



# UTAH VALLEY

## - Model A Club -

September 2014

IN THIS EDITION:  
2014 NATIONAL CONVENTION  
Tech Tip: Changing a Flat Tire  
How I Frightened My Mother

HISTORY OF  
MODEL A PT 11

AWARDS!  
AWARDS!



Photo courtesy of MAFCA

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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 President Clyde Munson

August was a very busy month. Within the club there have been car shows, meetings, activities and of course tinkering on cars. It seems to me that the month has flown by, summer is drawing to a close and it sure didn't seem to last long enough. It is an interesting aspect of life, the concept of time. We all know that time passes at a constant rate but it sure doesn't feel that way. When I was growing up I remember that the time from Thanksgiving to Christmas seemed to take forever and alternately the time from the end of school in the spring until it began again in the fall slipped by in almost an instant. The older I get the faster time seems to move (unless I am waiting on Model A parts). We never seem to have enough time.

Our perception of time definitely is fluid and our desire to hold on to those special moments just a bit longer is universal. This may be one reason that TV shows like Star Trek and Dr. Who are so popular. The ability to have control over time is appealing. To have the opportunity to revisit enjoyable events in our own lives or the chance to go back and change some moment for the better has likely crossed everyone's mind at some point. While these desires currently cannot be realized with the technology available to us, we, like the Doctor in Dr. Who, do have access to a time machine. We may not be able to visit all of the times and places he can but we can slow things down if only for a little while. Sitting in our garages is a time machine. Whether it is being worked on or driven it can take us back to a simpler era, when life didn't move quite so fast. As summer draws to a close and the days become cooler it is the perfect opportunity to get that Model A time machine out and go for a drive and enjoy the time we have.

President Clyde Munson

*Cover photo:  
Mapleton Pioneer  
Day Parade*







# August's Monthly Meeting

## Attentance:

Kelly and Lloyd Barker, Dale Bench, Diane and Brim Brimley, Vern Cope, Syd and Tim Crockett, Kelly and Bob Flygare, Jim Haire, Tony Jacobs, Greg, Nicholas and Robert Mack, Dick and Aniece McCullouch, Clyde Munson, Will Redd, Danny Salazar, Bill and Colette Thompson, and Richard Tucker.

## Treasurer's Report:

The remaining patches from Last year's IMAD were sold; Richard Tucker signed up for a paper copy of the Motometer newsletter; new members paid their dues for the remainder of the year so the treasury is growing.

## New Members:

Kelly Flygare and his father Bob brought their great looking 1929 pickup to the meeting tonight from Orem. We went around the table and introduced ourselves. Kelly has a mechanical background so he is looking forward to working on the truck.

We got more acquainted with Dick and Aniece McCullouch. They have a 1928 Sport Coupe. Dick has done as much work and he can and is now in need of some assistance. They also live in Orem.

## Old Business:

Diane recapped the Mapleton Pioneer Day events from last month. She was very impressed with the veterans who rode with her. Tony picked up some cute gal from the crowd during the parade — they are still seeing each other! Clyde had a surprise at the car show. When he turned around, some strange kids were sitting in his car.

Two more movies were sold. Clyde said we are down to about five of the original fifty DVD's that were ordered.

## Up-coming Activities

- \* Pleasant Grove Classic Car Show is August 28th; there is no charge. Diane will be there at 4:00 p.m. to save spots in the shade.
- \* Gimmick Road Rally is on August 30th. Meet at the Rock Canyon Trailhead above the temple.
- \* Sanpete County Fair (including a big car show) will be this weekend (Aug 24th)

## New Business:

International Model A Day for UVMAC will be held on September 20th this year. Diane Brimley and Tim Crockett are organizing it. Thirteen members planned on participating and wanted patches for the event.



