



UTAH VALLEY

Model A Club

July 2014

IN THIS EDITION:
PROGRESSIVE DINNER
Antique Power Show & Hill Climb
Orem's Summerfest

HISTORY OF
MODEL A PT 9

CELEBRATING THE
4TH OF JULY

WHAT'S INSIDE

- 2 President's Message
- 3 June's Meeting
- 4 Progressive Dinner
- 6 Calendar of Events
- 7 History of the Model A
Pt 9
- 8 Antique Power Show
- 9 Orem Summerfest
- 10 Tech Tips — Engine
Overheating
- 13 Can You Guess?
Out and About
- 14 Celebrating July 4th
- 16 Breaking News...
- 17 Era Inventions
- 18 Ladies Fashion Journal
- 19 Model A Adventures
- 20 Parting Thoughts
Birthdays
MAFCA News
Adventures of Greg &
Clyde





THE MOTOMETER



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

Mustang, Boss 302, GT40, Sierra Cosworth and the AC Cobra; these names all evoke images of Ford performance and speed. These were all racing machines, built for speed and with an eye on winning. Even the production models of these cars were quick, fun, push you 3 feet into your seat awesome.

There were other Ford cars that, while lesser known, are much more important, the first was the *Sweepstakes*. The *Sweepstakes* was built in 1901 after the failure of Henry Ford's first company The Detroit Automobile Company. The *Sweepstakes* had an engine that



produced 26 horsepower and reached a speed of 72 miles per hour. Ford raced the car against Alexander Winton and won.

He used the prize money and the publicity to gain investors and form the Henry Ford Company. It was not long before Henry became frustrated with the demands of many of his investors and left the company bearing his name. The company was renamed The Cadillac Automobile Company and Henry was left once again to chase his dream.

continued on page 6

*Cover photo:
1930 Town Sedan,
Dean & Rene Barnat,
San Diego, CA*





June's Monthly Meeting

Attendance: Bob Anderson, Lloyd and Kelly Barker, Diane and Brim Brimley,, Vern Cope, Syd and Tim Crockett, Joe Fazzio, Jim Haire, Nicholas, Greg and Robert Mack, Clyde Munson and Bill and Colette Thompson.

Introductions:

Will Redd — Will showed his car at Orem's Summerfest. We met him there and invited him to join us. He grew up in Canada, yet recently retired from Florida. His dad was a seminary teacher and moved to Canada to teach. At the border they told him he could not bring an US made car into the country so his dad bought a Canadian made Model A. Will grew up riding in that old Model A. His brother still has the car. Will bought a beautiful Fordor three years ago. They will be leaving on a mission to Spain in November.

Dale Bench — Dale, from Spanish Fork, found us on Facebook and talked to Clyde about the club. His older brother was working on restoring a 1931 Tudor. The car was 90% done when his brother past away. Dale will be going back to Kansas to pick it up.

We are excited to have them both join us.

Treasurer's Report: Clyde spoke for Vern and reported: \$502.71 in checking, \$50.03 in savings and \$63 awaiting deposit.

Social Media: Instagram — Daniel was not here, no report.
Webpage — Nicholas keeps adding more and more to the webpage. here are several videos on the webpage, check them out.
Facebook — Dale Bench contacted Clyde through the Facebook page and as stated above, came to June's meeting.

T-Shirts: Vern brought the t-shirt from the last order. There will be a change in the way the shirt orders are submitted. The shirt company will remove the backgrounds; all we have to do is submit the picture.

Parades: Provo July 4th Parade — Syd Crockett let us know that we acted too late, the Mission President selected other cars before we had an opportunity to volunteer. Bob Anderson will be in the parade however, so watch for him.

Awards: Joe won the Bent Rod Award this month for bending a valve instead of a rod. Apparently others are waiting in the wings for their turn to "host" the award. Clyde earned his 13+ award tonight!

Karl finished the night by telling us how he and Joe got the carb shaft out of Syd's car.

