



UTAH VALLEY

- Model A Club -

March 2015

IN THIS EDITION:
SCIENCE OF THE MODEL A - BATTERY
The Demise of the Model A pt 2
Golden Wrench Awards

MEMBER
SPOTLIGHT
DALE BENCH

ON THE ROAD
TO SHANGRI-LA



*Hobble Creek Tour 2014
Munson, Brimleys, Macks*

WHAT'S INSIDE:

- | | | |
|--|---|--|
| 2 President's Message | 8 Science of the Model A —
Batteries | 16 Model A Adventures - Howard
Eckstein |
| 3 Member Spotlight — Dale
Bench | 10 Driver's Education Class | 18 Breaking News... |
| 4 2015 Calendar of Events
Wisdom of Henry Ford
Birthdays | 11 Can You Guess?
Out and About | 19 Model A Era Ads |
| 5 February Meeting Summary | 12 Golden Wrench Award —
Clyde Munson | 20 Ladies Fashion Journal —
Wraps for Formal Events |
| 6 Chronicles of Greg & Clyde-
Pt 3 Down to the Bone | 13 Golden Wrench Award —
Howard Eckstein | 22 MAFCA News |
| | 14 History of the Model A Pt 17 | 23 Classifieds |
| | 15 Demise of the Model A Pt 2 | Salty A's 2015 Touring Schedule |
| | | 24 "Now a Word from our
Sponsors" |

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 Model A as Ambassador

Gemma & I enjoy hosting visitors from other countries. We've had home stay guests of various ages from many Asian countries. Often we host adults who come here to bone up on their English. A stay in our home soon leads to the introduction of our old cars to our guests.

In 1998, one such visitor was Tsutomu Kuramoto, the superintendent of schools for the village of Asahi, Japan. He spoke only about five words of English, and I spoke three words of Japanese which made spoken communication largely ineffective. We found other ways to interact, one of them being his new-found enjoyment of my Model A.

I taught him how to drive the car, an activity that required spoken instructions and demonstrations; a good opportunity for him to try to function in a foreign language. Mr. Kuramoto seemed to be proud that he had somewhat mastered the operation of a left-hand drive antique car while driving on the right side of the road.

Upon his return home, he had a write-up in the local paper of his experience in America where he chose to include a photo. It was a picture of him driving my Model A.

Four years later, I went to Japan to visit some of the families of the home stay guests we'd had. Mr. Kuramoto met me at my hotel in Takayama and took me to nearby Asahi. There I was taken to the Village Hall and introduced around as Howado-san. The next thing I knew, I was shown into the Mayor's office where the city leaders visited with me over green tea. Among other things, we talked briefly about my Model A.

Continued on page 23





Member Spotlight

DALE BENCH

Dale Bench is the youngest of three. Dale's father is from the Price Utah area and his mother is from Ohio. Dale was raised in Southern California and Oregon where graduated from high school. After high school he moved back to California then served a LDS mission in the Atlanta Georgia mission. Moved to Utah in 1989 with his then wife and son. Dale had 3 more children all girls.

Dale worked in heavy equipment sales for many years then decided to go back to school and get his nursing degree at Utah Valley University. Dale has been an RN for 15 years. Half of the time, working in the ER. Dale works for the Utah County Sheriff's Office now as the medical Administrator for the jail medical unit. Dale lives in Spanish Fork for last five years since his divorce.

Dale's older brother died unexpectedly in May, 2014. In 2006 Dale's brother Dean started his dream

project of buying and restoring a 1931 Ford Model A Tudor. Dean bought this Model A and took it apart down to the frame. Before his death he had finished approximately 80% of his car, but never got to see the car run. Before he went to the hospital he wanted to look his car over. After his death, Dale attended to his brother's estate and purchased the car from his sister-in-law with the intention of finishing what his brother had started.



Dale has had the Tudor since July. Since then, he has had the motor rebuilt by Bud Cheney in Idaho Falls. After the motor came back, Dale has been slowly

putting it all back together. He is at the point now that he should have his car running by the March club meeting. Dale is very excited with his brother's project and it's completion. Since buying the car he has the model A fever and is excited to participate in the club activities.

