



UTAH VALLEY

- Model A Club -

August 2014

IN THIS EDITION:
MAPLETON PIONEER DAY ACTIVITIES
Tech Tip: A Dead Battery
Token of Gratitude to Dream Makers

2ND ANNUAL
CAR RALLY

COOLIN'
IT



Utah Valley Model A Club Escorting Veterans in Mapleton City Pioneer Day Parade



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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

I have been thinking back over the past year and how much our club has grown and changed. Last year on the 24th of July was our first actual club activity. There were 6 cars at that event and it was the first time that I met the Jacobs and the Eckstiens. A few months earlier Robert, Greg, Nicholas, Joe, Vern and I sat at the table at our regular meeting and wondered if the club was going to make it, now we need a bigger table at every meeting. A huge amount of credit goes to Robert for initially reaching out and bringing the first few of us together and inspiring the team effort it has become now. It was exciting to see our club members talking and sharing with so many different people at the Mapleton 24th show and the Lindon days show and we may gain a few more friends because of this interaction. These 2 most recent events have been exciting.

For the 24th of July parade we more than doubled the number of Model As from our first outing and it was cool to see the reaction from the crowd especially the kids who really like to hear the ahooga horns. The show we held at the end of the parade was fun and it was neat to talk to the community of Mapleton and share stories and information.

Last year's Lindon days show had several Model As but they were scattered throughout the park, this year we had 7 cars all together sandwiched between a Buick and a Rolls Royce. The best part of the Lindon show was meeting other A owners and talking to them and listening to the comments of the spectators. It really is impressive to see a line of the best looking Fords ever built all together. I look forward to our circle of friends growing as well as the number of Model As at our events.

Clyde Munson

*Cover photo:
Mapleton Pioneer
Day Parade*

Right: Rich & Suzi Bowes'





July's Monthly Meeting

Conducting:

President Clyde Munson conducted, twelve members present. The minutes from last month were read and approved.

Treasurer's Report:

Vern wasn't there so Clyde presented the report; \$556.71 in checking and \$50.03 in savings. That includes \$15.00 for t-shirt and \$50.00 Syd received for selling an ad to **Martin's Collision** (check it out on page twenty).

New Members:

Just when Will and Dale thought they were new comers, they've become "old hat." We have two new members, Dick and Aniece McCullough joined us this month. We'll learn more about them soon.

Up-coming Activities:

Mapleton Pioneer Day Parade — Joe showed the route of the parade and how to get to the starting point. He also passed out registration forms. Everyone was asked to bring a dish for a picnic after the parade and car show.

Orem Car Show is by Sandersen Mortuary 800 N. 6th East on Saturday.

Lindon Car Show is August 4th. It starts at 5:00 p.m. but we need to have cars there at 3:00 p.m. Syd will send out registration forms in e-mail.

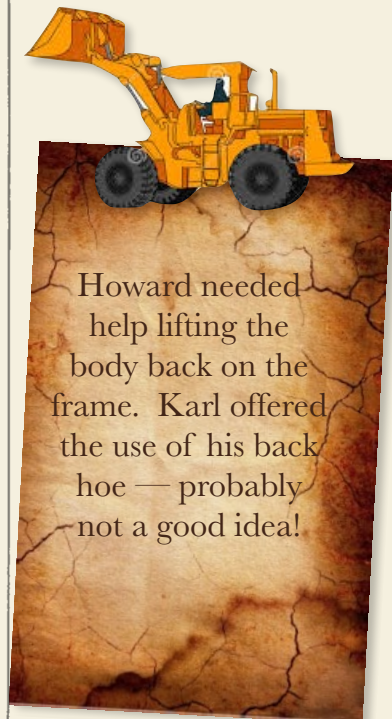
Pleasant Grove Classic Car Show is August 28th; there is no charge.

New Business:

Howard asked for help lifting the body of his coupe back on the frame. Karl offered his back hoe — probably not a good idea!

Karl showed everyone the American Legion Watch that Joe Fazzio gave him.

The Salty A's want to keep the Ericksen T, A and B Reunion alive. Clyde discussed the possibility of UVMAC helping with arrangements next year.



Howard needed help lifting the body back on the frame. Karl offered the use of his back hoe — probably not a good idea!





2014 Calendar of Events

August

- 4th Lindon Days Car Show, 5-9 p.m. 200 N. State Street, 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, Rock Canyon Trailhead.

September

- 1st Memorial Day, Payson Onion Days 2 p.m. -5 p.m.
- 13th International Model A Day details to follow.
- 13th UVU Fall Swap Meet Thanksgiving Point 7 a.m. - 4 p.m.
- 18th Monthly meeting, Larry H Miller, 7:00 p.m.
- 19th - 21st Model A Extravaganza at the Model A Museum (MAFFI) -- Hickory Corners Michigan.
- 27th Fall Color Cruise, more details later.