"It's all back in one pile." —Vern, when asked how things were going with his car."



"We will adjourn and have a session to look at Greg's rear end." — Clyde, referring to Mack's car.



Progressive Dinner

FOOD, FOOD AND MORE FOOD!

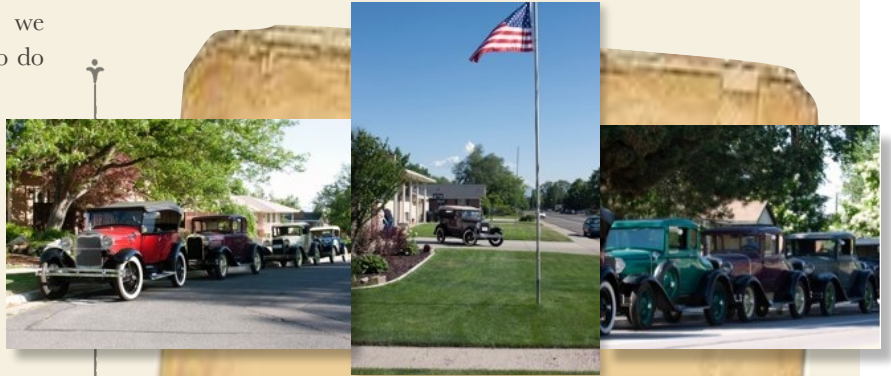
Wow, we had so much food at each stop we could have fed 100 people! Of course we had to do something about it. As a kid my mother always told me, “don’t be ungrateful, eat everything on your plate, there are starving kids in Africa.” Naturally we don’t want the food to go to waste so I sent it to my waist instead. I overheard Karl Furr voice concern over his girlish figure when offered seconds. I don’t know how he faired, but my petit 270 lb figure ballooned to 300 lbs by the time we were done. I’ve come to the conclusion that if you have a goal to lose weight, don’t join a Model A club!

We started our food extravaganza at Tim and Syd Crocketts home under the shade of an old apple tree, complete with wind chimes and a gurgling fountain. Greg passed out menus to get us started. Then we enjoyed appetizers galore. I don’t know why they call them appetizers, because I don’t need to whet my appetite — I always have one. It was a wonderful sight to see four coupes, a roadster and two phaetons lined up in front of Crockett’s home.

For the entrée, we drove to Munson’s home where they fired up the grill and Tim (a “professional” griller) gave pointers to Nicholas on how to cook perfect hamburgers and hotdogs. By the time I piled on all the condiments and fix-in’s my burger was six inches tall. At Jenn and Clyde’s home we had more opportunities to get to know each other, hear tall tales and enjoy the mister (not Mr). Another enjoyable item Clyde had fired up.

Our third stop was at Gemma and Howard’s home. There we found ourselves poolside, enjoying shade and the coolness of the late afternoon. Howard unveiled a new delight I had never heard of, a “tres leche” cake. Clyde and Howard informed us that it is a three milk cake. It’s a delicious concoction complete with a whipped cream frosting, swirling chocolate dribbles and chocolate dipped strawberries. It was fantastic!

As the sun was setting, we all said our goodbyes and knew we would sleep well tonight!



Appetizers at Crocketts





Progressive Dinner (pg2)

OVER THE RIVER AND THROUGH THE WOODS TO MEMBER'S HOUSE WE GO



On the way...



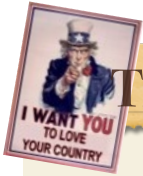
... to members homes we go.



Munsons for main course



Ecksteins for dessert



2014 Calendar of Events

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

- 1st Memorial Day, Payson Onion Days 2 p.m. - 5 p.m.
- 13th UVU Fall Swap Meet Thanksgiving Point 7 a.m. — 4 p.m.
- 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.
- 31st Halloween

November

- 20th Monthly meeting, Larry H Miller, 7:00 p.m.
- 27th Thanksgiving

December

- Annual Christmas Dinner & Awards



President's Message

continued from page 2

Henry's next race car was actually a pair of cars named the *999* and the *Arrow*. These two cars were built to provide publicity for Ford's new company The Ford Motor Company." The *999* was raced against Winton and Ford's car once again proved to be superior. The *Arrow* was later crashed during a race and the driver was killed but Henry took the car and rebuilt it and used it to personally set a world record of 91.37 mph driving the car on a frozen lake. Henry's record only stood for one month but the publicity was enough to place the Ford Motor Company on solid footing.

