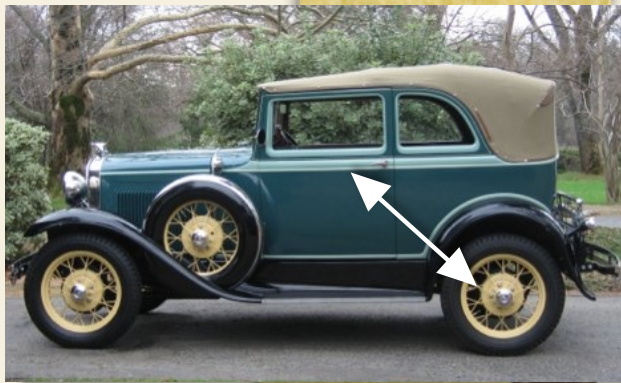
(continued from May edition):

Factory Colored Wheels

For the 1928 through 1930 Model A Fords, the standard wheel colors from the Ford factory were black.

In 1930, after much experimenting, Ford was able to develop a baked enamel which was strong, resilient and chip-resistant enough to be suitable for use on wheels. It also had a quick-drying time that would allow it to be used on the assembly line. Therefore, in 1930 for the first time customers could order factory painted wheels for the Deluxe Phaeton (June) and the Deluxe Roadster (August). In 1931, the Cabriolet and the 400-A Convertible Sedan were included.

All other models continued to have the black wheels unless the colored ones were special ordered

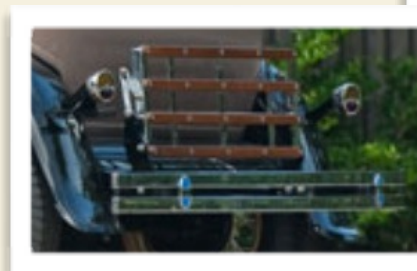


for about \$10 for the five wheels. Colors of the special ordered wheels for the 1930 – 31 cars were to match the “body stripe” color.

Tail Lights

All Model A Fords came out with the standard single, left hand side (driver’s side) taillight assembly, which included the license plate lighting lamp. Dealers could install a second taillight on the right hand side (passenger’s side) and the intertie wiring for a nominal fee.

This second taillight was only a taillight unit and didn’t have the license plate lighting lamp part. The bracket holding the taillight unit was painted black to match the fenders.





Tech Tip

STARTING THE MODEL A WITH A HAND CRANK

Thanks to Don Ratzlaff, Orange County Model A Club

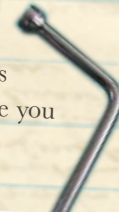
Let's assume your model A has been running but now has a dead battery for whatever reason. You have looked around and there is no one to give you a push and you aren't parked on a hill so, you may be able to start the engine using the hand crank.

Of course you must have a crank in the car or all is lost. Having found the crank you will note that at one end there is a pin protruding from the crank diameter. You must insert the pinned end of the crank into the opening at the bottom of the radiator shell at the front of the car. When the crank is fully inserted you will note it will engage the engine if rotated clockwise.

Check to make sure the parking brake is fully applied; the spark lever in full retard, the throttle lever advanced a slight amount and the ignition key in the OFF position. Now using the hand crank rotate the engine a couple revolutions in preparation for starting, leaving the crank handle in the down position (below the radiator). Now turn the ignition switch to the ON position.

You are now ready to try starting the engine. When holding the crank handle, NEVER place your thumb around the handle. Rotate the crank clockwise by pulling up (never push down) in a quick motion. You may have to repeat this several times before the engine

starts. Don't forget to remove and replace the crank in its proper place within the car once you get it started.



The correct way to hold handle



Don't be tempted to wrap your thumb around the handle.



Utah Lake Tour

A PERFECT DAY FOR A RIDE

The weatherman tried to rain on our parade but Mother Nature was on our side. It was a little cool, but nary a drop of rain.