2015 Calendar of Events

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
- 28th — Drivers Education



April

- 6th — Board Meeting, 8:00 p.m.
- 16th — Monthly Meeting, Larry H. Miller, 7:00 p.m.
- 25th — Tulip Festival

May

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

June

- 4-6th — Rat Fink/San Pete County Overnighter 
- 7-12th — 2015 MAFCA National Tour: more details on the MAFCA page 22.
- 8-12 — Regional Meet, "A's in N.W. Missouri:" again, more details on the MAFCA page 22.
- 23-27th — Northwest Regional Meet, Walla Walla Washington. See page 22 for further details. 



July

- Monthly Meeting 7:00 p.m.
- 24th — Pioneer Day Parade, Mapleton

August

- 3rd — Lindon Car Show, 4 p.m. to 8 p.m.
- TBA — Progressive Dinner

September

- 12th — International Model A Day, Manifold Cook Off and Fall Colors

October

- 8th — Board Meeting 8:00 p.m.
- 10th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

November

- 8th — Board Meeting 8:00 p.m.
- 10th — Monthly Meeting Larry H. Miller, 7:00 p.m.

December

- TBA — Christmas Dinner

The Wisdom of Henry Ford

The competitor to be feared is one who never bothers about you at all, but goes on making his own business better



Karl Furr — March 10th
 Syd Crockett — March 24th
 Tim Crockett — March 29th
 Chris Tucker — March 30th
 Nicholas Mack — March 31st



February Meeting

TAKEN FROM MINUTES PREPARED BY REID CARLSON

Attendance:

Bob Anderson, Dale Bench, Brim Brimley, Elaine & Reid Carlson, Vern Cope, Gemma and Howard Eckstein, Joe Fazzio, Wendell Gadd, Cliff Godfrey, Jim Haire, Tony Jacobs, Greg, Nicholas and Robert Mack, Dick & Anice McCulloch, Clyde Munson, Fernando Salazar, Ellie & Ron Sessions, Bill and Colette Thompson, Bob Todd, and Richard Tucker.

Of those present at the meeting, they represented eight drivable Model A's and four close to running Model A's.

Two "Salty A" members came and joined us: Bill Poel and Dave Hardman. (They participated with us on the Utah Lake Tour.) Bill and Dave came to invite us to participate in their activities. See page 23 for a list of their up-coming events.

Financial Report: \$372 in Checking and \$ 669.24 in Savings = Total of \$ 1,041.24

Future Meetings:

- **March** - Robert Todd will do a presentation on the Model A Ignition System. In addition, Terry Pitman will talk about Starters & Generators.
- **April** - Danny will do a presentation on how tires are made.
- Elaine Carlson will be planning a fashion/costume event/presentation for those interested with help from resources at BYU.
- A presentation on how to do your own Upholstery by Howard will take place in early summer.

Everyone was asked to pick a topic on the Model A, research, prepare and present it at a Meeting.



Dues are due! The cut-off will be at the end of the March Meeting, then dues raise to \$25.

Other Business:

The Barkers are dealing with a member of the family that requires full-time care, so they are on sabbatical for awhile.

A sheet was past our to update personal contact information, along with those desiring coats, name tags, license toppers, etc.

An organized phone tree has been prepared to quickly contact all members about club business, meetings, and activities.

A club money maker was suggested. Anyone who wants to puts \$5 in the pot, at the end of the meeting a name is drawn, half the money goes to winner, other half goes to the Club.

Golden Wrench Award:

Vern Cope completely rebuilt his carburetor - so he was awarded a "Golden Wrench" award. Volunteers need to come forward on things they have done to qualify for the "Golden Wrench" award.