I recently had the opportunity to race my Model A at a hill climb event. I didn't set any records, in fact I may have driven the slowest Model A in the race, but I had a great time and got a snippet of the thrill of speed that pushed Henry Ford to build and drive race cars. Many of you are aware that my little '31 coupe is named *Henry*, not really the name for a race car but he does come from the lineage of amazing speed machines. Just for the fun of it I think he deserves to be added to the list. The Sweepstakes, the 999, the Arrow, Henry, the Mustang, the Boss 302, the GT40, the Sierra Cosworth and the AC Cobra, some of Ford's great speed machines.



Thanks to Wikipedia, The Henry Ford, and Road and Track for information about Ford's early race cars and especially to the Mack and Brimley Families for being a great support to "Team Henry."

Clyde Munson



History of the Model A — Part 9

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

Authorized Dealer Options and Accessories

(continued from June edition):

Ford directed the dealerships to only sell and install certain options/accessories. Some items later became standard factory installed parts. These parts would be tracked by the head office to ensure that these were a high volume item sold at each dealership. Sales of these items became mandatory for every dealership if they wanted to stay in business. Dealerships would share in the profits from the sales and it wasn't long before every car sold had at least one accessory item on it. Typical items are listed below:

- Air gauges - cylinder style
- Air Maze air cleaner
- Bumpers - Rear and brackets
- Bumper - Front and brackets
- Cigar lighter
- Clock (header mounted)
- Cowl lights
- Distributor heat baffle
- Fender lamps for front fenders
- Fender step plates (cars with Rumble seats)
- Heater - exhaust manifold sheet metal box
- Landau irons for 54-A Business Coupe
- Lap robe
- Top boot cover for open models
- Luggage rack carriers - Standard



- Luggage rack carriers - Deluxe
- Luggage rack carriers - for the Victoria
- Paint rims to match body stripe
- Pedal pads (rubber)
- Radiator cap with Quail figure
- Radiator cap with Motometer
- Rear bumper extension brackets
- Rumble seat – trunk & lid conversion
- Seat covers
- Side mounted wheels & carriers
- Spare tire cover - fabric
- Spare tire cover - metal with stainless steel trim ring
- Spare tire guard (goes between bumpers)
- Spare tire rim – tire rim lock
- Spare tire rim - tube & tire
- Spare wheel tire lock (for side mounted tires)
- Spare wheel w/tube and tire (for side mount)
- Sport light (Spot light)
- Spring covers
- Taillight for right side
- Top boot cover for open models
- Top hold down straps for Standard Roadsters
- Top rest saddles for Standard Phaetons
- Trunks
- Welled front fenders
- White wall tires
- Wind wings for closed cars
- Wind wings for open cars
- Windshield wipers - Electric

(continued next month)





Wallsburg Antique Power Show

MODEL T, A, AND B REUNION



There was a lot to see and do at the Erickson “homestead.” Clyde, Diane, Brim, Margaret, Nicholas, Greg and Robert found that out first-hand.

When we first arrived we found the hill climb already in progress, so we set up chairs and joined in cheering our only Model A participant — Clyde. Each round saw improvements in his time. He whittled it down from 15.847 (30.14 mph) to 15.55 with a top speed of 30.82 mph on the 1/10 mile hill climb. Not bad for a completely stock car.

The cars varied from a Model T Huckster to a highly modified speedster who clocked 85 mph at the finish line. We sat next to the Salty A’s, who also had cars in the race, and enjoyed talking with them in between runs.