Most of us had tanked up on gas before we got to the rendezvous spot, but some came early to top of their own "tank" at Cracker Barrel ahead of time. We left shortly after 9:00 a.m. and departed with four cars, Clyde and Jenn, Butch Scott, Joe Fazzio, and the Macks (see, the Macks can get there on time — or close to it). We snaked our way through tree lined streets and residential areas until we hit Geneva Road. There we picked-up Syd and Tim Crockett and just a few minutes later Gemma & Howard Eckstein came barreling down the road to catch up with us. That brought our numbers up to six cars.

Our first stop was at Harts in American Fork, there we drained some "tanks" and picked up Brimleys for a total of seven cars and sixteen people. We continued on until we made it to the high school in Saratoga Springs. There we picked-up two cars from the Salty A's — Amber & Bill Poel in a 1931 Pickup and Diane & Dave Hardman driving their 1930 Slant Window Town Sedan accompanied by another couple whose names I didn't catch. Now our numbers climbed to nine cars and 22 passengers.

At this point we left crowded suburbia and got out into the country. It will only be a matter of time before Utah Lake is completely surrounded by housing developments and new communities, but now, it was a relaxing ride from Saratoga Springs to Santiquin.





It was really fun to see nine Model A's driving the country roads of the western side of the lake. The road was perfect, a two lane highway with low traffic that hugged the topography of the land. To the right passengers could get a close up view of the western mountains that we normally see at distance from the eastern side of the lake. On the left, passengers were able to take in the shoreline and the light blue water of the lake. In the distance one would see the hustle and bustle of the larger cities. Traveling on the west side of the lake with the calm and quiet, seeing Model A's in front and behind you, was like traveling in a time warp, taking us back to the Model A era.

We arrived at our photo destination — the ole' Sinclair Station in Elberta. At least that's what I thought the stop was for. Others had a different reason in mind and when all they found were two porta-potties, they were off in search of better facilities. I just don't understand it. Faye, my Model A drains her tank while we are driving down the road. Why do others need to stop, why can't they do it while going down the road too? Because of this, only seven of the nine cars were fortunate enough to have their picture taken in front of the Sinclair Station.

After lots of pictures, it was on to Santiquin for a late lunch at the Haunted Family Tree Restaurant. Now I see why they are known for their scones. Imagine a scone the size



of a loaf of french bread — that's how big they were!

Back on the east side of the lake we headed for home. In Spanish Fork Syd & Tim's Tudor had a hiccup that Clyde and Joe fixed within five minutes.

Just as the line of cars grew when we started our trip, it started to dwindle as we past various communities. Our party slowly came to an end.

Thanks to all! It was great fun; 75 miles of fun, food and friendship!





UVU Car Show & Swap Meet

MAFCA NEWSLETTER AWARD



As in other years past, there were too many cars to see and lots to drool over at in the Swap Meet. We all found something we wanted. Greg found a gas tank, Robert found a steering column, Nicholas found a windshield for his motorcycle and even Diane found a little figurine from the 40/50's.

It is disappointing to see fewer and fewer "antique cars" at the show. As a kid I remember going to shows and seeing mostly cars from the teens through 30's. Late 1940 models were still considered newer cars. Then it gradually shifted to cars of the 40's and 50's with about 25% of the cars from the 30's and older. Now muscle cars, and even new cars dominate the show. If a car doesn't have 350 hp or more no one looks at it. Even the theme of this year's show illustrates what I mean. I'm not against muscle cars, in fact that was my first car, but the nostalgia of seeing rows of pre-1940 original cars is gone.

Even though I wax nostalgic we still had a good time, inspire of the heat. Here are some of the cars we found at the show:





Model A Adventures

THE HOW MY MODEL A HELPED ME PASS A COLLEGE COURSE by Howard Eckstein

During my college career, I took a class in engineering where we were to invent something, draw up the shop prints, and make a working prototype to be completed by the end of the 10 week quarter. Alternatively, we were allowed to adapt something in a way that had never been done before. We had free-reign of the drafting department and a complete metal shop in order to fulfill our project. The final exam consisted solely in the successful demonstration of our invention.

I knew this would be a challenging class when I signed up for it, but driving home that night, I just couldn't get my brain to brew up a storm. I pulled my Model A into the garage with the assignment weighing heavily on my mind when I noticed, shining in the headlights, our old hand-crank ice cream maker sitting on the shelf. I decided to make an attachment to work the ice cream maker using the model A as a power source.