Activity Committee:

Nicholas mentioned future activity planning:

- February 28 - Car Rally
- April 25 - Thanksgiving Point Tulip Festival
- June 4-6 - Rat Fink days in Manti
- July 24 - Mapleton Parade
- August 29 - Lindon Car Show/Progressive Dinner
- September 12 - Fall Color Tour/Manifold

Cooking

Clyde is willing to do some Garage Seminars. Dates and locations will need to be arranged.

Gemma was our caterer this month, she too did a tasty job!



The Chronicles of Greg & Clyde — Pt 3 “Down to the Bone”



To this point in the restoration Clyde and I had been back and forth on how far down to take the car. Part of me wanted to get it all back together quickly so I could start driving it, but also in my ignorance I wanted to take it all the way down to the frame as it would be 'cool' to do an off the frame restoration. On the other hand with Clyde's infinite wisdom, he was reluctant to go that far. He knows all too well how much work is involved and was longing for the day he could have his garage back. One day Clyde just snapped! The words he had been holding back for so long just blurted out of his mouth, “we're this far, we might as well go all the way.”

With the engine out of the way, the steering column came out easily through the empty engine bay. We then pulled out some of the interior and removed the front and rear fenders, as well as the rear valance. After removing the eight bolts holding the body to the frame, it was ready to come apart. At first we thought that four guys would be able to pull the body off, but after a quick test lift of one corner, we quickly decided we would need more help. After recruiting Clyde's boys, my family and another friend, we found even six guys was barely enough to do the job. We slowly inched the body off of the frame and onto a trailer, which we hauled down to Nicholas' house in Spanish Fork. This now brings my total garage occupancy to three garages. I think I am going to have to start making more friends, especially by the time I am ready to put the body back on, either that or I might have to make a speedster out of this car. Anybody want to hang out?

With the body off, we were able to get a better look at the frame. It was heavily pitted and you could only read the last three digits of the VIN. We debated on using a different frame that was amongst the parts from Fernando's grandfather. It was in much better shape, but at first glance we thought it was a '30 frame so I opted to keep the original frame even though it was not visually appealing. However, after removing the frame welding we found a large crack on the passenger side near the motor mount causing the frame to sag a good 1/2". The decision was then made for us to use the other frame after all. Thankfully after taking some measurements Clyde found



this other frame was actually a '31 frame as the brackets were in the '31 locations. All we would have to do is transfer over the sedans #6 brackets and it would be good to go. This really made my day! We loaded the 'new' frame into Clyde's truck and took it to a sandblaster where it was blasted and epoxy primed. While looking at the frame, Clyde pointed out to me how frugal/ingenious Henry Ford was. If you look at the center cross member, there are two tear drop looking holes in the frame. This teardrop shape was cut out and the metal was used to form one of the frames mounting brackets. This is your totally useless trivia for the day, compliments of Clyde.

While the frame was being refinished, we continued to strip down the original frame and removed the running gear. Aside from the brake backing plates, which appeared to have been recently gone through, the rest of the running gear was pretty rusted and was in need of some attention. We again turned to Fernando's pile o' parts where there was a set of running gears that looked like it had been reworked not too long ago. We loaded all of this into my dad's truck for me to take home as 'homework', as I wanted to give it a fresh coat of paint. As I pulled out of the driveway I think I saw a look of relief on Clyde's face. He knew the parts would keep me busy enough, so he would not have to see me until after the holiday season was over.

Although it has been a lot of work, and will be even more as we keep going, I think we are both glad we took it this far. There are a lot of things that needed attention we would have otherwise missed. Ask me again in a few weeks if I am still glad we went this far and I might give you a different answer. In the mean time I think I will go enjoy this beautiful weather and take my dad's car out for a spin.

Greg Mack





Science of the Model A — Batteries

BY ROBERT MACK

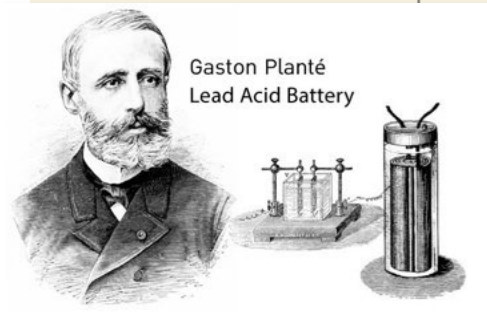
Batteries — How They Work and How to Maintain Them

The lead-acid battery is old technology! It was invented by a French physician Gaston Plante in 1859 and the principles of operation are basically the same today. There are few batteries that can do so much for a relatively low cost. That's what makes the lead-acid battery perfect for automotive use.