October

- Cedar Breaks Model A Club hosts Vintage Auto Display, dates and details to follow.
- 8th - 11th Hershey Swap Meeting, the grand daddy of them all! Hershey, Pennsylvania
- 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
- 3rd-7th, 2014 National Awards Banquet will be held in Little Rock, Arkansas hosted by the 50th Anniversary Model A Club

2016

- June 19th - 24th, **National Convention**, Loveland, Colorado, Hosts: Model A Ford Club of Colorado

The Wisdom of Henry Ford



“Thinking is the hardest work there is, which is probably the reason why so few



Let's Celebrate



Happy Birthday!!

Phylis Barker — August 15th
Lloyd Barker — August 19th
Robert Mack — August 22nd

Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

If you were at the Summerfest car show in Orem, you will know whose car this is. If not, there are clues elsewhere in the newsletter — search for it to find out whose car this is.



This picture was taken by Howard at his home during the progressive dinner. If you haven't taken a closer look at Richard and Chris Tucker's Coupe, you ought to. It's a very nice car. Did you guess right?



Howard Ecksetin photographer

Out & About

We have a bunch of new cars in the club! Some are actually new and a couple have been repainted.

Reid and Elaine's car was finally unveiled with its new paint job. Kinda' miss the black deck lid — just kidding!



Howard got his car repainted too. He did the work himself. In one day he finished the electrical, installed the bumpers, fenders, running boards, and

glass! What a work-a-holic!

We are waiting to see Dale Bench's Tudor, his is home with it, now he just has to get it working.

Will Redd's car looks great. Wendell has company. Now we have more than one Fordor in the club.



With the help of Vern (who sold Robert the rear-end, Howard (who helped us check its roadworthiness and removal of the old rear-end), and Joe (who supervised its installation), Greg, with the assistance of Robert are back on the road.

Reid and Elaine made it on MAFCA's home webpage on Pioneer Day. Here's the picture that appeared.





Token of Gratitude to Dream-Makers

BY SYD CROCKETT

The Utah Valley Model A Club has been up and running for two years now and for any force to move forward there has to be “an energy source from within” to keep it moving. So this small tribute of gratitude is targeted to four instrumental members who put in endless hours behind the scenes — expecting nothing in return — so we can all enjoy our Model A’s together.

Our first thanks go to Joe Fazio, Karl Furr, and Clyde Munson. Interesting that all of their last names have double letters in them. Almost symbolic that they usually put in double the time outside of club meetings assisting others in getting or keeping their Model A’s up and running. These three men have a passion for fine-tuning, up grading and restoring what most people would sell, get rid of, or throw away. In Syd’s case, they have made her childhood dreams a reality. In Greg’s case, Clyde gives him encouragement and hope that his dream will become a reality. And to most of the club members they give comfort and reassurance that when we gather our cars together, if anything breaks down, they have “car doctors” in the group with tools, know-how, and ropes in hand. And if a part won’t come out, or needs adjustment, one “furry” character proclaims, “I can make it!”

We all laugh as the “Bent Rod” award circulated from one

member to the next during monthly club meetings. Reports of a distributor exploding, a car catching on fire, dents being repaired, gas lines dripping, a car dropping off a trailer, or a wheel passing as we drive down the road, but everyone has the “doctor’s numbers” programmed into their phones that means more than “911.” Thank you, Gentlemen, for always being there for us. Thank you for your knowledge, abilities, vision, and understanding of the Model A’s and for your willingness to give us of your time and talents so that we can be participants in our club and unique in our homes and family.

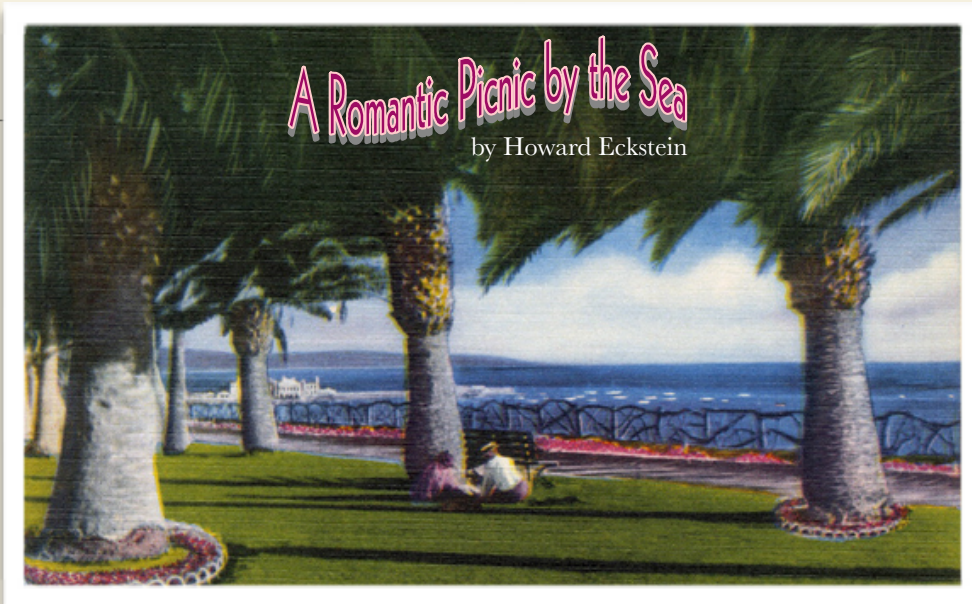
One other stalwart individual: A special “thank you” to Robert Mack who is the face of our club. I don’t think any of us truly appreciate the endless hours Robert puts in creating our newsletter. We have been honored by the way he consistently honors us in print. Robert’s “Model A Club” energy bleeds through his entire family: behind the scenes Nicholas runs our website, Greg is constantly making handouts, signs, menus, cards, while Becky supports and feeds them all. If the Utah Valley Model A Club is recognized it’s because we “look good!” Thank you Mack family for giving us style and putting us “out there” so other’s want to join in the fun.

