Utah Valley Model A Club

February 2015

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WHAT'S INSIDE:

Karl & Diane during International Model A Day, American Fork Canyon

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 to 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 use 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).

2015 Club Officers

CLUB OFFICERS

President	Howard Eckstein
Vice President	Greg Mack
Secretary/Historian	Elaine/Reid Carlson
Treasurer	Diane/Brim Brimley

APPOINTED POSITIONS

Web Page	Nicholas & Greg Mack
Facebook	Clyde Munson
InstaGram	Daniel Salazar
Photographer	Greg Mack
Activities	Nicholas Mack
Awards	Kelly Barker
Newsletter	Robert Mack

Message from President Howard Eckstein

My introduction to antique cars came when a playmate of mine who lived down the street took me into his garage to show me his dad's Model T. One day I was invited to go for a ride. I sat in the right rear and looked over the edge to see the big wooden wheel go around as we chugged along. I was about 9 years old. From that day on, I was hooked.

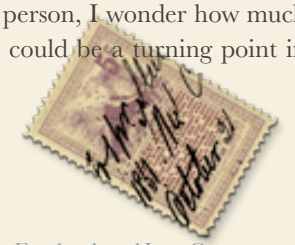
I built plastic models of old cars and bugged my dad about authentic colors and other details. One day, at about age 14, he said, "Why don't you get a real Model A?" "You mean I can!?" He had passed one chained to a signpost in front of a chiropractor's office every day on his way to work. We went there and tried to negotiate a sale, but the chiropractor insisted I promise not to hot-rod the car before He'd sell it.

After making a solemn promise to keep the car original, my dad agreed to pay $350 for it, a rich price in 1965. "Nothing is too good for my son" he said, "but don't let this car get in the way of good grades in school." For the next two weeks, I'd open the garage to be sure it was really there and not a dream. Later, I would learn how to drive in that car. And all along I'd learn how to repair and maintain an automobile.

The principles I learned were the foundation for my further training in automotive classes in college where I got my B.A. in Industrial Education, with a 3-way major in Graphic Arts, Automotive and Metallurgy. For over 10 years, I was a self-employed car mechanic.

The Model A was a big part of my formative years. Even now, as I enjoy adulthood, working on the car and driving it around are among my favorite pastimes. When I share my Model A with a young person, I wonder how much a ride around the neighborhood could be a turning point in his or her life.

Continued on page 23



2015 Calendar of Events

February
- 2nd — Board Meeting, 8:00 p.m.
- 19th — Monthly Meeting, Larry H. Miller, 7:00 p.m. Robert Mack will be discussing batteries and battery maintenance.

March
- 2nd — Board Meeting, 8:00 p.m.
- 19th — Monthly Meeting, Larry H. Miller, 7:00 p.m. Bob Todd will give us a presentation on the ignition system

April
- 6th — Board Meeting, 8:00 p.m.
- 16th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

May
- 4th — Board Meeting, 8:00 p.m.
- 21st — Monthly Meeting, Larry H. Miller, 7:00 p.m.

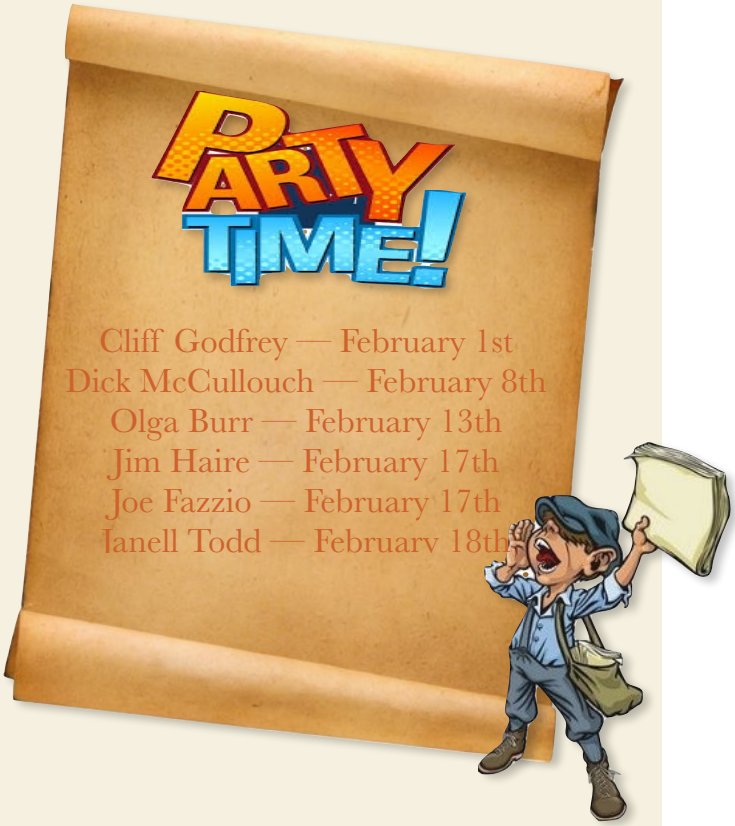
June
- 7-12th — 2015 MAFCA National Tour: Lobsters and Lighthouses of Maine, Kennebunkport, Maine. If you would like to know more about it, refer to their webpage at: http://www.mainemodelafordclub.com.

•8-12 — "We would like to invite you to the 2015 Regional Meet, "A's in N.W. MISSOURI" Join us for a fun-filled week if activities and tours. We will be taking road trips to scenic locations such as the Conception Abby, the Lost Creek Wind Farm and Shatto Dairy. Details and registration information can be found on regional website www.2015regional.com. "

- 23-27th — Northwest Regional Meet, Walla Walla Washington. The theme is "Wine With Us in Walla Walla." See our website for additional information.