My idea was to remove the hubcap from the right rear wheel and bolt on a fan pulley using the axle nut. From there, a V-belt would drive a spindle with a Model A spider gear set in a pillow block arrangement that would in turn rotate a cut-off Model A axle half that had a bicycle sprocket on the end that would transfer power via a chain up to another sprocket fitted to the ice cream maker where the crank used to be. All of this on a frame that clamped to the running board so that a passenger could drop ice and salt out the window into the bucket as we drove along with 40 horsepower taking the place of a strong arm.

I had broken axle parts lying around, so that was no problem. After making the

blueprints, I annealed the axle so I could cut it off and machine it to my specifications. I welded up the pillow blocks and aligned everything so all the parts rotated freely.

The day of the final exam came. I drove my Model A to the college metal shop, parked it on the apron and chocked the wheels. I had prepared a recipe at home and had it ready for the big reveal. I clamped my invention to the running board, stretched the V-belt just right, jacked up the right rear wheel and filled the bucket with ice and salt.

This was the first time I had tried the contraption. I was fairly confident my engineering wouldn't fail me but the truth was I didn't know if it would work right. With all my classmates watching and the professor looking wholly unconvinced, I fired up the Model A, put it in gear, crossed my fingers and slowly let out the clutch and heard a loud crunching sound.

To my relief, it was the racket of the ice as it was churned up by the power of 4 cylinders spinning the can around the dasher. After a few minutes of adding ice and salt, I shut off the engine and opened the canister. The ice cream had frozen so well I could barely pull the dasher out. I scooped out a cone of vanilla for everybody. A cheer and a "Bravo!" arose from the classmates and my professor nodded and winked as he enjoyed his two-scooper.

I got an A for the class.



"A cheer and a 'Bravo!' arose from the classmates..."



Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

JUNE 2nd, 1928 — Kraft's Velveeta Cheese was invented. It was packaged using the 1921 invention of a tinfoil lining that could house the cheese inside a wooden box. Its special cooking properties quickly caught on.



JUNE 4th, 1929 — 4th - George Eastman demonstrates 1st technicolor movie (Rochester NY) On with the Show! was the first all-talking full color full-length feature movie.



June 3rd,, 1930 — The Veterans Administration created when Congress authorized the president to "consolidate and coordinate Government activities affecting war veterans".



JUNE 12th, 1931— Jim Nabors was born. Because of his asthma, Nabors moved to Los Angeles and worked as a film cutter for NBC. He also worked at a Santa Monica tavern, The Horn, singing and acting. This is where Andy Griffith found him. Known for his surprisingly operatic voice in his role as Gomer Pyle on the Andy Griffith Show, his character's popularity was so sky high that it garnered his own spin-off show, Gomer Pyle, U.S.M.C..





Model A Era Ads

THE LATEST AND GREATEST OF THERE TIME

The largest selling ketchup in the world..

It's rich...and thick...and full of the delicious flavor of garden-fresh tomatoes! No wonder Heinz Tomato Ketchup—made of all other healthful ingredients of pure, It can't help being good! For Heinz Tomato Ketchup is just the unexcelled choice of quality, saved, juicy tomatoes. No dilution of any kind. That's what makes it so appetizing—that's what gives it its thick, then-pouring richness.

The tomatoes are grown from their own seed and come back from the garden into their special kitchens. Only pure granulated sugar is added—and the seasoning of pure spices especially selected in the

Ordered by Heinz own representatives to give it long and lasting.

You can buy Heinz Tomato Ketchup at a surprisingly reasonable price. And it gives you so much more. Ketchup—in thick, goodness makes it go so much further—than you always, doubtfully, get your money's worth.

Your guests will tell you that Heinz quality offers the same value as those from-fabled Heinz, Heinz Cider Spaghetti, Heinz Cream of Tomato Soup, Heinz Kew-Fish or any of the 51 Varieties. This is one of the reasons why millions of women always look for the Heinz label. H. J. HEINZ COMPANY, PITTSBURGH, PA.