## New Ideas for Club Activities!

- Car Show for kids with Downs Syndrome
- Adopt a Highway
- Service project at Senior Center
- Saturday backyard Seminars
- Rent chauffeuring services for Prom or Homecoming



## 2014 Calendar of Events

### September

- 1st Memorial Day, Payson Onion Days 2 p.m. -5 p.m.
- 13th International Model A Day get out and drive your car to the swap meet.
- 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.
- 20th Fall Color Cruise, the date has changed! More details at the club meeting on the 18th.



### 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. Start saving money now so we can all attend.

### The Wisdom of Henry Ford



“The man who will use his skill and constructive imagination to see how much he can give for a dollar, instead of how little he can give for a dollar, is bound to succeed..”



### Let's Celebrate



- Jeanette Haire — September 10th
- Madeline Reed — September 17th
- Greg Mack — September 21st
- Howard Eckstein — September 28th
- Carol Gadd — September 30th





# Can You Guess?

**MYSTERY SLEUTH**

## Whose Car is This?

It finally arrived from back east. Who's Tudor is this? By the way, it (and it's owner) can use a little help with the engine if you want to volunteer.



Did you figure out who belonged to this great looking Fordor? The clue was on this very same page in the Out and About section. It belongs to Will and Peggy Redd. Hopefully he will bring it to a club meeting before they go on their mission so you can see it.



# 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 it's new paint job. Kinda' miss the black deck lid — just kidding! They also made it on MAFCA's home webpage on Pioneer Day. Here's the picture that appeared.



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, he is home with it, now he just has to get it running.



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 it's roadworthiness and removal of the old rear-end), and Joe (who supervised its installation), Greg, with Robert's assistance are back on the road.



# MAFCA 2014 National Convention

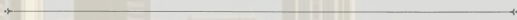
BY ROBERT MACK



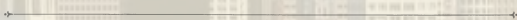
If you are like me you get excited when you see eight or nine of the club's cars driving down the street together, or when you pull into a parking lot and see several Model A's parked. Imagine what it would be like to be in a procession of 260 cars! Or the thrill of taking your place in a photo shoot with that many cars!

The Carlsons and Macks did just that. They had the opportunity to participate in the MAFCA 2014 National Convention in Puyallup, Washington. It was a week of rubbing shoulders with others who have the same passion — Model A Fords.

Below is a short day-by-day travel log of the fun we had.



**Friday — July 11th**, by early afternoon we finally had the rear-end in the Phaeton, we packed quickly, loaded tools, oil, what few spare parts we did have and our cameras of course. Then we hit the road. We only made it to Twin Falls the first night. Carlsons were still home packing.

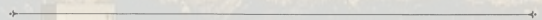


**Saturday — July 12th** we were on the road again. Nicholas, Greg and Robert switched driving. It was Nicholas' turn behind the wheel when we noticed the pavement became quite rough and within seconds and loud bang caused Nicholas and Greg to jump out of their seats (Robert was half asleep). After pulling off the road they found the tire tread had come off the tire and ripped the rear fender to shreds. After 30 minutes, and a visit from the Idaho State Police we were back on the road.

We stopped in a small town in Oregon for lunch and stumbled upon a "main street celebration" complete with a car show. We really wanted to take the time and enjoy the cars but we hit the road instead. We did see some of the cars on the highway afterwards.



It is a good thing we did because we at midnight we were traveling over the shoulders of Mount Rainer heading for Puyallup. We finally made it to our destination by 1:00 a.m.



**Sunday — July 13th** we were up early and before long we were boarding an Argosy harbor cruise ship. It was a two hour trip to Blake Island and the Tillicum Indian Village. We even saw a seal as we sailed. Once there we were welcomed with steamed clams and a salmon dinner. An indian dance program and storytelling followed. The scenery was gorgeous both on the island as well as traveling to and from Tillicum Village.







**Monday — July 14th** was the first “official” day of the convention held at the Washington State Fair Grounds. There we found Reid and Elaine. After registration the festivities began.

The Macks headed to the LeMay Car Museum, currently the largest auto collection in the world. Carlsons would visit the museum later in the week. Everyone of us were impressed with both the collection and the museum that housed the collection.