We appreciate all the members of our club. It is an honor and a privilege to drive the streets of Utah.





Model A Adventures



A Romantic Picnic by the Sea
by Howard Eckstein

Tom had two Model As, a lot of imagination and a great sense of humor. What's more, he always had girls hanging around him. I had a few girlfriends too, but not on the scale Tom had.

Once in a while we'd come up with an idea for a date, and when we got together, nothing was going to be ordinary.

We once planned a double date consisting of a romantic picnic by the sea and a show. Tom had a lot of things, but he didn't have a car with a rumble seat, so we undertook to have our summer outing under the stars using my Model A.

On the coast of California in Santa Monica, is a place called Palisades Park. It's on a cliff that overlooks the Pacific Ocean and is in a nice section of town. With trimmed grass, palm trees and an *esplanade* lined with a rustic wooden fence, it was the venue chosen for our evening out with the girls.

Tom had a complete print shop at his home from which he conducted a small business. We printed up some champagne labels that we could wrap around soda cans to hide the graphics

of their true identity and a fancy menu with only the items we were going to serve at our picnic.

We had cooked hotdogs on the manifold before, but this was to be a step up with a fine Italian dinner cooked on various parts of the car as we made our way to the beach. We asked the girls to prepare a salad for the event and we would take care of the main course.

Relying on the culinary genius of Chef Boyardee, we bought two cans of Ravioli and a loaf of garlic bread from the local market. At the appointed place on our excursion, I pulled over to the side of the road where Tom and I attached the cans to the manifold using bailing wire and punched holes in each one to allow for expansion. One of us then attached the garlic bread wrapped in aluminum foil to the bottom of the muffler using the same method.

When we arrived at Palisades Park, we removed the piping hot cans of

ravioli and garlic bread, laid out a red checkered tablecloth on the grass, put up the candle sticks and lit them for ambiance, then set out the paper plates, plastic forks and the *ersatz* champagne. Just feet away from the Model A, passersby looked

upon us with what I took to be envy.

With dinner over, we packed up and took the ride back to Hollywood where one of the girls lived for the show. Instead of driving through town, we slowly drove through the Santa Monica Mountains where, alone between the rugged hills, we were away from the glare of the city lights and the only illumination we had were the stars and our headlamps.

We arrived at one of the girls' houses where we had dropped off the movie beforehand. Tom had asked her dad to set up a projector for us and he had everything ready when we arrived. With some popcorn and a few laughs watching "The Great Chase", we completed what we thought was a unique date and one we hoped was commensurate with our reputations.





Coolin' It

A CONDENSED HISTORY OF AIR CONDITIONING



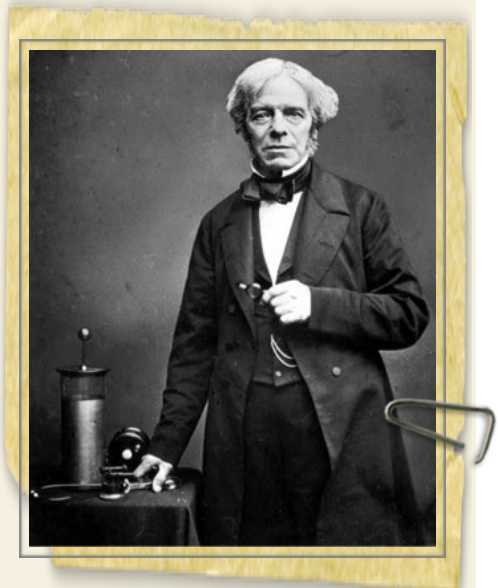
The Historic Vehicle Association had an interesting article featuring the milestones on automotive air conditioners. Highlights from the article are included below.



With the dog days of summer upon us, it's a great time to pay tribute to one of those now standard car options modern drivers take for granted. Check out this timeline of history's most important automotive air conditioning milestones.

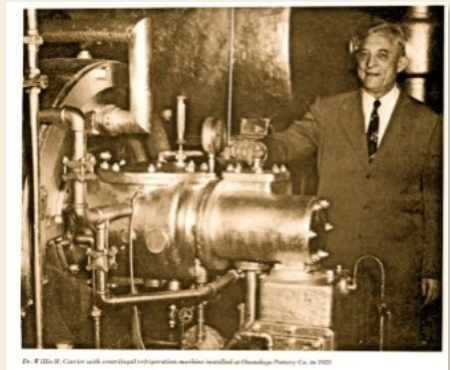
1820 — English scientist Michael Faraday discovered that compressing and liquefying ammonia could chill air when the liquefied ammonia was allowed to evaporate.