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HEINZ TOMATO KETCHUP

Employment Requirements:

Heinz salesmen are expected to be at least 6ft tall, impeccably dressed and particularly eloquent at promoting Heinz products. Their equipment including chrome vacuum flasks, pickle forks and olive spears weighed about 30 lbs.



In 1928 the first twin-cam engine and front wheel brakes were available. This enabled the motorcycle to reach speeds of more than 85 mph.

WHOOPEE on Wheels!

6 Important Improvements for 1930

HARLEY-DAVIDSON Motorcycles

WHOOPEE starts hissing—motor whirring, sport of a thousand thrilling Whoopee wheels on a winding road—motor that gives them the working look, and swings on road.

Ride over on a "Big" Twin, 1930 model, and you'll be encountering the most big bang over the road since 1928! Major motor sale—just the same! We can give you Whoopee!

Your dealer wants to show you the 1930 models (see how wonderful about his Harley-Davidson Plan.



If guys could wear argil socks, there's no reason the women couldn't either. This ad shows plaid hosiery as well as a variety of other styles. All between 49 and 75 cents.

COLORED ANKLET Stockings?

49¢ PAIR POSTPAID

RAYON-PLATED

PURE SILK (Top to Toe)

75¢ PAIR POSTPAID

HOSIERY for the YOUNG MISS

NEW! GREEN HEEL



The Ladies Fashion Journal

PERFUME SPRAYERS

*by Janet Gundlach
compliments of MAFCA
fashion committee
Part 1*

These perfume sprayers resembled cigarette lighters but were totally different. **Ronson** and **Evans Company** both produced these misters. Also notice the two different sizes of the **Ronson** Perfu-Mist in the following advertisement.



RONSON

Patented Other Pat. Pldg.
Trade Mark Registered

Perfu-Mist



			
Chromium Plate with Black, Red, Green, Blue, Tan, Brown or Grey Morocco Leathers. <i>List, each, \$7.00</i>	Chromium Plate with Genuine Snakeskin, Alligator or Ostrich. <i>List, each, \$9.00</i>	Green Gold Plate with Black, Red, Green, Blue, Tan, Brown or Grey Morocco Leathers. <i>List, each, \$10.50</i>	Green Gold Plate with Genuine Snakeskin, Alligator or Ostrich. <i>List, each, \$13.50</i>
			
Basket Weave Design	Barley Weave Design	Foxhead Design	Basket Weave Design
Chromium Plate, Engine Turned, Basket Weave, Barley Weave or Foxhead Designs. <i>List, each, \$10.50</i>		Green Gold, Engine Turned, Basket Weave, Barley Weave or Foxhead Designs. <i>List, each, \$14.00</i>	



Chromium Plate with Black, Red, Green, Blue, Tan, Brown, or Grey Morocco Leathers.
List, each, \$14.00

Green Gold Plate with Black, Red, Green, Blue, Tan, Brown or Grey Morocco Leathers.
List, each, \$18.20

Also made in Sterling Silver.
Prices on application.





Chromium Plate, Engine Turned, Basket Weave, Barley Weave or Foxhead Designs.
List, each, \$21.00

Green Gold Plate, Engine Turned, Basket Weave, Barley Weave or Foxhead Designs.
List, each, \$25.50

The World's Finest Perfume Spray

It works with magical simplicity

Illustrations about four-fifths actual size.



L & C Mayers Company, 1930



Progressive Dinner

THAT'S RIGHT FOOD!



FOOD, FOOD! Can I say that word too many times before we get tired of it? No! I wanted to catch your attention. Now don't forget between now and June 7th. That is the date for the dinner. We will gather at Crocketts for appetizers, then travel in our A's or "moderns" to Munsons for the main meal, and finish with a drive to Ecksteins for dessert. **DONT MISS IT!** .

It isn't very nice to ask three couples to be the ones providing the "place" and the "produce" so we are dividing up the rest of the meal between all the other club members. The club will provide the meat, but the following is a list of other items.