*LeMay Car Collection*

The afternoon was full of seminars; pressure plates, spark plugs, electrical systems, and windshield wipers. The ladies attended seminars on purses and men’s hats. The day’s activities wrapped up with an ice cream social. Elaine and Reid were a big hit decked out in their period dress. Barbara LeMay was the keynote speaker talking about John’s collecting obsession. He probably



*Ice Cream Social*

was what we would call a hoarder today. She told about him collecting 300 meat grinders.



**Tuesday — July 15th** we split up. Carlsons took in the LeMay Car Museum, Greg spent several hours at the hot leading seminar and the rest of the Mack clan spent the day at the Pike Place Market. That is the market where the fishmongers yell cadences and throw fish.

**Wednesday — July 16th** we all spent the day touring the backroads of Washington on our way to “Fred’s Garage.” Here is where we experienced or first “hiccup” we had crossed the Galloping Gertie Bridge (the original bridge collapsed shortly after completion in 1940). Reid and Elaine experienced a sputtering engine. Fellow Model A’ers came to the aid quickly and Carlsons were back on the road within ten minutes.



*Tacoma Narrows Bridge  
“Galloping Gertie”*





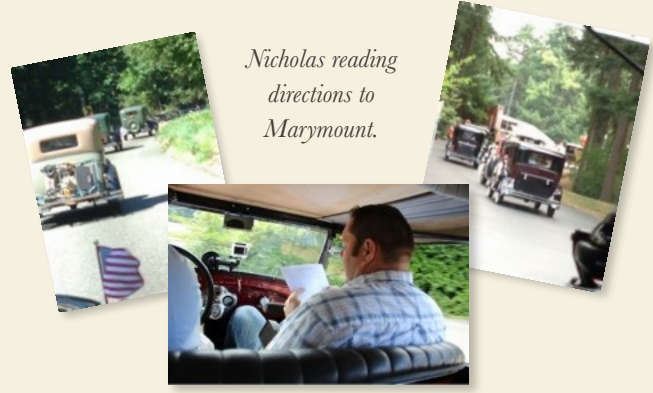
# THE MOTOMETER

At Fred's Garage we were free to wander around the estate. Fred had a very nice garage filled with cars and other memorabilia. Outside on the grounds Reid was drooling all over the tractors. Robert was eyeing the trucks. As we sat eating lunch we had nice vistas across the bay of Mount Rainer.

Thursday — July 17th was the Grand Tour to Marymount and John LeMay's home estate where more cars awaited our discovery. Just the departure from the fairgrounds parking lot was a sight to see. Two-hundred and sixty cars pulled out one at a time.



Fred's Garage



Nicholas reading directions to Marymount.

Upon our return, the MAFCA judges had judged the fine point Model A's which were now on display. It was a first time experience to see a Town Car, Mail Truck, Bell Telephone Truck and others.

LeMay bought Marymount, a closed military academy for children and used the buildings to display more of his cars. Yet it is rumored that he still had approximately 50 buildings scattered through-out the valley full of cars. Every building on campus was filled with automobiles, trucks, tractors and other collections.



Display Vehicles



Stacked 3 layers deep within the buildings, and piled within the trees outside.





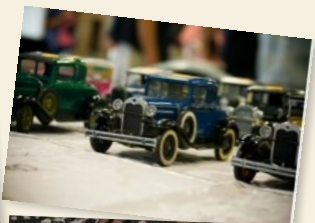
On the grounds lawn all 260 Model A's were parked for a photo session.



At the LeMay home automobiles still dominate the landscape.

Once back at the fairgrounds we all met at Elaine's home on wheels where she hosted an excellent dinner.

Afterwards we all met at the fairgrounds facility for some Model A "pinewood derby" racing; the Hubley



Races. Old and young raced their Hubley Model A cars. The competition was fearsome.

The end of the convention culminated with the awards banquet.