1884 — After enduring one hot summer too many, English entrepreneur William Whiteley experimented with cooling his horse-drawn carriage by placing blocks of ice beneath the floorboards and blowing the chilled air inside by means of a fan attached to the axle. The cooling effect of air passing over water was later adopted by Nash.





1902 — Taking his cue from inventor Michael Faraday, New York's Willis Carrier used refrigerated ammonia in the creation of his "Apparatus for Treating Air" — now regarded as the first modern electric air conditioning system.

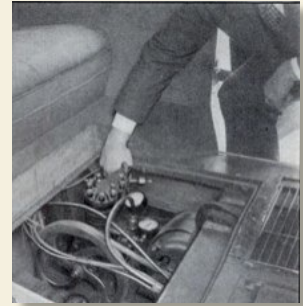


Dr. Willis H. Carrier with ammonia refrigeration machine modified at Gooding, Pease & Co. in 1922

1930 — An aftermarket add-on known as the "swamp cooler" was first introduced. Popular with street rod owners until as late as the 1960s, the window-mounted evaporative air-cooler got its name from the odor of algae produced by early units.



Swamp Cooler



1939 — Packard became the first car maker to offer an actual automotive refrigeration system. The mechanism consisted of a large evaporator, called the "cooling coil," which took up the entire trunk space.

1941 — Cadillac produced 300 air-conditioned cars with one major drawback: the then state-of-the-art unit offered no compression clutch and, therefore, no way to stop the air pump when the engine was running. Shutting the system off meant having to stop the car, open the hood and remove the belt.

1953 — The Chrysler Imperial became the first production car to offer "Airtemp" automobile air conditioning, followed by select Buick and Oldsmobile models that also added air conditioning as an option the same model year.

1954 — With an eye toward performance, fuel economy and affordability, the Harrison Radiator Division of General Motors developed the first air conditioning system designed for mass-produced cars. The system

featured a two-cylinder reciprocating compressor, an all-braced condenser and a magnetic clutch and was available as an option on all 1954 Pontiacs with V-8s.

1960 — About 20 percent of American cars had air conditioning.

1968 — American Motors was the first mass-market automobile to offer air conditioning as standard equipment on all AMC Ambassadors, which were priced at \$2,671.

1969 — Roughly 54 percent of domestic automobiles came equipped with air conditioning.

1994 — Freon (the main cooling chemical in auto air conditioning units) was linked to ozone depletion. New environmental laws required auto manufacturers to switch to R13a refrigerant by 1996.

2003 — Some 99 percent of automobiles in the United States were equipped with air conditioning.

2015 — Looking ahead, a new type of air conditioning called Thermal Systems Integration For Fuel Economy will come into production in the next two years and promises to reduce gasoline consumption by 15 percent.





History of the Model A — Part 10

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

Greasing those ZERKS

(continued from the July edition):

Greasing those ZERKS (grease fittings) every 500 miles. The 1928-29 cars have 34 grease fittings while the 1930-31 cars have 32, depending on the month the car was built/assembled. Two of the 1928-31 grease fittings are lubed every 2000 miles.

One of the 1930-31 grease fittings gets oiled and is not greased. So where are they at? Generally these grease fittings are accessed from four places: the **FRONT** (12), the **REAR** (10), from **UNDER THE HOOD** (2-3) or from **UNDER THE CAR** (5-7).

FRONT (12) (L/R side) – Spring shackles/hangers (2), Shock absorber connection links (1), Brake Shaft actuator arm (1), Upper Steering spindle arm (1), Tie Rod end at Lower Steering spindle arm (1).

REAR (10) (L/R side) – Spring shackle/hangers (2), Shock absorber connection links (1), Hub/Wheel bearing (1), Rear brake camshaft actuator arm (1).

UNDER THE HOOD (3 for 1928-29 and 2 for 1930-31) – Water pump (2), Steering Sector side shaft (the 1928-29 has 1 and the 1930-31 has none).

Model "A" Lubri

Front Shock Absorber Connecting Link R H

Front Spring Hanger R H (2 Places)

Starter Crank Bearing

Generator Bearing (Front)

Generator Bearing (Rear)

Engine (Change Oil Every 500 Miles)

Front Spring Hanger L H (2 Places)

Front Shock Absorber Connecting Link L H

Front Brake Shaft (R H)

Front Steering Spindle R H (2 Places)

Spindle Connecting Rod

Fan and Water Pump

Front Brake Shaft (L H)

Front Steering Spindle L H (2 Places)

Spindle Connecting Rod

Drag Links (2 Places)

Use No. 2 high pressure lubricant in all high pressure lubricator fittings.

Use No. 4 cup grease in Front Wheel Bearings.