After the competition, we split up and visited the various buildings and displays. Erickson has separate buildings for trucks, planes, cars, tractors, motorcycles etc. He has a blacksmith shop (Diane now models some of their handiwork), a print shop, displays of home appliances, horse carriages and a working mill;

and printing press, as well as musical groups, food vendors and a t-shirt shack. In the motorcycle shop alone sat fifty motorcycles. Many of them with six-digit values.

The mill was powered by a 1914 two story steam tractor. Listening to those huge pistons chugging and watching its power shake the tractor back and forth was impressive. In addition to the display buildings there were rusting hulks of all sizes, descriptions, and rustiness in the fields. All-in-all, it was an impressive display for one individual to collect and restore.

Orem's Summerfest Celebration

A GREAT WAY TO START THE SUMMER



OREM SUMMERFEST 2014



Sitting under the shade of the trees, talking cars, meeting enthusiastic show participants, and enjoying the camaraderie of fellow club members is a wonderful way to spend a summer Saturday.

The Jacobs, Richard Tucker, Karl Furr, and Howard Eckstein (through proxy) as well as the Macks, were all there promoting the club.

Some of the comments we overheard while people walked by included, "These are beautiful,

absolutely beautiful." "Now these are my kind of cars." Two young kids walking by commented, "These cars are wicked!" And, yes we heard the familiar stories about the cars they used to have that were just like this ... but their's was blue ... it was a four door not a coupe. Is this a Chevvy? We used to have one like this except it was a Chevrolet.

Karl, Tony and Richard Tucker all won plaques from the car show! We had the banner up to represent the club and received some feedback

from it. We have found a future member because of the show. Will and Peggy Redd from Florida will settle in Utah Valley once they return from a mission to Spain.

Richard honked the horn for kids, all members talked to folks about the cars and Model A history. They know how to work the crowds. Here are some of the club members in action.

We appreciate all those who were willing to help out — and it paid off, almost all of them earned awards.





Tech Tip

KEEPING YOUR A'S TEMPERATURE IN THE COOL ZONE

Thanks to Rachael of the Shadetree A's, article by Ken Nelson

Ken Austin Nelson

*May 23, 1939
January 7, 2011*



Engine
 overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected.

Fan Belt

Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A 1/2-inch of play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

Fan

Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use.

Hoses/Clamps/Petcock

A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

Water Pump

The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. Some owners who frequently drive at higher speeds have removed a portion of the impeller vanes to reduce the



Tech Tip (page 2)

KEEPING YOUR A'S TEMPERATURE IN THE COOL ZONE

Thanks to Rachael of the Shadetree A's, article by Ken Nelson

License Plates and Other Radiator Obstructions

The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream.

Incorrect Ignition Timing

An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down.

Incorrect Fuel Mixture

If the fuel mixture is too lean, the engine will run hot. Check your carburetor settings and reset to specifications if necessary.

Brakes/Wheel Alignment

Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in overheating. The bad wheel alignment won't help your tire life, either!

Bad Head Gasket/Cracks in Block

These can be classified as serious problems and if uncorrected, you'll have more to worry about

than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magnafluxing. This process will detect any minute cracks that cannot be found by other means.



Radiators

The key word in any radiator discussion is flow rate how much water a radiator will actually pass in a given period of time. A good Model "A" radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in overheating problems. Disconnect the upper and lower hoses and fill the radiator.

A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes, or leaky upper or lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator.



Tech Tip (page 3)

KEEPING YOUR A'S TEMPERATURE IN THE COOL ZONE

Thanks to Rachael of the Shadetree A's, article by Ken Nelson

The condition of Coolants

The Model "A" was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an antifreeze and worked reasonably well but boiled away at about 170 degrees fahrenheit. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected.

Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a builtin rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your "A" to about 34 degrees below zero fahrenheit.

There are some disadvantages to using ethylene glycol in your Model "A" the coolant may attack some types of paint and the Model "A's" water pump can whip the solution into a green, frothy foam, impairing the cooling action.