Basically a battery is a container where a chemical reaction occurs that produces electricity. The strength of electricity is measured in volts. Therefore a 12 volt battery is stronger than a 6 volt battery. The Model A Ford uses a 6 volt battery with a positive ground. This is different than the system used by modern cars which uses a 12 volt battery with a negative ground.

There are two different types of lead-acid batteries – starter and deep-cycle. The basic difference between the two are the size of the plates inside the battery. The starter battery is used for just that purpose – starting an engine. A deep-cycle battery is used more as a storage battery that can be depleted and then recharged. Depleting a starter battery is detrimental to the longevity of the battery.

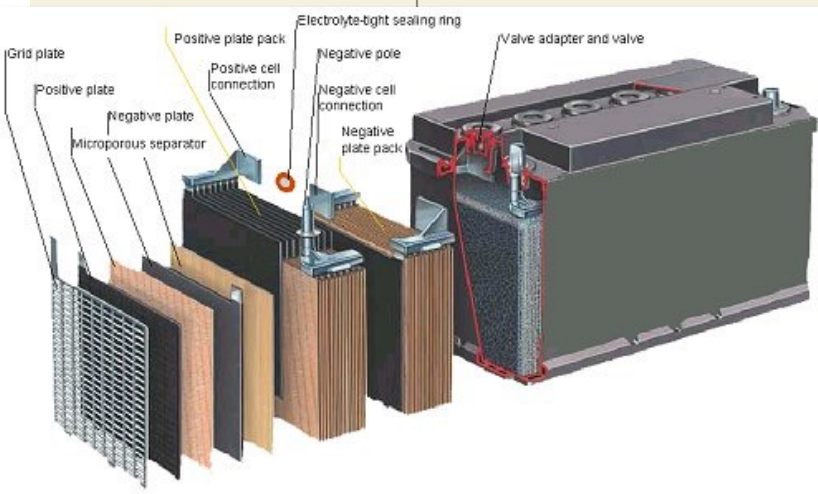
The starter battery has many thin plates in parallel to achieve low resistance with a high surface area. The plates are grouped into cells. Each cell produces about two volts. So, a six-volt battery has three cells and a twelve-volt battery has six cells. The positive plates are made of lead-dioxide, the negative plates are made of spongy lead. There are also grid plates that keep the negative and positive plates separated.



The discharge process is driven by the conduction of electrons from the negative plate back into the cell at the positive plate in the external circuit.

During discharge, H⁺ (hydrogen ions) are produced at the negative plates move into the electrolyte solution and then is consumed into the positive plates, while H₂SO₄ (sulfuric acid) is consumed at both plates releasing O₂ from the negative plate. This creates an electrical current.

To keep this chemical process going it is important that routine maintenance takes place.





BATTERY MAINTENANCE

Before servicing the battery wear safety glasses and protective gloves. The sulfuric acid is caustic and lead, especially in this form, can be hazardous.

Approximately 50% of early battery failures are caused by the loss of water for normal recharging due to lack of maintenance. To check the water level:

1. Make sure the top of the battery is clean. This is important to keep the inside of the battery from contaminants. Dirty or wet battery tops are usually caused from expansion of electrolytes of overfilled cells or from faulty battery terminal seals.
2. If the fluid level is low slowly add distilled (not purified) water until a meniscus forms along the edges of the plastic filler hole.

Corroded cables can prevent a car from starting because the corrosion produces resistance.