Use good grade gear lubricant in the Steering gear, also in the Differential and Transmission

Ⓐ Lubricate every 500 miles (pressure gun)

Ⓑ Lubricate every 2000 miles (pressure gun)

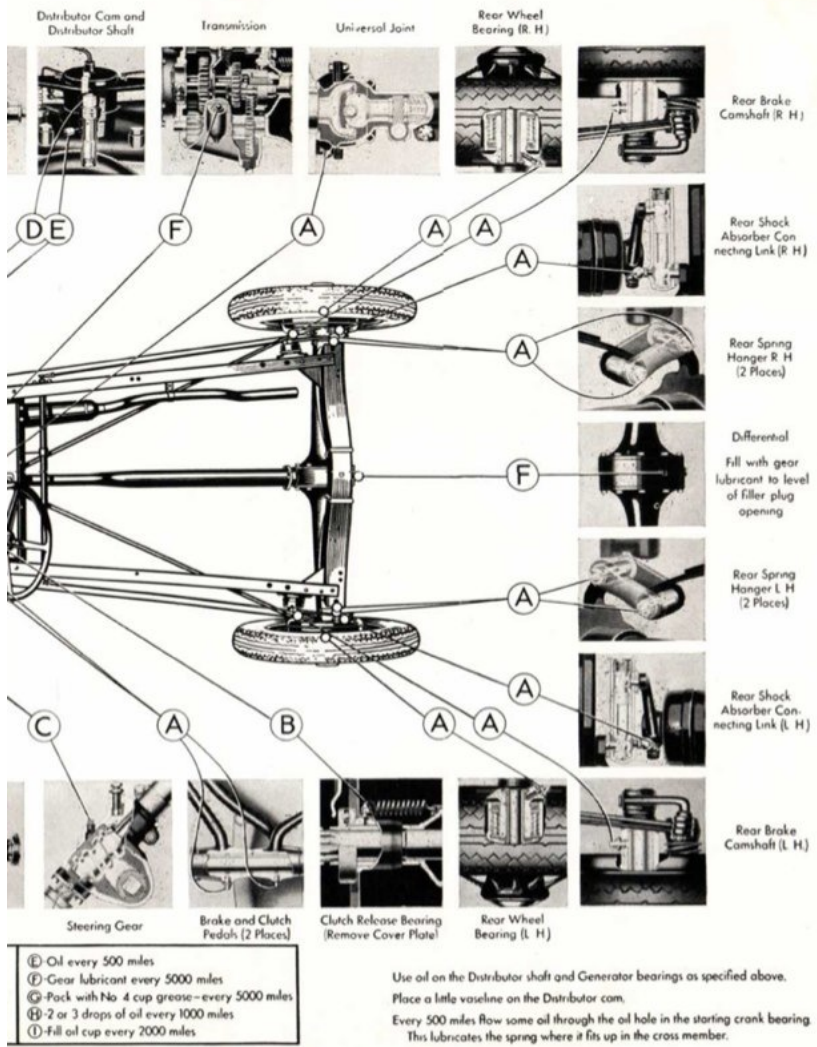
Ⓒ Gear lubricant every 2000 miles

Ⓓ Clean and apply light film of vaseline every 2000 miles

Thorough lubrication of the chassis is assured by fittings at all points.



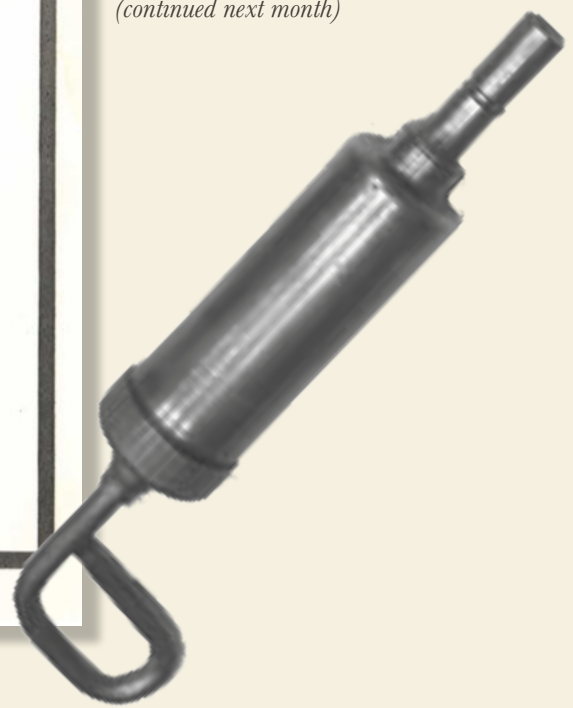
Lubrication Chart



UNDER THE CAR (7 for 1928-29 and 5 for 1930-31) - Steering Drag Link ends (1 at each end), Brake Pedal bushing (1), Clutch Pedal bushing (1), U-Joint (1), Emergency Brake Cross shaft (the 1928-29 has 1 outside of the frame at L/R sides).

THREE EXCEPTIONS: The Steering Sector box r "top" grease fitting (1) is lubed with 600W grease every 2000 miles. The Throwout bearing shaft grease fitting (1) should be greased every 2000 miles. The 1930-31 Emergency Brake Cross shaft grease fitting (1) at the center pivot point is oiled, not greased.