Elaine and Reid looked great in their era fashions as they walked into the banquet hall. Others were dressed for the occasion as well.



*Elaine and Reid at the head of the line.*



*Nicholas talks with his new friends.*



*Elaine worked hard to provide period clothing for each social event. They look GREAT!*





# THE MOTORMETER



Shortly after that the Macks left Puyallup for an overnight stay in Elbe, the home of the Mt. Rainer Scenic Railroad.

However, Robert didn't tell the family what the accommodations were like. They were surprised when they pulled up in front of a line of cabooses.



**Saturday — July 18th** came bright and early. After breakfast and a few photos Carlsons found Macks at the train station. We didn't wait long before the conductor said, "All aboard!" The Mt Rainer Scenic Railroad lived up to its name, the scenery was gorgeous although Greg probably didn't see much of it. He was busy riding in the cab of the locomotive, talking to the fireman and engineer.



At the conclusion of the ride, and after a short search for car keys Carlsons and Macks headed separate directions for home. It was a very memorable experience. We can't wait for the 2016 convention in Colorado!

## Awards, Awards!

### CAR SHOWS PAY OFF

Well, we've found another reason to patronize the local car shows. Not only do they help us find prospective club members, they also provide clothing and wall decor for current members. That's right, the last four car shows have produced WINNERS from the ranks of the Utah Valley Model A Club.

For example. At the Orem Summerfest we found Will and Peggy Redd (or they found us). Karl Furr, Tony and Jan Jacobs and Richard and Chris Tucker (who came to the show at the spur of the moment) all won plaques.



At the Lindon Days car show Cliff Godfrey, Calvin Stone and Kelly and Amanda Flygare all saw the Model A line-up we had promoting the club. At that show Karl Furr and Clyde Munson both won jackets because of their car's showmanship.

At the Salem Days show Greg entered their car and not only won a plaque but also got a hug from the royalty. I think he liked that more than the plaque. At the Pleasant Grove Promenade Diane and Brim also won a plaque!







# History of the Model A — Part 11

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

*A lot of articles about differences in Model A Fords from 1928 through 1931 have long explanations about what those changes are, but leave out simple to understand pictures. This series will delve into some of the changes Henry Ford made to the cars and the dates of these changes (when known).*

**Lenses and Headlamp Buckets:**

*NOTE: The headlight buckets, radiator shells and taillights on Commercial units (trucks) were normally painted black.*

The 1928-29 cars had nickel-plated, magnetic steel acorn shaped headlights. The 1930-31 had stainless steel round cup shaped headlights. The early 1928 headlight lens had large vertical flutes (a carryover from Model T days) whereas the late 1928-31 lens had multiple smaller flutes in a designed array. The early headlight bar was straight between the headlights while the later one had a slight upward bow.



1928-29



1930-31

**Radiators and Radiator caps:**

The radiators on the 1928-29 models were short, squatty looking and used a screw on radiator cap. The 1930-31 models had a taller, slimmer looking radiator that used a modern type of screw in cap. Radiator caps are vented.



1928-29



1930-31

**Radiator Shells and FORD Emblems:**

The 1928-29 cars had a nickel-plated, magnetic steel radiator shell. The 1930-31 had a stainless steel shell. The radiators in 1928-29 were shorter than those found in the 1930-31 models. The 1928-30 radiators had a blue colored Ford emblem, whereas the 1931 radiators sported a stainless steel emblem.



1928-29



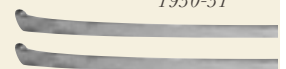
1930-31

**Bumper Shapes and center clamps:**

Both of the front and back bumpers for the 1928-29 models had a reverse bend shapes at the outside ends. The 1930-31 models had gently curved ends. The early 1928 models had open ends whereas the later 1928-31 models all had bumper ends that were bolted together. The 1928 models had a round center bumper clamp on the bumper. The 1929-31 models had an oval center clamp.