The Wisdom of Henry Ford

Don't find fault; find a remedy.



January Meeting

TAKEN FROM MINUTES PREPARED BY ELAINE CARLSON

Attendance:

Kelly Barker, Dale Bench, Diane and Brim Brimley, Elaine Carlson, Vern Cope, Syd and Tim Crockett, Gemma and Howard Eckstein, Joe Fazzio, Cliff Godfrey, Tony Jacobs, Greg, Nicholas and Robert Mack, Clyde Munson, Fernando Salazar, Bill and Colette Thompson, Janell and Bob Todd, and Richard Tucker.

There was a new body seated in the President's Throne. Howard lead the meeting while Clyde has replaced Robert in the "peanut gallery."

New Members:

Colette and Bill brought Ron and Ellie Sessions also from Manti to the meeting. They just purchased a 1929 Sport Coupe from Denver. Bill found it on Craig's list so Sessions went to look at it and brought it home. It looks pretty rough but is structurally sound. Welcome to the club Ron and Ellie!!

New Business:

- Nicholas, chairman of the activities committee, passed out a survey requesting input from members about activities they would like to see the club host. If you have any ideas that you would like to have the club consider, please contact Nicholas at (801) 836-0919 or e-mail him at kcam1999@yahoo.com.

- Elaine took the floor and introduced the idea to include women (and men) by getting involved in period fashions. Our cars look the part, now it's our turn. Please the crowds and dress the part. Elaine is available if someone would like to learn more about era fashions — either purchasing or making them. She can be reached at sewingbird@msn.com.

- Diane informed members that the treasury is now up above $700.00. THANK YOU all who have stepped up to the plate and purchased signs, patches, calendars, license plate toppers etc. If you haven't paid for them yet, please get your money to her as soon as you can.

- Joe brought up a technical point in the by-laws that needed to be addressed — that paid members are eligible to vote. That isn't true for associate members. Those who would like a voting voice in club policy or future direction of the club are encouraged to pay dues to become voting members.

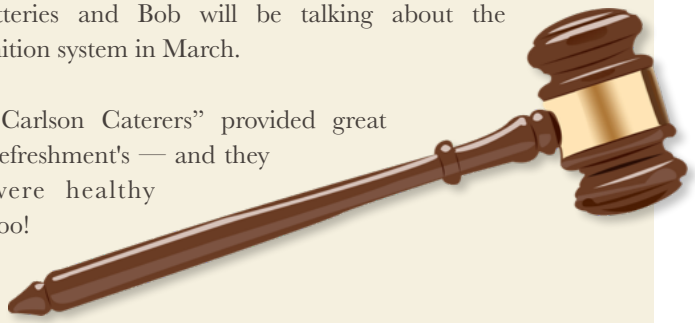
- Greg and Clyde flipped a "coin" to see who would go next. Clyde presented the "Golden Wrench" Award. Gemma worked with Howard in preparing their car for painting. She spent hours stripping, sanding and finally painting much of the chassis of their coupe. Congratulations Gemma for being the first recipient of the "Golden Wrench."

- Greg introduced a new award what would not be as difficult to achieve as the "13+" Award. A mileage award will be given for every 500 miles driven. This is similar to MARC's mileage award. Go out to your car now and record your mileage!

- Howard finished up the meeting with a technical presentation about gasoline. Not only did he talk about the characteristics of gasoline, he discussed the importance of burning gasoline effectively in order to increase horsepower and minimize engine-wear. He compared the power stroke to riding a bicycle. See page eight to review his presentation.

Next month Robert will be talking about batteries and Bob will be talking about the ignition system in March.

- "Carlson Caterers" provided great refreshment's — and they were healthy too!



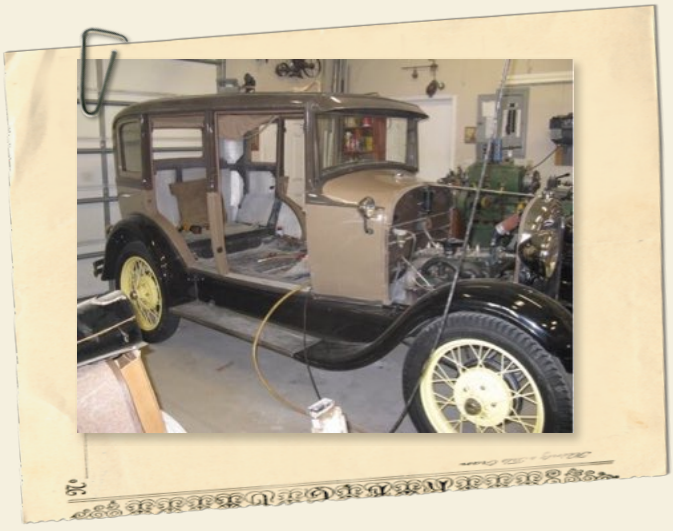
Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

Most club members have never seen it; only five club members have seen it first-hand.

This is Wendell Gadd's 1929 Fordor being reassembled. A lot of love goes into work like this.



Out & About

On Christmas Eve Greg drove the phaeton, decked in holiday lights, to Springville and gave two families rides to see nearby neighborhoods festooned with Christmas decorations. They were very appreciative and came into *The UPS Store* to thank him.

Dale's engine came back from Bud Chaney in Idaho Falls. He was impressed with Bud's work. It looked like a brand new engine. Because Dale had some parts the rebuild cost $2,900, well worth it from the looks of the engine. There were difficulties getting the engine back in however so Joe is going to go look at it to see if it needs to be taken out and put back in again before it is started. We're all anxious to hear the "roar" of the engine when Dale turns the key. Well okay, we are talking about a Model A, how about a "purr" then.