(continued next month)



s, permitting lubricant to be forced into the bearings at high pressure

Tech Tip

A DEAD BATTERY!

By Tom Endy, Orange County Model A Ford Club



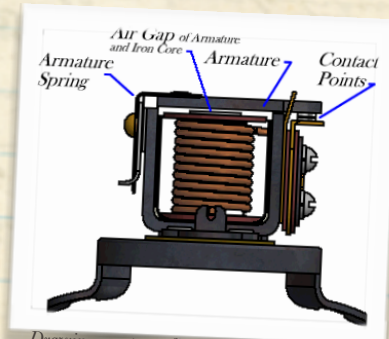
Editor's Note: Because of recent events, I thought this article by Tom Endy might be applicable to others, not just me. — Robert

It's not uncommon for a Model A Ford to incur a dead battery, especially those that are still operating on six volts. Model A's are usually not driven daily and prolonged periods of sitting around tend to run the battery down. It is usually discovered when you climb in to go somewhere. You push on the starter button, and nothing.

generator and you would have a dead battery. The cutout has a simple set of contacts that are either open or closed. The problem with the cutout is that the contacts can sometimes become welded shut over a period of time and not open, thus draining the battery when the car is parked. This is highly likely with the poor reproduction cutouts that are on the market.

Modern inconvenience:

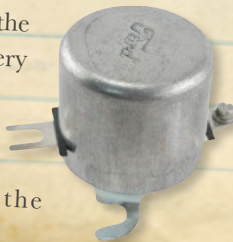
What a lot of Model A hobbyist may not understand is that we, the modern day owners, may be contributing to this phenomenon. In a modern car when you switch off the ignition it shuts off all the electrical systems in the car, except maybe for the digital clock. In a Model A Ford when you switch off the ignition, at least the original pop out type, all you are switching off is the power that goes to the ignition points. That may have been fine in Henry's day, but stop and think about what a lot of us have done to the Model A Ford to improve on Henry's design.



Drawing courtesy of ModelABasics.com

The cutout:

The cutout used with the generator disconnects the battery from the generator whenever the engine is shut down. Without it the battery would discharge itself through the



Modern day advancements in electronics provided the world with the diode. The diode is like a switch (sort of) in that it has a high resistance to current in one direction and a low resistance in the other. The low resistance path allows the generator to flow current to the battery to charge it. The high resistance path is supposed to not allow the battery to drain itself through the generator. An abundance of diode mod kits were made available at all the Model A hobby stores. The cutout contacts are replaced with the diode (hopefully in the right polarity) and welded contacts are a thing of the past.

Tech Tip

A DEAD BATTERY

By Tom Endy, Orange County Model A Ford Club

However, that high resistance direction is still allowing a small amount of current to flow out of the battery through the generator to ground. The amount of current is minute, in the milliamps, but over time it draws the battery down. Turning the ignition key off does not shut the circuit off. Only removal of the fuse on top of the starter (if one is installed) will open the circuit and prevent the drain.

The alternator:



Generator

Alternator

Another modern convenience seen on many Model A's today is the alternator. It is much more efficient than the old fashioned generator. You can buy them in either six volt or twelve volt. In fact you can even buy a six-volt positive ground alternator. However, the alternator has six diodes in it and the high resistance path will eventually drain the battery. This arrangement is also not switched off with the ignition key and it sits there and draws a small amount of current from the battery.

A failed alternator:

It is also possible to have an alternator that from all appearances is working fine. You start the car up and the ammeter shows it is charging. However, you can have one or more diodes that are partially shorted. With this situation the current drain from the battery is considerably more and in just a day or so the battery is dead.

Good advice:

Whenever you park your car for the night or any other extended period of time. Pull the fuse out of the holder and stand it on its head in one end of the holder. This way everything except the starter switch is disconnected from the battery and there is no chance that a sneaky diode will ultimately cause you to have a dead battery. ☺

Editors Note: Instead of pulling one end of the fuse out you can purchase a battery cut-off switch through any of the Model A vendors. These can be of two different varieties: under the dash and on the battery.



We thank all those who have graciously provided their expertise for our newsletter. Tom has had several of his articles printed in our newsletter in the past.



Mapleton's Pioneer Day Celebration

PIONEERING THE FUTURE



Quadruple
the
fun!

Combine a
parade, car show,
picnic and car
games, and you've
just described
Pioneer Day.

We were asked, through Joe, to escort the veterans in the Mapleton Pioneer Day parade. There were 17 cars present. Three members had two cars each at the parade — Joe, Howard and Karl. In addition, Diane, Tony, Richard Tucker, Wendell, Vern and his son Charles, Reid, Ross, the Macks, Paul Evans, Clyde and the Crocketts all helped with cars.



Comments along the parade route were common. “Wow, look at all of them! Two boys said, referring to Bob’s Mercedes, “Whoa, that’s a low-rider!” “These cars are gorgeous!” “Honey, I want a Model A,” comment by a women to her husband. The crowd not only appreciated the vets service, they were appreciative of the cars as well.

Mapleton's Pioneer Day Celebration

THE FUN, FUN, FUN AND FOOD CONTINUES!