1. Before cleaning, start by disconnecting the positive terminal (on Model A's) first to prevent shorts or electrical shock.
2. Ammonia, baking soda mixed with water, or diet cola, can be used to neutralize spills, clean terminals and cables. A battery post cleaner, scotch bright pad, or wire brush can also be used to clean the posts. Be cautious with a wire brush so that dried acid doesn't get on painted surfaces or on your face, hands, or clothes.
3. Replace the cables if the copper wires are exposed or disintegrating. If the cables are long enough, they can be cut shorter and new cable clamps installed.

Correct battery charging is crucial. If a battery is over charged it could explode, if it is under charged it will lead to premature failure.



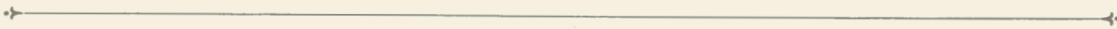
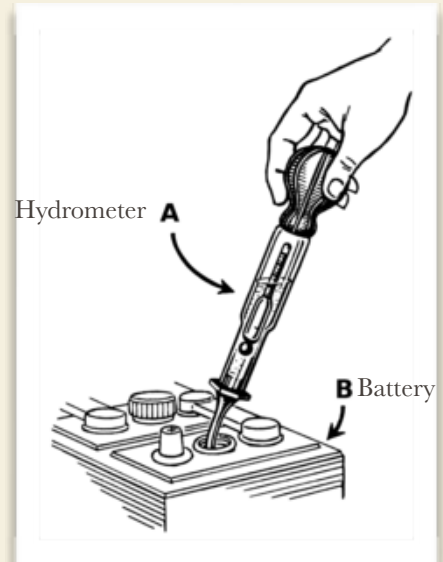


The best way to check the charge of a battery is to use hydrometer. They are relatively cheap (\$6 to \$12) and can be purchased at auto parts stores, home improvement stores, or Harbor Freight.

Start by inserting the hydrometer in one cell and use the bulb to suck the fluid up the tube until the glass bulb floats. When the float stops, look at the number at the top of the fluid level. Check each cell in the same manner. A battery is fully charged if the float reaches 1275.

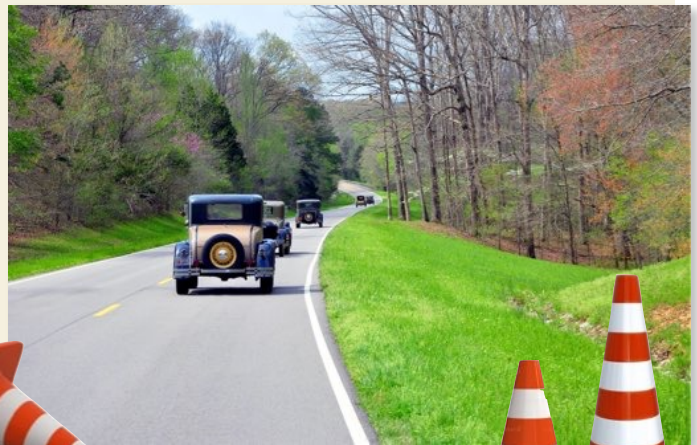
If a battery is well maintained it will last approximately five years.

The battery is a strategic part of the electrical system and makes for ease in starting the car. A much easier way to start the car compared to the Model T's hand crank.



Driver's Education Class

Were obstacle courses and car games part of your High School Driver's Ed class? Well, ours will. Clyde, Joe and Howard will be our personal driving instructors, teaching us how to be more effective at driving our Model A's. Classes are for beginners, advanced, or anywhere in between; there's always something new to learn. After mastering your newly found skills, we will put them to the test on our obstacle course and car games. Be prepared to learn great skills and laugh among great friends and food.



*2011 Natchez Trace National Tour
Photographer Unknown*

Class starts March 28th at 10:00 am
1215 N 1000 W
Mapleton





Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

This may be a tough guess; although he won an award for his car. For those with a good memory, you might guess it!



Did you figure it out? If you read November's *Motometer* you will probably recognize Dick and Aniece McCulloch's coupe.