For appetizers, choose one of the following to bring:

- | | |
|-------------------|---------------------|
| cheese & crackers | olive & pickle tray |
| lettuce salad | dressings |
| salad crunchies | |

For the entrée, Munsons will decide what the meat dish is. If you want to help with the main meal please bring one of the following:

- | | |
|-----------------|------------------|
| vegetable plate | cold pasta salad |
| dinner rolls | drinks |

For the dessert, Ecksteins already have the tres leche cake. If you haven't volunteered in one of the above areas here are ideas to bring:

- | | | |
|---------|-----------|-------|
| cookies | fruit pie | punch |
|---------|-----------|-------|

Please contact Howard or Gemma Eckstein ASAP with your RSVP about your P's & Q's (what you will be bringing and how many are coming). You can contact them by phone (801) 226-2366 or e-mail h_eckstein@hotmail.com.

Route map on page 18.

President's Message

continued from page 1

When Henry finally capitulated to drop the Model T and create an all new car there were still more battles to be fought. Styling, the type of transmission, and the number of cylinders in the engine were all battles between Edsel and Henry.

Without the impact of Edsel Ford there would be no Model A or possibly even a Ford Motor Company today and yet he doesn't get near the recognition he deserves. Henry has schools and museums named in his honor, books are written, classes taught and PBS and History Channel specials are made about his life. All Edsel got was an ugly unpopular car named after him.

So the next time you are enjoying a drive in your Model A think of the heroes that made it possible. Edsel Ford for fighting for a car and an idea he believed in but most importantly think of those heroes who like Edsel do not get the recognition they deserve but have fought and sacrificed to keep us free. and are currently working each day to keep us safe.

Clyde Munson





Progressive Dinner

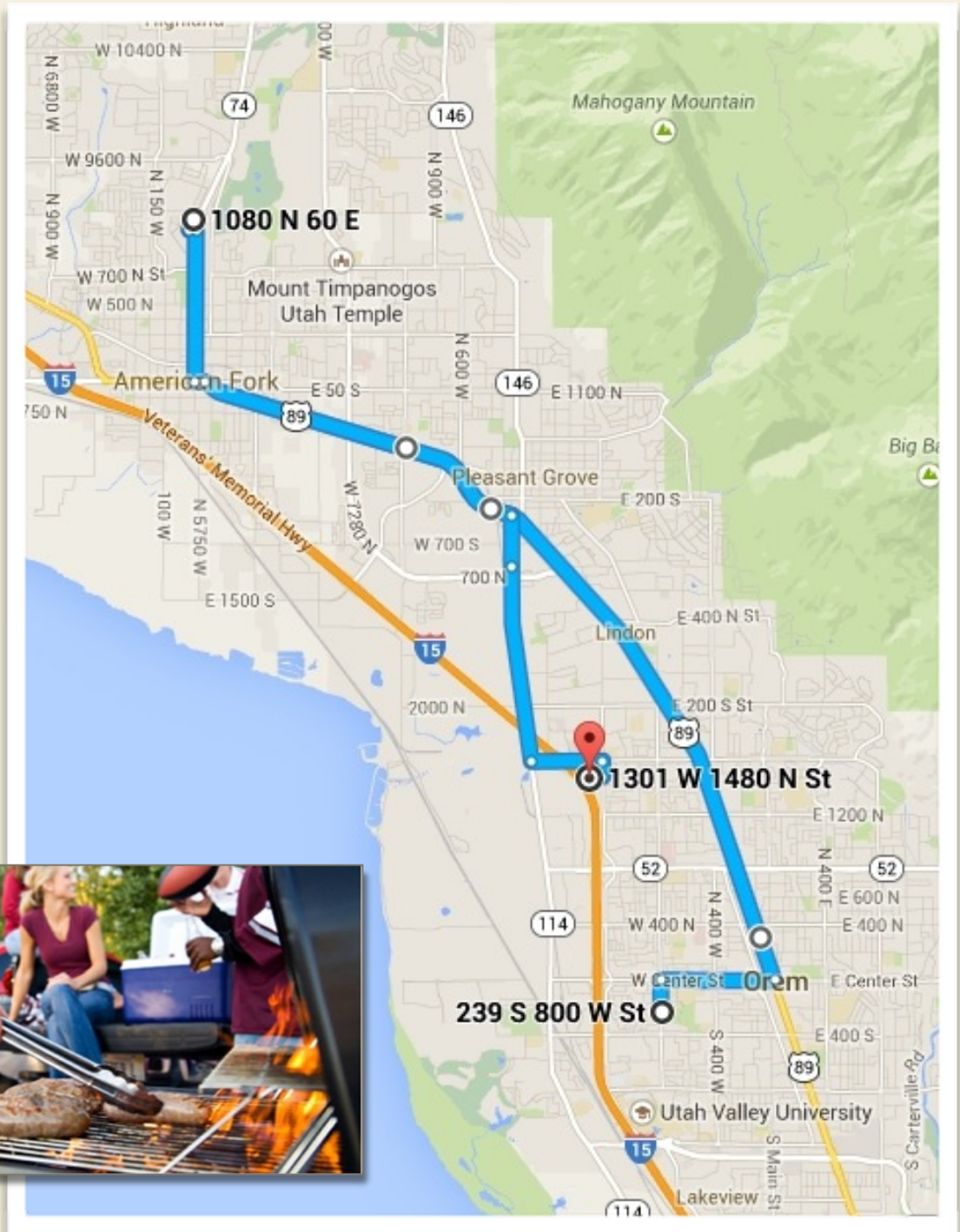
FOLLOW YOUR NOSE, THE "A" IN FRONT OF YOU OR THE MAP TO THE FOOD!