Dale and the McCullouchs are close to having their cars on the road again. What a great sight it will be to see two more beauties joining our touring caravans this summer.

Editor's Apology!

I accidentally stole Clyde's thunder and gave Howard credit for Clyde's final words as President. Sorry Clyde!

The Chronicles of Greg & Clyde — Pt 2

Engine Woes

Last month was the introduction as well as the back story on how I obtained my Model A and pulled Clyde into his worst nightmare. This month I will continue getting you up to speed on the progress.

After much deliberation on where to start digging into the car, we decided the first thing to tackle was the engine as this would determine what route we would end up taking with the car. We removed the generator and starter, pulled the hood and radiator, unbolted the bell housing and motor mounts and pulled out the engine. It went quickly as there was no antifreeze in the radiator and a lot of the components were not completely assembled. That and Clyde is a master at working on Model A's (as if we did not already know that)!

With the engine out we pulled the oil pan off and took a look at the rods and mains. They all looked good with clearances ranging from .015-.020". The babbitt itself looked excellent as well and had plenty of shims left. Whew! This was my biggest worry and it was a major relief to find that it was in great shape. We then turned our attention to the top end. As we were attempting to remove the head studs, Clyde noticed an abnormality in the side of the block between cylinders 1 & 2. After a quick shot with a wire wheel we found something we were not expecting. A crack! Actually two cracks that went from the top of the deck to the bottom of the water jacket with a 1/4" relief hole drilled at the bottom. (insert expletive words here!) This was a major disappointment and extremely devastating! I thought we were in the clear after seeing the beautiful bottom end.

After thorough inspection from various club members, Lloyd Barker volunteered to help seal'er up. The plan was to tap the relief hole and thread in a small bolt, then put body lead around it and over the crack followed by some stop leak to do the final sealing.

Unfortunately the lead would not stick due to the oils being pulled out of the porous cast iron block, so Lloyd decided that more heat was needed so he brazed the crack with brass. Things were looking good, but after getting the block back to Clyde's and testing it, we found it leaked in three places. Its fate is looking dismal and for now we are ruling this engine out. Funeral services will not yet be held for it though as Lloyd is determined to get it to stop leaking, when the weather warms up, he will make a second attempt. We will cross our fingers!

With heavy hearts and dashed hopes, we turned our attention to the transmission. Unfortunately this too did not look so good. There was a lot of sludge in the bottom of the case as well as heavy buildup in the shifter tower. Upon closer inspection we also found that the gears were quite pitted as well. Thankfully I had purchased a pile o' parts from Fernando's grandfather earlier in the year and there was a transmission amongst those parts. It was not perfect, but it was usable.

After some deep scrubbing, a coat of paint and some new bearings the transmission was ready for assembly. Clyde used this transmission in the October seminar to demonstrate how to rebuild these intimidating but simple contraptions. We have yet to test out Clyde's handy work, but as soon as I can get an engine to mount it to, we will see how good Clyde really is.

Depending on how much progress is made between now and March, we will see if we can get completely up to date in the March issue so you will be able to receive the most current progress from that point on.

Greg Mack

Science of the Model A — Gasoline

BY HOWARD EXTEND

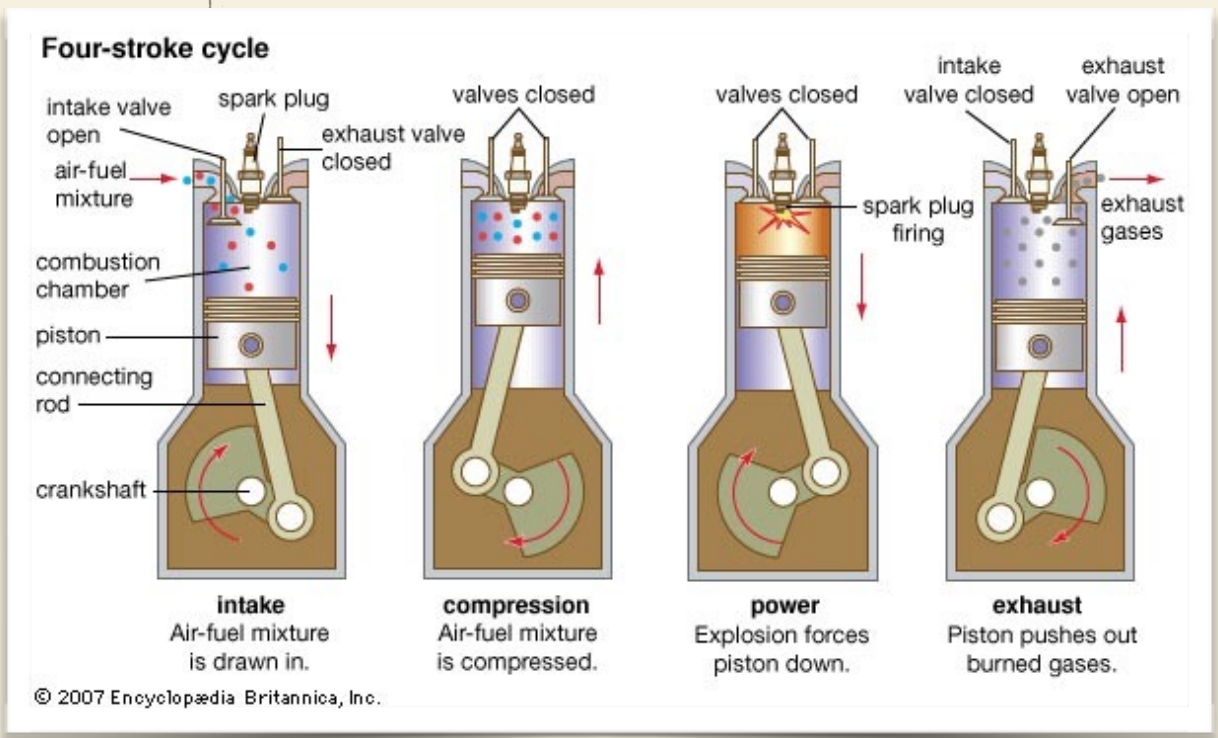
Q. What is the role of gasoline in our cars?