Out & About

Greg and Robert got an "anonymous" tip from a little Model T owner that Riley from the Model T, A and B Reunion was having a garage sale. They didn't think they would find something since it was most likely going to be a lot of "T" stuff, but they came home with an engine, transmission, radiator, u-joint, and a running board luggage rack.



Cliff has a running chassis now. He is ready for a Sport Coupe body, so if anyone hears of one, please let him know.

Dale has worked out some of the issues he was having with the engine installation. Joe helped him with the distributor. He's well on his way to getting his car ready for summer.



Don is busy working on his car too. He will make sure the car is structurally sound so he can enjoy driving his car. As time goes on he'll work on the body.





Golden Wrench Award - Gear Stick Adjustment

BY CLYDE MUNSON

Model As are not known for legroom and some are a bit more snug than others. My coupe really is not bad when it comes to room but I am a bigger guy so every little bit helps. I have seen mention on the web of modifying the gearshift by heating and bending it to create more room, so I decided to give it a try. While I was at it I also did a bit of work to tighten up the slop in the stick.

Two notes on this, first; pulling the gearstick out of the tower can be dangerous. There is a heavy spring that can leave a sizable dent in your forehead if you are not careful. Second; and most important, I owe a huge amount of thanks to Lloyd Barker for his help with this project.

I first procured an old rusty and bent gear stick. Lloyd was kind enough to heat it and straighten it back to its original state so we could then heat it and bend it to the desired configuration. Once the stick was straightened we chose a point near the tower cap to heat and bend it, then we moved up the stick and bent it back. The end result was a shift of about 1-1/2 inches, it doesn't sound like a lot but it makes a big difference.

The next step was to remove my old gear stick and install the new one. There are tools available for compressing the spring to make removal of the stick safer but I am a lunatic so I tried to make my own, it was terrible but it worked.

Part of this project involved building up the ball on the gear stick to tighten up shifting slop. Lloyd once again came to my rescue by adding some weld to the ball of my now properly bent gear stick to remove the years of wear that would cause sloppiness in the gear shift. I was then able to grind the ball back down to an almost perfect round that fit well in the shift fork notches.

Here you can see the end of the stick there is the end shaft, the ball and the keeper boss.



You can see how the shift stick ball interacts with the fork notches - the tighter the ball fits in the notches the less slop will exist in the shifter - there does need to be some play however so that you can still shift smoothly.



This is the order of the parts that make up the gear shift part of the tower - note the spring and keeper that clips onto the stick to hold it tight.

This is the finished product-I had to give up my chrome gear stick but I don't care, the extra room and comfort makes up for the loss of chrome.



Golden Wrench Award - Rebuilding the Gas Gauge

BY HOWARD ECKSTINE

Lately the gas gauge on my '31 coupe has been sinking, showing empty when it is really 1/2 full. This is caused by the ethanol in today's gasoline dissolving away the original gas-proof coating on the cork float. Once the cork becomes saturated with gas, it loses its buoyancy.

I've never removed my gas gauge in the 50 years I've owned the car. I was always afraid to because of the possibility of breaking it or causing a leak. Over the years it has become dark and grungy with just a small peep hole rubbed clean so the gas-stained indicator could be read.

In the catalog, they list a modern material float that is designed to withstand ethanol. I went ahead and ordered the reproduction gas gauge (in case I broke mine getting it out) and the new style float for it.

Although the reproduction gas gauge looks really nice with all shiny chrome body and nuts, I was gravely disappointed when I noticed that the float rod easily twists in its mount. This should not be.

I removed the original gauge and found it to be in good condition, only really grungy. After an hour of gentle wiping and scraping with paint thinner and a screwdriver, I discovered that the nuts were made of brass and the body was nickel plated.

After buffing out the metal, I ended up with my original unit looking as good as new. I put the new float on it and reinstalled it with the gasket that I took from the reproduction gas gauge kit.

Now my gas gauge bobs and bounces again like I'm used to.