1928-29



1930-31



1928-29



1930-31



## Changing a Flat Tire

From [ModelAbasics.com](http://ModelAbasics.com)

### Steps to Changing a Flat Tire

1. Remove valve cap and rotate the tire until the valve is at the top
2. Let all air out of the tube
3. Push the valve stem up into the tire
4. From the top of the tire, pinch the beads together and push them well down into the rim. This allows the tire iron to fit easily between the bottom of the rim and both tire beads.
5. Slide the tire iron under both beads and force the tire off of the rim. Using your hands remove the tire the rest of the way.







## Changing a Flat Tire

From [ModelAbasics.com](http://ModelAbasics.com)

6. Remove the tube from the tire.



7. Using your hands inspect the rim and the inside of the tire for sharp objects

8. Partially inflate the tube and insert it into the tire, lining up the valve with a mark on the tire for proper balance.



Note: Some enthusiast recommend using talc on the tube before inserting it into the tire or using a plastic garbage bag between the tube and the tire.

9. With the valve lined up with the top of the rim insert it into the valve stem hole on the rim and once again pinch the tube to beads together and well down into the rim. Work your way around forcing both beads at the same time into the rim. Be careful not to pinch the tube between the tire and the rim



10. Inflate slowly, keeping molding line an equal distance from the rim

11. Inflate to 35lbs.



## Car Shows Galore!

A GOOD WAY TO PICK UP ~~CLUB~~ NEW MEMBERS

As the summer cools off and fall approaches, that signals the close of the Car Show season. Club members took advantage of three more shows:

### Lindon City Days



### Salem Days



### Pleasant Grove Promenade







# The Day I Frightened My Mother

BY HOWARD ECKSTEIN



My mother never drove a car. I didn't start driving until I was 17. That's because my dad broke his right foot and it became necessary that I become the family chauffeur.

I learned to drive in the Model A. My first solo trip was to buy something at the hardware store which was located on a big busy street. It was hard getting used to shifting gears, making turn signals and trying to keep up with the traffic. After some time, I got to the point where I could hold my own in the rat race of a modern city.

I drove my mom to her various destinations with style and grace, which is to say I generally got her where she wanted to go on time and alive. Because she didn't drive and her vision wasn't so good, she was a nervous passenger who would brace for impending dangers real or imagined.

One day we were going to the mall. We hadn't gotten far when I needed to stop at a red light in the busy part of town. I backed off the gas, and at the right moment routinely stepped on the brake; only this time the pedal thumped to the floor and the car kept on rolling.

Such a serious malfunction wasn't lost on my mom who panicked when I let slip an expletive worthy of the situation. The speed of the car remained unchanged and the distance in which we had to stop was rapidly shrinking, raising our situation from an inconvenience to a crisis.

The Model A has an emergency brake that turns out to be aptly named. I grabbed that stick and with a mighty tug I brought that Model A and my mom to a screaming stop. When the light turned green, I couldn't get the car to move. I'd never before had to use the hand brake like that, and didn't know it's necessary to back up to get it to release. Once I got that figured out, we were on our way. Using the hand brake lightly, I was able to limp us to the auto parts store. I knew what I needed. The main clevis pin had fallen out of the brake system.



I asked the kid behind the counter for a clevis pin. He looked at me like I was speaking Greek. As I tried to describe it using paper and pencil, the old guy who owned the store came from the back room with a coffee can full of odds and ends. He dumped it out on the counter so we could find the one he knew was in there.

I held the pin up to show the counterman what I had been talking about and asked what I owed him. He replied: "If you know what that thing is, you can have it!" I went outside, crawled under the car and installed the pin and a cotter key and we were back on our way.

My mother never got over being nervous in cars and that clevis pin is still in my Model A today.