One final consideration some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model "A" overheating problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, a soluble oil was suggested as a rust inhibitor.

It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics. The experts all agree don't use oil of any kind as a rust inhibitor!

Thermostats

According to many Model "A" owners, a good thermostat offers two important benefits:

- Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds.
- The thermostat will maintain engine temperature at about 160 degrees fahrenheit that many feel is optimum for the Model "A" engine. On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. If you install a thermostat, use the kind that fits inside the hose instead of the type that mounts with tabs. Some owners have experienced leaks with the tab-mounted variety.





Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

Notice the glass etching in the wind wing of the car in the foreground.



Howard Ecksetin photographer

This is Joe's new purchase from back East. It was spotlighted by Maple Mountain Insurance Services at the UVU car show grandstand where everyone could see it!



Out & About

John Walker sent pictures of the Cedar Breaks Model A Club at Iron Mt. State Park. Looks like the club is alive and well.



Howard has been working on upholstery, and patch panels. He had quite an adrenaline rush while welding - ask him about it. This month he rented a unit and will paint his car.

Joe and Karl got Syd's carburetor out so it can be replaced. It was a big relief. They don't have to take off the head.

Clyde helped Joe take his engine apart and is giving it an overhaul. It will be a practically new engine by the time he is done.

Daniel is in Mexico for the summer.

Bill has his car painted now. Step by step he's getting closer.





Celebrating the July 4th

A PERFECT DAY FOR A CELEBRATION

Parades, picnics, and patriotism with parties, flag ceremonies and carnivals haven't changed a lot since the Model A days. But there are some differences. Songs like *America (My Country 'Tis of Thee)* *The Battle Hymn of the Republic* are sung today as they were in 1931. Yet *God Bless America* wouldn't be heard until 1938.

Parades did not have floats as sophisticated as what we expect to see today, But scouts, bands and military processions were common then just as they are now. Model A's were found in most parades of the day. Not as antiques as we see them now, but as daily drivers pulling floats and displays or occasionally hosting an dignitary or Grand Marshal.

Games and contests consisted of such things as potato sack and three-legged races, field and track competitions, penny races and baseball throws, as well as bicycle racing for the kids. Adults participated too with pie eating contests, baseball games, horseshoe pitch, talent contests, log sawing, nail driving, and hatchet throwing were common in many parts of the country. Prizes given were ribbons, medallions and even cash just as we see today. But cash prizes were typically \$1.00 for first place, 50 cents for second place and 25 cents for third place. Today we would balk at those amounts but for many families a dollar was half a day's income.

Band concerts in the park were very popular and were found in almost every celebration no matter how small. Songs such as "Ain't Misbehavin'," "Singing in the Rain," "When Your Smiling," "Waiting for the Train," "Little Orphan Annie," and "Strike Up the Band"



"All the News That's Fit to Print."

Breaking News...

THE WEATHER
Fair today and Thursday, fresh north and southeast winds.

FROM THE NEWSPAPERS OF THE MODEL A ERA

MME. CAILLAUX FREED BY JURY WARBURG IS WON, HITCHCOCK THINKS AUSTRIA FORMALLY DECLARES WAR ON SERBIA; RUSSIA THREATENS, ALREADY MOVING TROOPS; PLANE CRASHES NOW IN KANSAS STANDS

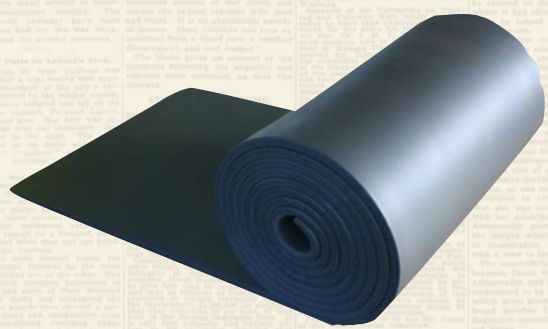
JULY 7th, 1928 — Edward Hamm of the USA sets the long jump record at 25' 11" On July 31, at the 1928 Olympics in Amsterdam, Holland, Hamm broke the Olympic record and won a gold medal with a leap of 25' 4 3/4". After the Olympics, he was part of a track and field team that toured England and Germany. He won the long jump in every meet.