A. Gasoline, when mixed with the right amount of air becomes an explosive. The engine is so designed as to capture the energy of this volatile mixture to produce the power that propels the car.

Gasoline is made from crude oil. By cooking crude oil at different temperatures, a process called cracking, refiners can produce methane which is a light gas all the way down to tar which is a heavy solid. In between methane and tar, gasoline is distilled from the crude.

The gasoline you buy is made of liquid solvents containing molecules of carbon and hydrogen. Additives are blended into gasolines which have certain properties that help engines perform at higher efficiencies.

The process of combustion of gasoline in the Model A engine starts with fuel being atomized and mixed with air in the carburetor. This mixture has to be precise to get the best performance and fuel economy. The ratio is usually about 14.7 parts air to 1 part gasoline.



As the air/fuel mixture is being created, it is inhaled by the engine as a piston goes down in its cylinder, creating a partial vacuum. After a charge of fuel-enriched air is in the cylinder, the valves that let it in and let exhaust out are closed and the piston moves up to compress the air/fuel mixture at a ratio of 4 to 1. Compressing the volatile air makes it even more explosive, thus increasing the energy available in the combustion. All it takes is a little spark to set it off.

At just the right time, the spark plug is fed high voltage electricity causing a spark to form between its electrodes which ignites the gas and air mixture. The rapidly expanding gasses of combustion have to go somewhere and the only thing that can move out of its way is the piston which is forced downward, transferring the energy of combustion to the crankshaft. One of the additives in gasoline is designed to make the air/fuel mixture burn slower than just a raw explosion. By slowing the combustion, power can be released throughout the downward stroke of the piston. In addition to being more efficient, it is also easier on the engine components in that they are not exposed to such shock during combustion.

If compressed enough, the air/fuel mixture can spontaneously ignite. This is called pre-ignition. This interferes with our control over the timing of when we want the spark to set off the combustion. Ethanol, which today is used as an octane additive, changes the ignition point of the fuel so that compression alone does not ignite it. The measure of a fuel to resist pre-ignition caused by compression is called its octane rating. Modern engines run at about 8 to 1 compression and need higher octane fuel to prevent pre-ignition or "engine knock". With its 4 to 1 compression ratio, the Model A engine can use any regular grade of gasoline. The lowest octane rating available today is sufficient for our old cars.

Starting in the 1920s, tetraethyl lead was used as an octane additive in gasoline. Lead was used to help prevent damage to the valves due to the heat of combustion. The flame temperature of combustion in our engines is around 4000°F. Aluminum, from which Model A pistons are made, melts at about

1220°F. Cast iron from which the engine block is made melts at about 2190°F. Without oil and coolant, our engines would soon weld themselves together. Lead is good at preventing damage to valves, but does not burn, thus exiting with the exhaust, creating a public health problem. Its use was phased out in the U.S. beginning in 1975 and banned in 1996. Modern engines are made with harder valve seats and different alloys for valves that work well with lead free gasoline. We needn't worry too much about unleaded fuel in our Model As. We simply don't run them enough to see a significant negative effect.

The byproducts of combustion include carbon and water. Carbon can easily deposit itself on the interior surfaces of the engine causing problems such as pre-ignition. Major gasoline brands have detergent additives which help to prevent carbon build-up in the engine. Water exits with the exhaust as super-heated vapor and eventually leads to rusting out our mufflers and tailpipes.

The amount of potential energy in a gallon of gasoline is measured in BTUs or British Thermal Units. Straight gasoline has a BTU rating of about 114,000. Ethanol has about 76,330 BTUs per gallon. Thus gasoline with 10% ethanol mixed in is less efficient than straight gasoline. In The U.S., most retailers are selling fuel mixed with ethanol. This is why your Model A seems to get worse gas mileage than you remember getting years ago.

Gasoline is more than just the go-juice you complain about paying too much for. The chemical engineering that has developed the fuels of today for the modern cars we drive is just fine for our Model As. So buy some gasoline and take your Model A for a spin today.

Sources:

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Science of the Model A Series

We hear it all the time, "Oh, Model A's are simple machines and easy to work on." That's true if you have some background knowledge and have turned a wrench a couple of times. But if you're new to the hobby an old car can be intimidating. The goal of the "Golden Wrench" Award and "Science of the Model A" series is to make that initial statement true for every member of the club willing to learn.

At each monthly meeting will have a short 5 to 10 minute presentation by various club members about different aspects of the Model A Ford. Here are some of the topics we can look forward to:

- [x] Why do cars need gas; what does it do?
- [x] How the battery works and how to take care of it
- [ ] What goes on inside the engine? -
- [x] How does the ignition system work?
- [ ] All about brakes
- [ ] What about coolants?
- [ ] Why is engine timing important?
- [ ] Why is a transmission needed?
- [ ] Why is a differential needed?
- [ ] What is a carburetor?
- [ ] How are tires made?
- [ ] Why is a clutch needed?

Please pick a topic and volunteer to give a presentation during our monthly meetings so the President doesn't have to ask for your help.

The Golden Wrench Award

BY VERN COPE

Several years ago I bought a Model A Ford Pickup truck from and old guy in Salt Lake. It was not a show truck but it was just what I wanted. The truck was painted black and had red wire wheels and fat white wall tires. It was beautiful. Before any cash changed hands I took the customary test drive. As I drove the truck around the block popping and bucking I thought to myself, "That's just a minor problem; it's no big deal, it's just the carburetor. I can get that fixed by any mechanic. Besides, this truck is just what I've been looking for. I really want this truck." The deal was completed and I became the proud owner of a 1929 Model A Ford Pickup truck. I hired a tow truck to haul it to my house in Provo.