# Breaking News...

## FROM THE NEWSPAPERS OF THE MODEL A ERA

Crowds See Market History Made; Phones, Cables Swamped

**SEPTEMBER 28th, 1928** — W2XB (owned by General Electric) in Schenectady, NY televised the first dramatic program in the United States, "The Queen's Messenger," by J. Harley Manners, a blood and thunder play with guns, daggers, and poison. There were more technicians required for special effects than there were actors. In fact, technical limitations were so great and viewing screens so small, that only the actor's individual hands or faces could be seen at one time.



**SEPTEMBER 25th, 1929** — Barbara Walters was born. Walters first became known as a television personality when she was a writer and segment producer of "women's interest stories" on the morning NBC News program. Once even modeling a swimsuit when an expected model did not show up.

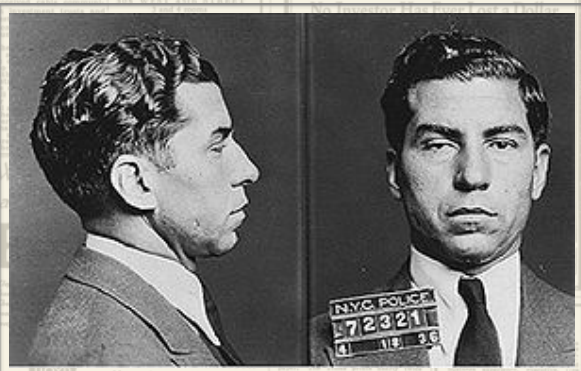


From "Audition"

**SEPTEMBER 12th, 1930** — With two on in the fourth inning, Robins catcher Al Lopez — roped a pitch from Cincinnati Reds pitcher Ray Kolp deep into the Ebbets Field alley. The ball hit the outfield grass and bounded over the left field wall. But instead of being awarded two bases, Lopez's modern day "ground-rule double" was correctly called a home run. The rules were changed the following year.



**SEPTEMBER 11th, 1931** — Charles "Lucky" Luciano, a top aide to crime boss Giuseppe "Joe the Boss" Masseria. (Masseria was involved in a prolonged turf war with rival crime boss Salvatore Maranzano.) Luciano, who by this time had earned the nickname "Lucky," made a deal with Maranzano and arranged for "Joe the Boss" to be assassinated in 1931. Luciano then arranged for the murder of Maranzano and became the biggest crime boss in New York City.







# Model A Era Newspaper Articles

*Editor's note: I digress from our usual era ads this month to bring you a little oddity that I, being the Model A bias individual that I am, thought was quite interesting.*

I stumbled across this when preparing our July Motometer edition. In the *Arlington Times*, the newspaper with the July 4th 1929 Independence Day event schedule, there were two other articles that caught my eye. I've attached them both here. Take a minute to read each article. It gives you a better feel for the simplicity of life back then as well as an idea of the quality of workmanship that went into a Ford Model A.

## ESCAPES INJURY IN SERIOUS ACCIDENT

Friday afternoon while returning from Everett Mrs. John Enselman had a serious accident on the Kellogg Marsh road. In attempting to pass a car her Ford hit a broken spot in the pavement and swerved off, causing it to turn over on its side. All glass but the unshatterable windshield was broken, the top smashed and considerable other damage done. Mrs. Enselman and son Junior, miraculously escaped injury. Men who came to her rescue righted the car and it ran home on its own power.

I thought it quite the coincidence that the Chevrolet was "...considerably damaged, ... the Chevrolet being practically wrecked." Where as with the Model A, the "Men who came to her rescue righted the car and it ran home on its own power."

Yes I know, the circumstances were quite different, but I can have some fun can't I? After all, look at how many more Fords there are on the road today than Chevrolets!

## THREE ARE INJURED IN CAR ACCIDENT

Party of Young People Involved in Smash on Warm Beach Road —Three Boys from Marysville Sustain Severe Injuries.