We'll meet at Crocketts home (1301 W 1480 N) in Orem at 4:00 p.m. this Saturday, June 7th.

From there we can all follow each other to Munson's for the main meal and finally to Ecksteins for dessert.

Don't miss it, FREE food, fun and friendship!

See you there!





Parting Thoughts

by President Clyde Munson

This month I will earn my UVMAC 13 patch. As a cub master each month I get to hand out patches and pins to the boys in recognition of their efforts. I never got to experience that much as a kid as I pretty much flunked out of cub scouts. So this will be a neat experience for me. The 13 award is a really neat thing. I have traveled to many places seen some amazing things from behind the wheel of my Model A but working on the 13 award caused me to do things I have never done before. I had never driven My A in the months of Oct-March, I never drove it on Christmas Day, and I definitely never starred in a movie. I hope many of you will join me, Joe, Robert and Greg and do something you have never done before, work on and earn your 13 award, it isn't too hard and it is really a lot of fun.



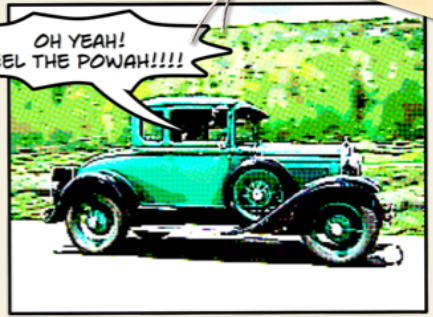
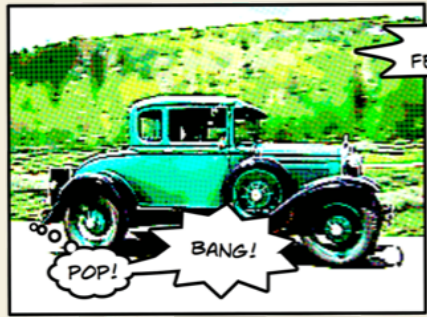
Model A Ford Club of America Membership

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.

Portions of MAFCA President's Message:

"Shelby and I were home from the "A" Texas Spring Tour for less than four days and I was ready to go again. We drove to the host hotel, got registered, and hung around the lobby and registration/raffle room so we could meet everyone as they came in. Sometime during the day, I mentioned that my Model A had been diagnosed with a noisy timing gear by my mechanic back in Bakersfield, but that he thought that it would be alright for the tour. I was telling this to one of the co-hosts, who happened to be James Taylor. Jimmy wanted to hear it run. After hearing it run, he said, "I wouldn't drive it. If you can find a timing gear, I can change it in less than an hour." We found a timing gear and Jimmy changed it in 45 minutes. You meet great people on these tours! Jimmy probably fixed 8 or 10 Model A's during the next 4 days, including one clutch replacement."

CARTOONIST:
Greg Mack





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