After my new 1929 truck arrived at my house in Provo I tinkered with it a little bit and found out that I was not going to be able to fix the carburetor myself. I started checking around to see if I could find a repair shop to do the work for me. After I went to several garages I found out that no one knew how to, or even wanted to work on a truck that old. Oh no; now what?

I decided to do an Internet search to see if I could find some help. I typed "Model A" and hit enter. There were several names and phone numbers listed. After making several calls without any luck, I spoke to a guy named Robert Mack (this was before there was a Utah Valley Model A Ford Club). Robert said he was not a mechanic and didn't know how to fix my carburetor, but he said I could borrow his repair manual written by a guy named Les Andrews, and make the repair myself. I found out where he got the repair manual and ordered one.

When the manual arrived I read over the carburetor section. The manual made it look simple to rebuild a carburetor. I ordered the parts I thought I would need and rebuilt the carburetor myself. When I installed it on the truck I was surprised that the carburetor worked, and how good it worked. Since then, I have made many repairs to my Model A using the Les Andrews' repair manual and have had good results. I will be forever be grateful to Robert Mack and Les Andrews, my mentors.

Just as a side note. Robert Mack called me a couple of weeks after my successful carburetor rebuild and asked me if I would be interested in starting a Model A Ford Club. I, of course, answered yes. Since that first meeting with a few guys at Kelly and Lloyd's house, the Utah Valley Model A Club now has approximately 30 cars and nearly twice that many members.

The Day We Picked Up A Movie Star

BY HOWARD ECKSTEIN

My friends and I must have had a lot of time on our hands during our junior college years because we did a lot of driving around in the Model A. One of the roads that led into Hollywood was Lankershim Boulevard which ran right by the entrance to Universal Studios.

One day Dale and I were driving around and came to the stoplight in front of the studio when we noticed an animated Chinaman trying to get our attention.

We were accustomed to having people get excited when they saw the Model A, so when the light changed, we were able to pull over to the curb to see what he wanted. After he came to the window and said he liked my car, I asked if he wanted to go for a ride. He was excited about this prospect and asked if we had time to take him on an errand to Beverly Hills.

Dale got out of the car to let our passenger sit in the middle. Something about this man seemed familiar. One of the top TV shows of the time was Bonanza. After listening to him talk for a minute, I asked him if he was "Hop-Sing", a recurring character on the show. He said he was and introduced himself as Victor Sen Yung.

Working in Hollywood exposed me to a lot of interesting people, but this was the only time I had a movie star hitch a ride. Victor was a character actor who had been working in the movies since 1937. By the time he landed the job on Bonanza, he had already had a busy career.

Three grown men in the front seat of the Model A can be loosely described as cozy. I managed to keep my elbow out of his chest when shifting gears while we made our way over the pass to Beverly Hills. Victor wanted to pick up some tailoring from a shop out there, so when we arrived, we went in with him.

This was a pretty swank place and as he took care of his business with them, we looked around. This was our exposure to a lifestyle we would never grow up to enjoy. Dale and I bought our clothes off the clearance racks and they were always a year behind the styles.

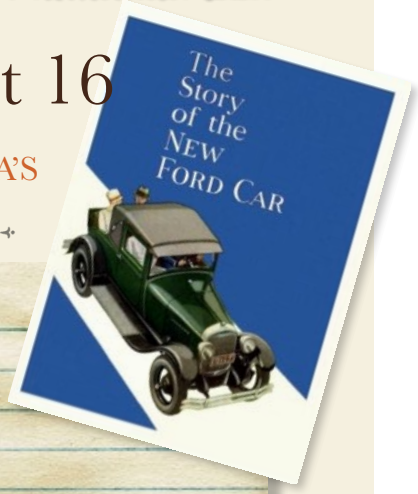
On our way back to his place, we told Victor that we had an upcoming car show at Valley College when all the campus clubs put on a fair showing off their interests. Anything we could do to bring notoriety to our club and out-do the others would be a real coup. We asked him if he would be interested in joining us that day. To our surprise he said he'd be there.

The day came and we had our cars polished up and parked in our area of the quad. People were already milling around, looking at our cars. We wondered if our actor friend would really show up.

Someone helped a fellow who was asking for us and sent him our way. It was Victor! What a class guy; he came, just as he said he would.

History of the Model A — Part 16

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S



The following is a list of some well known and some obscure facts about the Model A Fords.

1. The 1928/29 cars were designed to have a ground clearance of 9-1/2", which put them at 3/4" lower than the Model T cars.

2. The 1930/31 cars were designed to have a ground clearance of 9", which was accomplished by going from 21" to 19" tires.

3. The 1930 Tudor cars were advertised to have more leg room in the back seat area. This was easily done by shortening the back seat bottom cushion by 1-1/2".

4. The Zenith carburetor uses only one bolt to hold the whole carburetor together.

5. The early 1928 cars used a multiple disc clutch unit setup that failed to properly work, and was eventually changed to a single clutch plate setup.

6. The Model A Ford was the first car line to install safety glass windshields in all vehicles.

7. The first car assembled on October 20, 1927, had a Tudor body installed on it. Incidentally, the most popular body style sold was the Tudor cars.