JULY 13th, 1930 Robert W. Sarnoff, chairman of the RCA Corporation, reports in the New York Times that "TV would be a theater in every home"



JULY 3th, 1929 — Foam rubber, invented by Dunlop Latex Development Laboratories. It is made from natural or synthetic latex, is compounded with various ingredients and whipped into a froth. The resulting product contains roughly 85 percent air and 15 percent rubber.



JULY 27th, 1931— On this day in 1931, a swarm of grasshoppers descends on crops throughout the American heartland, devastating millions of acres. Iowa, Nebraska and South Dakota, already in the midst of a bad drought, suffered tremendously from this disaster. The swarm was said to be so thick that it blocked out the sun and one could shovel the grasshoppers with a scoop. Cornstalks were eaten to the ground and fields left completely bare.



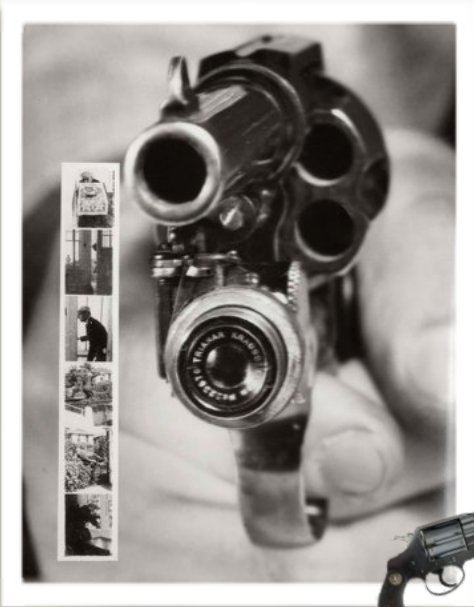


THE MOTOMETER

Model A Era Inventions

NOT ALL INVENTIONS ARE A SUCCESS

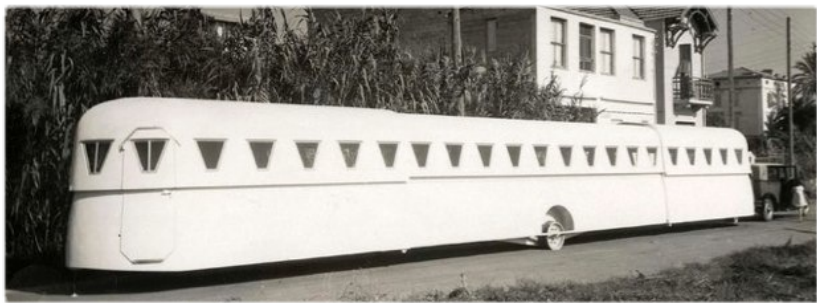
Tripmeter with a scrolling map was the first GPS invented in 1930. (courtesy John Walker, Cedar Breaks Model A Club)



38 caliber Colt with a camera attached. The camera took pictures each time the trigger was pulled.



This 1931 invention allowed the wearer of this straw hat to listen to the radio no matter where they went.



Slide-outs for travel trailers are not new. A Frenchman was the first to unveil an extendable caravan.





The Ladies Fashion Journal

PERFUME SPRAYERS

by Janet Gundlach
compliments of MAFCA
fashion committee
Part 2

The *Evans Company* produced wonderful compacts but also produced perfume sprayers. They called their smaller sprayers "Pocket Atarmist" and the larger was called the "Dresser Model Atarmist." The gift sets included the sprayer and a matching compact or perfume.

EVANS

EC110—Gift set, white finish, double compact filled with large mirror, loose powder container, rouge lipstick handle, modernistic engine turned design with French enamel decoration, pocket Atarmist to match, in attractive gold tooled leatherette covered metal gift box... \$19.00 ea.