The comments from the crowd continued as the cars moved from the parade route to the festival grounds. Here members were able to talk to on-lookers and answer questions. Some attendees of the show got to have their pictures taken behind the wheel of a few cars.

As usual, members were able to educate individuals about the car's simplicity, how the car operates, what road conditions were like "back in the day," and the lifestyle of people during the Model A era. With visitor's inquisitive nature and the club member's knowledge and expertise many people walked away with a greater appreciation of the Ford Model A.

Arguably the best part came next — FOOD. At noon we moved to the home of the Carlsons' for a feast! If anyone walked away hungry, it was their own fault. Unfortunately there were not pictures taken of people consuming great quantities of food. We were all too busy enjoying the delicacies the Model A women brought to the picnic!

Car games finished up the Pioneer Day festivities. We played "Hit the Mark," "Fish," "Bean Bag Toss, and the "Potato Stab." And the winners were:

- Hit the Mark — 3 way tie Howard, Reid, Clyde
- Fish — Vern
- Bean Bag Toss — Chinese exchange student
- Potato Stab — Reid, Vern, Howard

And the **grand winner** was — all of us! We had a great time honoring the pioneer spirit that settled in this area, hosting the veterans, spotlighting the Ford Model A, subduing our appetites with mountains of food and having fun together. As said many times, its the people that make the Utah Valley Model A Club what it is!





Breaking News...

FROM THE NEWSPAPERS OF THE MODEL A ERA

Crowds See Market History Made; Phones, Cables Swamped

AUGUST 27th, 1928 — At 5:09 pm on Friday, August 24, 1928, the last two cars of a ten-car downtown express train, consisting of all steel cars, were derailed when a faulty switch moved, and the ninth car hit a wall and pillars on either side of the track and split in half, the rear was telescoped by the last car while the front remained attached to the train and was dragged for 100 or 200 feet, when it and the eighth car turned over. Short-circuiting started a fire. Sixteen people were killed on the spot and 100 or more injured.



AUGUST 8th — 20, 1929 — Graf Zeppelin made perhaps its most famous flight; a round-the-world voyage covering 21,250 miles in five legs from Lakehurst to Friedrichshafen, Friedrichshafen to Tokyo, Tokyo to Los Angeles, Los Angeles to Lakehurst, and then Lakehurst to Friedrichshafen again. It was the first passenger flight around the world.



AUGUST 13th, 1930 — Thomas Shipp and Abram Smith were African-American men who were lynched on August 7, 1930, in Marion, Indiana, after being taken from jail and beaten by a mob. They had been arrested that night as suspects in a robbery, murder and rape case.



AUGUST 21st, 1931 — "The Babe" (Babe Ruth) hit the 600th home run of his major league career off of George Blaeholder of the Browns and was anxious to get the ball, which hit a motor car outside the park.

'I'd give a \$10 bill and a new ball to get that old one back,' the Sultan of Swat announced.

Tony Gallico, the young kid who caught the 600th homer was given the \$10.00, which is the equivalent of \$151.00 today.



Utah Valley Model A Club Second Annual Gimmick Car Rally

AUGUST 8, 2014 PRESS RELEASE OREM, UT

The Utah Valley Model A Club is at it again. On August 30, 2014 at 10 a.m., the club will gather at Rock Canyon Trailhead to run the second half of the rally that we started last October.

The second half covers a smaller area than the first half. However it is just as likely our contestants will get lost this time, too.

A gimmick rally is written in a way that the navigator must tell the driver where to turn and to find the answers to questions that help the team know they are on the right track. Using the clues in the rally instructions combined with their knowledge of the ground rules, the teams compete against each other to cover the prescribed route in the proper amount of time and with odometer readings closest to the actual rally as driven by the rallymaster who wrote the thing.

Each team is sent out 5 minutes apart to avoid following each other. The final destination is a secret and is revealed to the desperate teams that get hopelessly lost by a sheet in a sealed envelope. Points are deducted for opening this of course.

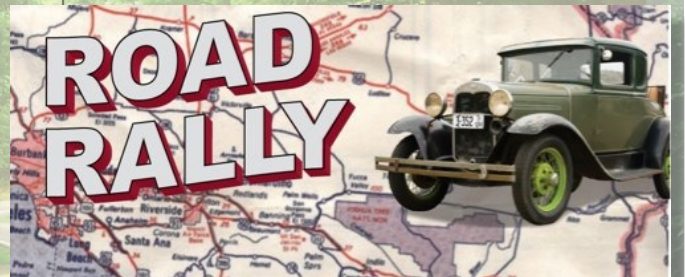
Last year we had six cars filled with confused navigators and frustrated drivers trying to wend their way through a clearly written and easy to understand set of rally instructions. One car tried to climb Y Mountain thinking the rallymaster was that evil while another car took off the wrong way and ended up at Utah Lake.

For this year's rally, it would be prudent to become familiar with a couple of old Bob Wills tunes: [Across the Alley From the Alamo](#) and [My Little Cherokee Maiden](#). They are important clues for the event.