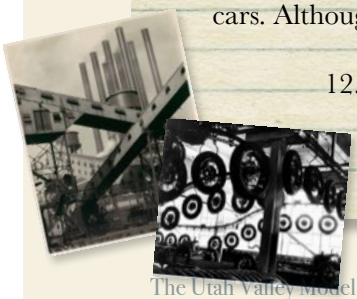
8. The redesigned Ford assembly plants allowed for the installation of all types of bodies on a single assembly line. The Model T assembly plants were setup for one body style per assembly line, requiring an additional 600 employees to truck the bodies to the line.

9. The first pictures (hand drawn) of the new Model A Fords showed six body styles: Tudor, Fordor, Roadster, Coupe, Sports Coupe, and Phaeton. All cars were drawn with the Coupe pillar design, although the Fordor cars were never produced looking like this.

10. The 1928 Sport Coupe had a rumble seat installed as standard equipment.

11. Ford dealerships offered a FREE 14-point inspection at 500, 1000 and 1500 miles on all new cars. Although, they did charge $ .50 per gallon for oil.

12. The Fordson Plant was renamed as the Rouge Plant in 1929. It occupied about 1,096 acres, had about 7,000,000 square feet of floor space, and about 60 miles of conveyor belts



Improving Your Miles Per Gallon

BY PETE AMSLER AND THE "A" QUAIL CALL

If you are humbled when your "A" buddies brag about getting >20 MPG, chin up as 10 to 15 MPG is about average or about ½ the average of your daily driver. If you are getting less than 10 MPG here are several options:

OPTION 1 – Lie about it! This is very effective if you seldom drive the "A" and acceptable to most gear heads.

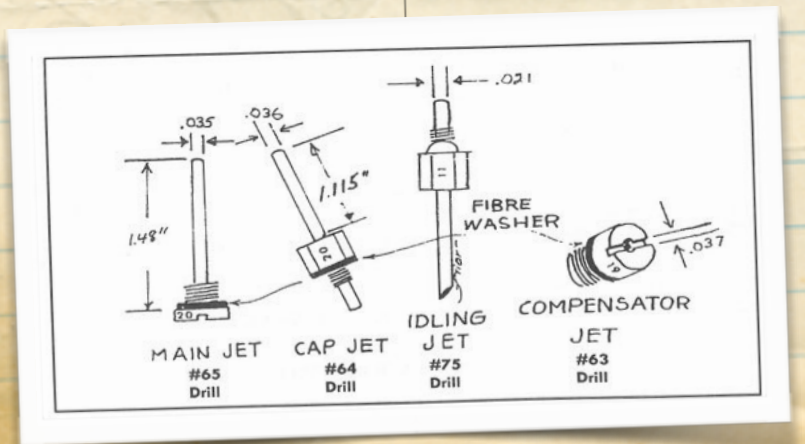
OPTION 2 – You should road check your speedometers calibration. Many "A's" are equipped with 4:11 gears instead of the standard 3:78 ratio. Jack up one wheel, chalk mark the tire and fan pulley and count the engine revolutions to one wheel revolution.

OPTION 3 – Installing the aftermarket air filters reduces mileage by about 1/3, worsening as they become clogged in a few miles. They eliminate dirt contamination but rich mixtures dilute the oil causing excessive wear. The rich mixture is caused by a pressure drop downstream from the filter. Some owners overcome this by using a larger cartridge such as CA3445, and I have seen some install a vent line from a drilled port just ahead of the choke valve to another to the top of the float chamber, plugging the original float chamber vent. This looks OK.

OPTION 4 - Invest a couple social security checks in an aftermarket overdrive and/or 3:45 gears. The payback in increased gas mileage is about 354 years, reduces RPM from 10 to 30%, less power on hills and reduces braking efficiency.

OPTION 5 – Carb jet orifices MUST be to specs (see chart). Most old jets have been opened up by improper cleaning, flow increase horrendously if a few thousandths over spec. Always check new jets before installing.

If all of the above does not work, go back to OPTION 1!

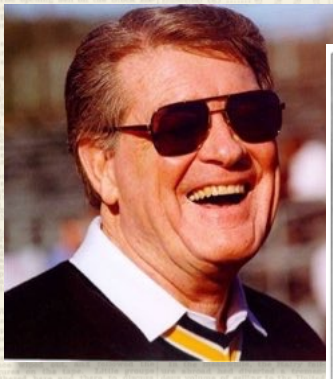


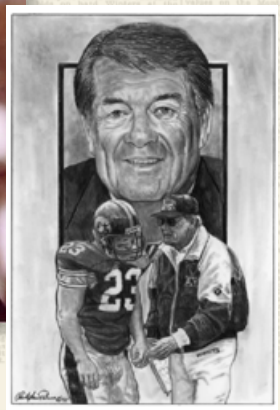
Breaking News…

FROM NEWSPAPERS OF THE MODEL A ERA

FEBRUARY 3, 1928 — Paleoanthropologist Davidson Black reports his findings on the ancient human fossils found at Zhoukoudian, China in the journal *Nature* and declares them to be a new species he names *'Sinanthropus pekinensis'* (now known as 'Homo erectus')

FEBRUARY 28th, 1929 — John Hayden Fry is born. He is a former American football player and coach. He played college football for Baylor University. He served as the head coach at Southern Methodist University (1962–1972), North Texas State (1973–1978), and the University of Iowa (1979–1998), compiling a career college football record of 232–178–10. He was inducted into the College Football Hall of Fame as a coach in 2003.





FEBRUARY 26th, 1930 — First red & green traffic lights installed. This occurred in Manhattan, New York City.

FEBRUARY 3rd 1931— Henry Louis Mencken was an American journalist, essayist, magazine editor, satirist, critic of American life and culture, and scholar of American English. He is regarded as one of the most influential American writers and prose stylists of the first half of the twentieth century.