A Marmon car driven by Billy Murphy, son of Senator Geo. Murphy, and a Chevrolet driven by a boy named Reeves, R. 1, Marysville, and containing seven other young people from Marysville and vicinity, collided on the Lakewood-Warm Beach road Monday at 3 p. m. Murphy, who was alone in the Marmon, was traveling toward Warm Beach and the other car was coming in the opposite direction. Young Murphy states that he noticed that the approaching car was being driven in an erratic manner and that the driver seemed to be talking to some one in the rear seat. He therefore slowed down and pulled well off to the side of the road. However, the Chevrolet struck his left front wheel and swerved around until it stood at right-angles to the Marmon. Both cars were considerably damaged, the Chevrolet being practically wrecked.

### Broken Leg and Other Injuries

A young man named Mullen, who was riding on the front fender of the Chevrolet, suffered a broken leg, a boy named Wilson had his forehead cut and Reeves, driver of the car, suffered chest injuries. Young Murphy was not hurt in the accident.

The injured and other passengers in the Chevrolet were taken to their homes by passing motorists, and the Marmon was brought to Arlington by the Murphy Garage wrecker.

The mother of the Mullen boy stated to Senator Murphy that she understood the accident to have been due to a deflated tire which caused the Chevrolet to get out of control.



# The Ladies Fashion Journal

## JUST WHERE DO YOU START



You suddenly find you and your significant other immersed in this car hobby—he’s up to his elbows in carburetors and crankshafts and the seemingly endless topics that the guys seem to be able to spend hours discussing. Local club meetings and outings are attended—you even buy a car! And then the tour leader mentions at a club meeting that for a particular event you need to be in era clothing. YIKES! The alarm bells start ringing...what *exactly* does that mean? Well, not so much *what*, but other questions begin to tumble out...



### ...Just where do you start?

When I first asked this question a few short years ago, the immediate response was, “You need to get the *Fashion Guidelines*.” It holds true, and it is still my most easily accessed reference source. The men and women who first developed this, as well as those who worked on the newer 2010 version (many of them one and the same) have literally hundreds of years of experience between them. A first perusal is fun as an introduction, flipping through page after page of fashions; but it can quickly become overwhelming as the styles blur. To help you in your quest to get started, perhaps the first order of business is to find your style preference with regards to the main garment.

To the new fashionista, the styles of the Model A Era are at first glance similar though all four years. This holds true, especially for the men’s fashions which didn’t change very much through the era. Women’s fashions, however, appear similar in that they all exhibit pleats, flounces, similar neckline styles, and long sleeves in one shape or form. However, there are distinct differences for each year, and based on your body shape, one “year” may suit your needs better. A great place to start is by reading an article written by Fern Davis, in the column entitled “Fashionably Speaking”, found on pages 42-43 in the February 2011 *Restorer*. Ms. Davis neatly encapsulates the differences by year and illustrates them with a number of pictures.





**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.

**Cliff Godfrey** is looking for a 1930-1931 Coupe. If you know of one for sale please call him at: (385) 210-5373 cell.

## Parting Thoughts

We had an interesting discussion at the last meeting about doing a service project or a shop day as an activity. If there is an activity you would like to see the club engage in please let one of the board members know or bring it up in a meeting. If you are uncomfortable bringing it up in a regular meeting feel free to email one of the board. This club is for all of us and we all have different perspectives.

I would have never dreamed of making a movie but we did and it was one of our most popular events. We only have a few months left in this year but there are many days and years ahead to do a variety of fun events so the more ideas that are brought to the table the more chances we have to do something interesting.

Clyde Munson



### 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](https://mafca.com.cart.index.php?mafca_new_member=yes).

Portions of MAFCA President's August Message: "One would be surprised to know what a stir a group of Model A's coming through town will make. This became apparent when we came upon a small RV park near the town of Gregory, WA. There were only 12 spaces and all of them were on the banks of the Willapa River.

I was walking around and happened to overhear a conversation about a bunch of Model A's coming through town. The conversation was something like, "I don't know what the heck they were doing here but there were about a dozen of them and they sure were pretty." Naturally that was my clue to get involved in the conversation....

Throughout the return trip home we saw a lot of Model A's on the road. It made me proud."



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