History of the Model A — Part 17

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

The number and types of tools supplied with a new Model A Ford car depended on the year the car was produced. The tools may or may not have the Ford script and/or tool numbers on them. Normally there were 12 items given to the owner. The following list covers these items as noted in the Judging Standards.

7. A-17025 Pliers (w/screwdriver blade on one handle - blank or A)
8. A-17036 Engine crank and Wheel Lug Wrench (blank, A, B)
9. A-17053 Tire Pump (A-1, A-2 or A-3, T-1434 - early 1928 only)
10. Jack and Jack Handle (considered as one item)
 - a. A-17080 Jack (8 kinds) (blank, A, B1, B2, B3, C1, C2 or C3)



1931 Tool Kit Display

1. A-17005 Tool Bag (Types A, B or C)
 2. Open-End Wrenches- considered as one item
 - a. A-17015 7/16" by 1/2" (types I, II, III or IV)
 - b. A-17016 9/16" by 5/8" (types I, II, III or IV)
 3. A-17017 Wrench - Spark Plug and Cylinder Nut (types I, II, III or IV)
 4. A-17019 Tire Iron (types I, II or III)
 5. A-17020 Screw Driver (with wooden handle)
 6. A-17021 Adjustable Wrench with 3/8" lug on handle end
 - b. A-17081 Jack Handle (4 kinds-blank, A, B or C)
 11. A-17125 Grease Gun
 12. Instruction/Owner's Manual (no Ford number, one per year)
- NOTE: Early 1928 cars included the A-17040 Oil Can (through May 1928 only).
- (tool kit complements of MAFCA)*



The Demise of the Model A Part 2

BY ROBERT MACK — EDITOR



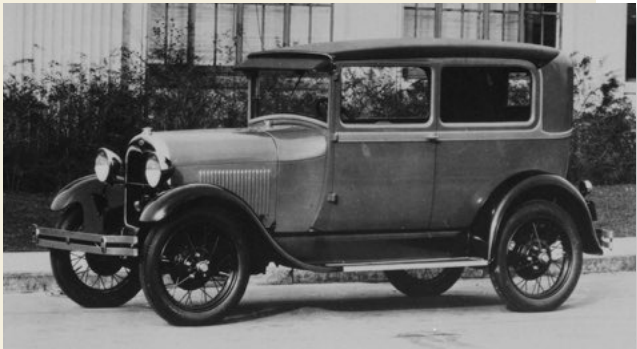
The Model A

Because of our love for the Model A most of us know a considerable amount about our beloved car. So there is little reason to go into too much detail.

The Model A was the second huge success for Ford and just in time. This model is the first vehicle to have conventional clutch, brake pedals and gear lever. Unlike the Model T, the Model A came in seven body styles and four colors. Edsel Ford should be credited for bringing Ford Motor Company out of the “doldrums.” He was instrumental, along with a few other key individuals, in convincing Henry to let the Model T die.

By 1927 there were 20 million cars on America's roads. It was the first year that Chevrolet beat Ford in sales and the first year sales of replacement vehicles surpassed the combined total of sales to first-time purchasers. There was one registered car for every 4.5 Americans and 55% of American families owned a car by this time.

Ford had to do something fast to recapture those who had grown up riding in, and driving, the Model T. They took a monumental step and closed plants altogether to retool for the “New Ford Car.” Delays strained their relationship with their dealerships and the public in general. But nearing the close of 1927 Ford unveiled pictures of the new car and by December 2, 1927, the American public could see the actual car in prominent dealerships throughout the country. Ford News stated that an accurate count was taken and 10,534,992, or 10% of US citizenry had viewed the Model A. In the first few days, 1/4th of Americans had interrupted their daily rigors to stand in line to see what the media and America was talking about.



continued next month



On the Road to Shangri-La

BY HOWARD ECKSTEIN

In 1933, James Hilton wrote the book *Lost Horizon* in which he described the mythical land of Shangri-La. In 1937, Frank Capra made the movie with the same title. Ojai, California was used as the backdrop for the film. Ironically, most of that footage was cut due to time constraints, but that hasn't stopped this little village up in the mountains east of Santa Barbara from calling itself Shangri-La.