On February, 3rd the Arkansas legislature passes motion to pray for the soul of H L Mencken after he calls Arkansas the "apex of moronia" His views were harsh. Of whites he said, "The 'Anglo-Saxon' race, it is defined by its inferiority and cowardice." "The normal American of the 'pure-blooded' majority goes to rest every night with an uneasy feeling that there is a burglar under the bed and he gets up every morning with a sickening fear that his underwear has been stolen." With other races he was just as harsh.

Model A Era Valentines

VALENTINE'S DAY during the Model A era was not much different than it was when we "Baby Boomers" were growing up. Dropping off Valentines on the porch of friends was a fun activity kids looked forward to. Passing-out home-made Valentines was common but commercially produced Valentines were gaining in popularity. When the stock market crashed and the Great Depression hit commercial Valentines were a "hard sell" since most families were struggling to find work and make ends meet.

Ladies Fashion Journal

by Peggy Gill
compliments of MAFCA
fashion committee
Part One

ARE YOU A WOOD NYMPH?

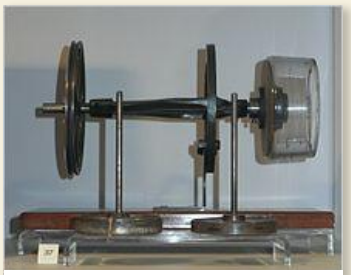
Rayon, the New Fabric of the Model A Era

By Peggy Gill

During the model A years of 1928-1931, rayon was a relatively new fabric that was gaining popularity in the fashion industry primarily due to its look, feel, and versatility in garments. In its infancy, rayon was often referred to as "artificial silk," but it was, in fact, the very first man-made fiber. Unlike modern nylon and polyester which are petroleum based products, rayon is made from natural plant material, primarily wood pulp, so it is considered a semi-synthetic fiber.

In December of 1931, an article found in Popular Mechanics Magazine stated that the question had recently arisen as to "'just how much wood a woman carries when fully dressed." This led to calculations by textile experts of the time to show that the average-sized woman requires a log approximately the size of the one shown in the illustration to the right.[i]

But what exactly is rayon, and how is it made?



A device for spinning Viscose Rayon dating from 1901

Rayon is a versatile fiber that has the same comfort properties as other natural fibers. It is made from purified cellulose, which is the primary component of the cell walls in green plants. In the case of rayon, wood is usually the main ingredient. The cellulose is chemically converted into a soluble compound and then this solution is dissolved and forced through a "spinneret to produce filaments which are chemically solidified, resulting in synthetic fibers of nearly pure cellulose."[ii] The fibers themselves are soft, smooth, and highly absorbent which allows them to easily absorb colors when dyed, and also makes them particularly useful for hot and humid climates. Their texture, when woven into a fabric, imitate the feel and texture of silk, wool, cotton,

and linen and today are used in garments that range from delicate lingerie to heavy winter coats.[iii]

The history of rayon dates back to 1855 when Georges Audemars, a Swiss chemist, dipped a needle into liquid mulberry bark pulp and gummy rubber to make threads that could be then woven into cloth. This method, however, was too slow and time consuming to be practical.

Thirty years later, French chemist, Hilaire de Charbonnet, patented an artificial silk that was a celloulose-based fabric. Fortunately, this fabric was removed from the market due to its high flammability properties. Nevertheless, Charbonnet is credited with being the father of the rayon industry.

Shortly after Charbonnet's development, in 1894, three British inventors, Charles Cross, Edward Bevan, and Clayton Beadle developed and patented a safe and practical method of producing this artificial silk cloth that came to be known as viscose rayon.[iv] Their system did not require purified wood pulp cellulose, which made it cheaper and easier to produce. Their process, which takes multiple steps, allows for modifications to be made to the fiber as it is being produced and the finished textile can be soft and silky or sturdy and strong. It can have a dull or bright finish, and can be silken, linen-like or even wool-like. Specific types of rayon available today include viscose, modal and lyocell; the difference between them is in the manufacturing process and the properties of the finished product. Nevertheless, even to this day, the viscose method has been the principal method used to make rayon.

Rayon continues to be a popular fiber in the clothing and textile industry today. So the next time you are out enjoying the shaded coolness beneath the trees, take a moment to imagine just how much wood you may be wearing.

1929 Sears catalog advertising bolts of Rayon — "Miracle Fabric"

We're Gonna' Do What?

BY NICHOLAS MACK — ACTIVITIES DIRECTOR

Brace yourself for a fun-filled touring season. We'll be participating in some of the past tours as well as some new ones. Get your car ready, if you need to work on a Golden Wrench project, you can earn the award in addition to getting your car road worthy. We've got experts available to conduct road-side repairs as well as a trouble trailer in the event of a "worst case scenario."

The activities committee, in coordination with the board will be scheduling the activities and tours early in the year so you can schedule them into your calendar.

Plan for trips to Hobble Creek and Tibble Fork as well as the possibility of our first over-nighter to Manti. Another road rally and progressive dinner is also in the works. We are planning an enjoyable service project that will warm the hearts of both club members and participants alike. Plans are also in the works to participate in parades. And, don't forget the car shows. Lets have some great fun this year!




DUES ARE DUE

Now is the time to help out the club on an individual basis. Paying our dues helps promote the club and its mission. It allows the board and club members to develop activities and seminars that help us with our cars gives us the confidence to drive and maintain them.

Dues also help us participate in community events that spotlight the Model A and activities that encourage antique car collecting and preservation.

Please submit your dues as soon as possible!