EC111—Petite Dresser Model Atarmist, French gold finish, sterling silver cup front of smaller Chloisone enamel in attractive gift box. \$12.00 ea.

EC112—Gift set, white finish, thin knife edge double compact in all over French enamel front and back with stone set lipstick handle, filled with large mirror, loose powder container, full size rouge, pocket Atarmist to match, in attractive gold tooled leatherette covered metal gift box. \$18.00 ea.

EC113—Gift set, Pocket Atarmist, white finish, genuine Marcasite set sterling silver top front in genuine Chloisone enamel with perfume, in attractive gold tooled leatherette covered metal gift box. \$17.00 ea.

EC114—Gift set, green gold finish, all over sterling silver top genuine Chloisone enamel double compact with loose powder container, full size rouge and large mirror with pocket Atarmist and perfume in attractive gold tooled leatherette covered metal gift box. \$20.00 ea.

EC115—Dresser Model Atarmist, green gold finish, sterling silver top front of genuine hand painted Chloisone enamel in attractive gift box. \$15.00 ea.

EC116—Gift set, white finish, thin watch case model all over French enamel double compact with loose powder container, full size rouge and large mirror with stone set lipstick handle with genuine Chloisone enamel decoration with pocket Atarmist to match in attractive gold tooled leatherette covered metal gift box... \$19.00 ea.

EC117—Gift set, white finish, thin model double compact with loose powder container, full size rouge, large mirror, French enamel front with genuine Marcasite decoration, stone set lipstick handle, pocket Atarmist to match in attractive gold tooled leatherette covered metal gift box. \$22.00 ea.

ILLUSTRATIONS ONE-HALF ACTUAL SIZE

World's Largest Manufacturers of Style Accessories

The Blue Book Jewelry Store, 1931





Model A Adventures

THE HOW MY MODEL A HELPED ME PASS A COLLEGE COURSE

by Howard Eckstein

Gemma & I joined the Model A Club and soon found ourselves driving to some of the functions. We went on a tour to Tibble Fork in American Fork Canyon to see the trees and the lake, but mostly to be with the other club members and their cars. Prior to our outing, we showed our cars at a local lot. While there, some of the club members noticed the ratty condition of the tires on my car.

In 1965 I bought four tires from Sears and kept the best old one for a spare. Disregarding the bleaching, hardening and deep crazing from 48 years in the sun, they were fine. Except for one; that was the Firestone tire on the right front wheel.

All the club members were ribbing me about how bad that tire looked. To be sure some of the casing had peeled away to the cord on the sidewall, and the tire generally looked like something even a museum would throw away; yet it still held air and had some tread on it. I told my kibitzers that my grandfather always said that a tire could be as thin as cigarette paper, but if it held air, it was still good.

Back in the 60's, in California, the Highway Patrol set up check stops and did surprise safety inspections. One day I was randomly directed to pull into their line. I temporarily had the spare on the ground due to a flat I needed to fix in one of my new tires. The trooper wrote me up for the spare he didn't like and told me I had to replace it.

I knew a man in my neighborhood that had a used 19" tire and asked if he'd sell it to me. I put it on and drove down to the Highway Patrol Office and got it signed off. That's how I acquired the Firestone tire

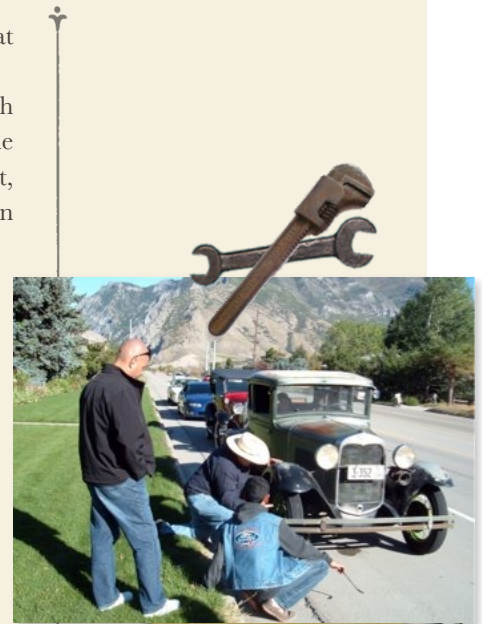
that now looked like a safety hazard that everyone was laughing about.