We have a lot of new members in the club and some new contacts who are ready to join. We even have some charter members who now have their cars roadworthy. Mark Saturday, August 30 on your calendars and let the second annual car rally be your introduction to Model A fun!



2013





The Ladies Fashion Journal

PERFUME SPRAYERS

*by Janet Gundlach
 compliments of MAFCA
 fashion committee
 Part 3*



It Looks Like a Lighter, but Sprays Perfume

SPRAYING a tiny jet of perfume when its plunger is pushed down, a novel atomizer resembling a cigarette lighter in appearance may be carried in a woman's hand bag, it is said, without danger of spilling its contents. Its nozzle is covered with a cap which is released by a plunger. When the apparatus is closed, a groove in the plunger fits over the cap to hold it in place, while the plunger in turn must be pressed down before the cap can move. Thus, its inventors claim, the device is made air-tight and proof against leakage. To operate the atomizer, one need only press the plunger twice—once to release the cap and the second time to eject the spray of perfume. The atomizer is manufactured in two sizes—for carrying in the hand bag and for the dresser.



Resembling a cigarette lighter, this little atomizer sprays a fine jet of perfume when a plunger is pressed.

A friend, who searched for years, recently bought a new old stock Ronson sprayer in the original box with paperwork and the wire to clean the sprayer. This was a great eBay find and purchase!

Antique stores and dealers may not know or recognize these perfume sprayers. Also check eBay and look for both sizes, remember the smaller sprayer would fit in your purse and the other size would be for the dresser or vanity.

Perfume was definitely popular during our Model A years which explains the development, design and marketing of these sprayers.

Perfume timeline:

- Emeraude* by Coty -1921
- Chanel No. 5* by Chanel -1922
- Shalimur* by Guerlain -1925
- My Sin* by Lanvin -1925
- Paris* by Coty - 1926
- Arpège* by Lanvin -1927
- Soir de Paris* by Bourjois - 1928
- Joy* by Jean Patou -1929



The above article came from Popular Science Monthly, February 1930



Tony Jacobs has a number of Model A parts for sale. If you are looking for something contact him. He may have just what you want. His phone number is: (801) 796-0396

Robert Barney, of the Cedar Breaks Model A Club, is looking for a set of spindles and hubs for a Model A front axle, if anyone has these items please contact Robert at 435-559-6843



Parting Thoughts

It isn't November yet but it is time for a little giving of thanks to our members for coming out and helping out with our recent events. Thank you to all who brought cars and stuck through the light misting that took place at the Lindon show. Thank you to everyone who came to Drive in the Mapleton parade, it really was impressive to see such a plentiful



Model A Ford Club of America Membership

To join you can call: (562)-697-7212; mail your payment to the address below or you can hit this link and [join online](#).

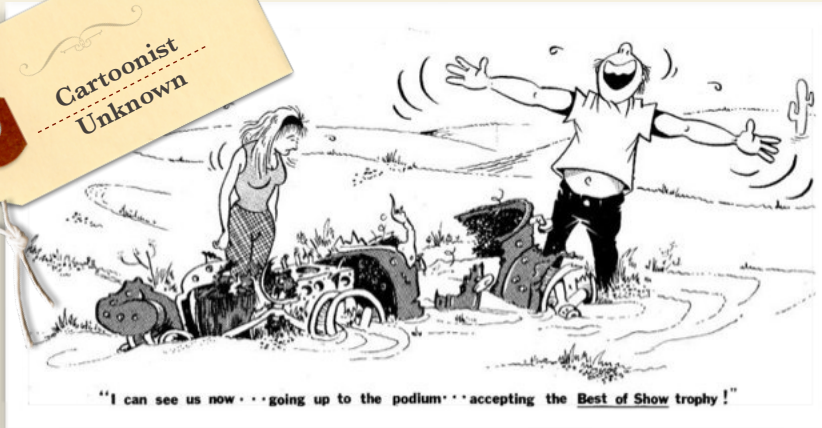
Portions of MAFCA President's Message:

... MAFCA insurance is on chapters, and chapter leadership, not on cars, or individuals.

MAFCA provides two policies, liability and D&O (Directors & Officers) insurance for its chapters in the United States, Puerto Rico and Canada. It is important that you understand the insurance covers chapters and chapter leadership, it is not a substitute for your own personal insurance.

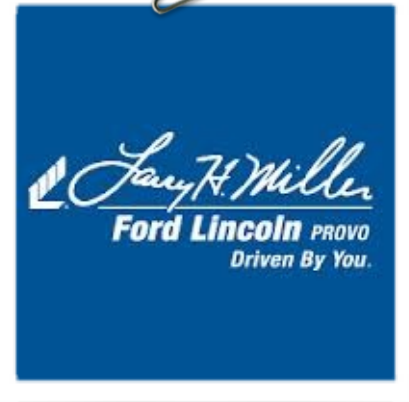
The liability insurance that MAFCA provides means that if your chapter has a claim for some reason, the chapter would be represented by our insurance company. D&O insurance is provided for any chapter member performing a chapter leadership function...

Dan Foulk, President





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