The Demise of the Model A Part 1

BY ROBERT MACK — EDITOR

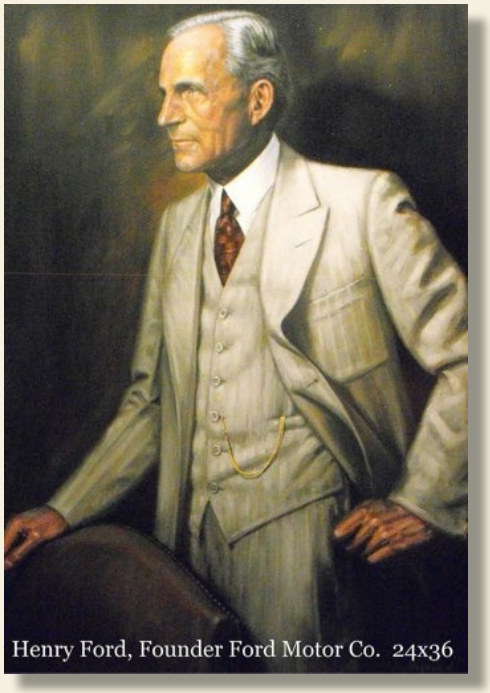
The Model T

Henry Ford was not just a visionary, he was a stubborn visionary. This was evidenced by Henry's reluctance to move beyond the Model T. Although he and the company had been experimenting with bigger engines, better breaking and more sophisticated suspensions, he still thought the Model T was sufficient for the "every-day American." The targeted market groups for the Model T were farmers and rural residents, yet it's popularity was bound to wane as Ford saturated the market with a vehicle that was virtually unchanged for many years.

The Model T remained basically unchanged long after it was technologically obsolete. Owners were being passed up, both literally and figuratively, by owners of other automobiles. Other cars were larger, faster, smoother riding and more stylish than the Model T. In 1912 the Model T Runabout sold for $575 which was less than the average annual wage in the United States. By 1927, Ford had reduced the price for the coupe to $290 yet sales continued to fall. Sales had dropped to 1/3rd the 1926 levels. It was only through sharply declining sales numbers that Henry finally succumbed to Edel's pleas to take the next step.

It was under these conditions that Ford Motor Company introduced the Model A. The last year of production for the Model T was 1927. Ford had sold 15,458,781 Model T's at the close of it's run.

Part 2 Continued Next Month


Henry Ford, Founder Ford Motor Co. 24x36

Message from MAFCA President

Greetings. I wish to thank Dan Foulk, last year's President, for keeping the wheels spinning in a forward direction. A big thank you goes out to our retiring directors, Doug Linden, Chuck Cheshire and VaughnCille Weidner This year we have three new directors coming on board, Mark Smith from New Hampshire and Dave Bockman and Jay McCord from California. It's nice to see both the left and right coasts represented this year.

It seems that the holiday season has just ended and we are already tuning up, cleaning up and getting ready for a great Model A season. I sure hope you are as excited about it as I am. Each year, MAFCA offers some great opportunities for the Model A World to experience the best it has to offer. In even numbered years, it's the National Convention, with 2016's being hosted by the Mile High Chapter in beautiful Loveland Colorado. The dates are June 19-24, 2016, so write it on the calendar. Not to be outdone will be this year's exciting National Tour, Lobsters and Lighthouses, June 7-12. I've been looking forward to this one for a few years now.

National Tours are held during the odd numbered years and offer a great way for chapters to share with their friends from around the world, something unique to their area. Lobsters and Lighthouses will be MAFCA's 5th National Tour and by all accounts will be one that is heavily attended. I hope to meet you on it, so come on up and say "HI". Each year MAFCA holds our Annual Awards Banquet. This is more than a banquet, it's a mini-convention. Less formal and much smaller than a normal convention, it provides a great way to meet new people, spend quality time with old and new friends and meet those people running this great organization. 2014's was hosted by the 50th Anniversary Model A Club in Little Rock. Sammye Harrill and her team did an outstanding job as our hosts. This year's will be December 3-5 in Medford, Oregon and our hosts will be Rogue Valley A's, Henry's Lady, and Sis-Q A's. I hope you are able to attend it.

Speaking of national events, if your chapter would like to host a National Convention, National Tour or National Awards Banquet or just want some information on hosting one, contact MAFCA Vice President Happy Begg at vp@mafca.com.

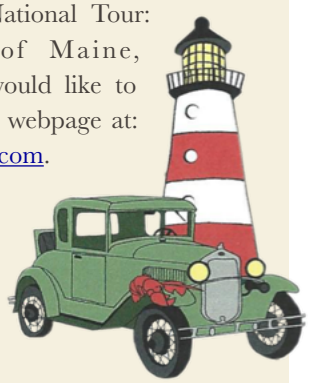
Hoping to see you on the road,

Garth Shreading
2015 MAFCA President

Your new Board of Directors has set a goal to increase MAFCA membership to 15,000 in 2015. To help us reach this goal, each chapter has been mailed 3 additional free membership applications for attracting new members to MAFCA and your chapter. This is in addition to the 5 free membership applications that chapters have received for the last few years.

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.

- June 7-12th — 2015 MAFCA National Tour: Lobsters and Lighthouses of Maine, Kennebunkport, Maine. If you would like to know more about it, refer to their webpage at: http://www.mainemodelafordclub.com.



Classified Ads

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 Sport Coupe Body. If you know of one for sale please call him at: (385) 210-5373 cell.

Message from President

(continued)

They say all the ideas aren't in one head. I look forward to seeing what Nicholas has up his sleeves. I'll bet he has more tricks than a three-armed magician. Clyde is the Master Model A Mechanic with stories for every occasion; most of which are true. Reid and Elaine make a great team. I can see Elaine taking a lead in the fashion and crafts segment. Greg's graphics creativity has earned awards and Brim & Diane bring a lot of enthusiasm to the party.

This is our club. Everyone's ideas are valid. We can do whatever we want so long as it isn't illegal, immoral or dangerous. We might fudge on dangerous.

Memorable Moments

"And Now A Word From Our Sponsors…"