All the other cars looked so good with bright metal, nice paint jobs, and really fine tires. My car needs bodywork and paint, but it runs great. I think it must have been embarrassed about its tires after all the razzing at the car lot.

Now I'm the owner of my Model A and I decide when it should have new tires. I wasn't going to be swayed by peer pressure. Not even from the Model A Club. Well, I had one of the prominent club members riding in the rumble seat and had taken my place near the front of the caravan as we came down the canyon in single file on the way home.

As soon as we got to a widening in the road, I felt a rumble and a drag on my right front wheel which I instantly recognized as a flat. It was that Firestone. It had rolled over a screw which punctured the tube and let all its air out in its final death throes in view of all the other Club members and their cars. There was nothing to do but jack up the wheel and put the spare on in front of everybody who looked on in pity while morbid photos were taken of the incident.

My Model A won that one. It had four new tires within the month.



“... my grandfather always said that a tire could be as thin as cigarette paper, but if it held air, it was still good.”



Parting Thoughts

On the 24th of July our club has been asked to appear in the Mapleton City parade and chauffeur some of our veterans in the parade. This will be an excellent way to give back and say thanks to those that have done so much for us. Please make every effort to join us for this event. We are also planning a car show after the parade and car games and a picnic later in the day. It will be the anniversary of our first club activity and if last year was any indication it will be a ton of fun. Please RSVP to Robert if you can make the parade. Joe will coordinate with the city.

Clyde



Let's Celebrate



- Maxine Fazzio — July 1st
- Gemma Ecksein — July 5th
- Lisa Cope — July 12th
- Elaine Carlson — July 18th
- Stevan Davis — July 26th



Model A Ford Club of America Membership

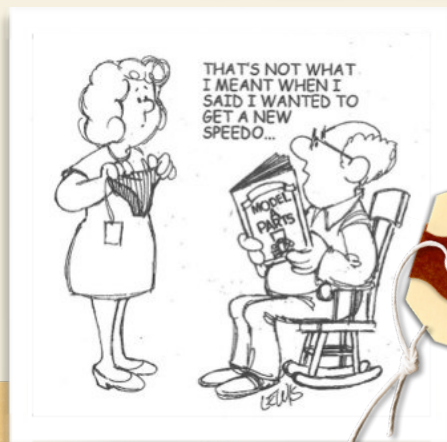
To join you can call: (562)-697-7212; mail your payment to the address below or join online at: https://mafca.com/cart/index.php?mafca_new_member=yes.

Portions of MAFCA President's Message:

Part of the fun of going to Ventura is the trip. The route we took is not heavily traveled from Taft to Ventura, 150 miles, so it makes a good Model A road. It rises to an elevation of over 5000 feet in the Santa Ynez Mountains.

We arrived in about 4 hours, not bad over twisty mountain roads in an 86 year old pick-up truck. The people in Ventura were amazed that we had actually driven our Model A.

Upon arrival at Carrows Restaurant at a club meeting, we were treated like royalty. We were escorted to the head table, while "Hail to the Chief" was being played, everyone came by, shook hands, greeted us and thanked us for coming. It drove home something I have always known, that Model A'ers are the same everywhere, the salt of the earth,





“And Now A Word From Our Sponsors...”



954 E. 100 N Payson, UT 84651 * 801-609-8744 *

The UPS Store



224 S Main St.
Springville, UT
801-491-9744

Printers for the Utah Valley Model A Club



Maple Mountain
Insurance Services



15 N 1600 W, Mapleton, UT 84664 * (801) 489-1357

Snyder's
Antique Auto Parts