Having just acquired my sedan and having replaced damaged fenders and doors, my friends and I decided we'd take a day trip to Ojai. We all got our dates and cars lined up and took off on the 120 mile roundtrip through the mountain passes of Los Angeles and Ventura counties.

It was not an uneventful trip. The sedan had not been driven much since I'd gotten it and taking it on this big of an adventure was gamey. Roberta joined me on a double date with the four or five other couples that came along with their cars.

We stopped to buy gas out on the highway. When we got back in the car, I began to drive out toward the road when I noticed that there was something wrong with my amp gauge. I gave it a thump with the heel of my hand whereupon smoke poured out from behind the dash and I yelled at everyone to get out of the car. An electrical short just on the other side of 10 gallons of gasoline was sure to be a recipe for disaster; not to mention we were still on the gas station property where volatile fumes hung in the air.





Seeing as how the car hadn't blown up yet, I ran back over, lifted the hood and yanked, bare handed, on the red-hot wire from the starter post to the junction block. Even when it's hot, 16 gauge copper wire doesn't break easily. After burning a line in my hand, I got a tool and disconnected the wire.

Here we were, stuck in the mountains with a fried electrical system. The wires in that car were probably original, and if the mice hadn't eaten the insulation, it had fallen off by itself. What was left was now charcoal.

"What are you going to do now?" Roberta asked in the best way she could to mask her anxiety.

"I'm going to fix it. It's just burnt wires. Nothing stops a Model A, and nothing stops me." I replied, hoping to assuage her fears.

One member of our group happened to have a household extension cord in his truck which he donated to the cause. Frank and Dale came over with a pocket knife and we worked together to rewire my car. If you've ever done this with a wiring diagram, it's confusing enough, but to do it out on the highway without the book, it was a test of our Model A acuity. With no terminal ends and a pair of rickety pliers, we got the car wired up and running again.

Roberta seemed a little more cheery once we got back in the car. Since after this cobbled-together repair there wasn't a short and the generator was charging, I didn't see any reason to drive back home.





Breaking News...

FROM NEWSPAPERS OF THE MODEL A ERA

MARCH 1, 1928 — Paul Whiteman & orchestra record "Ol' Man River" for Victor Records. Duke Ellington declared, "Paul Whiteman was known as the King of Jazz, and no one as yet has come near carrying that title with more certainty and dignity."



MARCH 16th, 1930 — USS Constitution (Old Ironsides) floated out to become a national shrine. USS Constitution is a wooden-hulled, three-masted heavy frigate of the United States Navy. She is the world's oldest commissioned naval vessel afloat; launched in 1797. Constitution is most famous for her actions during the War of 1812 against Great Britain, when she captured numerous merchant ships and defeated five British warships.



MARCH 17th, 1929 — General Motors acquires 80 percent of shares in the German company, Adam Opel AG, for just under 26 million dollars, becoming majority stockholder.



March 19th 1931— Nevada legalizes gambling. The stock market crash of 1929 and the Hoover Dam project led to the legalization of gambling in Nevada. In 1931, Nevada legalized most forms of gambling providing a source of revenue for the state.





Model A Era Ads

THE SATURDAY EVENING POST February 25, 1928

It may cost you a few cents more
but a million women have found it's worth it!

Pillsbury's Cake Flour

In 1869, after working in his uncle's hardware supply company in Minneapolis, 27-year-old Charles A. Pillsbury bought one-third of a local flour mill for \$10,000 and began what would become the Pillsbury Company, one of the oldest and most recognized firms in American food retailing.

AIRPLANE RIDES

4000 ft. PARACHUTE JUMP
2 GIANT AIRLINERS

Featuring the **BOEING CLIPPER**
AMERICA'S LARGEST TRIMOTOR

SPECIAL RIDES 50¢
LONG HIGH RIDE 100¢

INMAN BROS. FLYING CIRCUS

COMING LOCATION



Back in the 1920/30's the Inman Brothers operated one of the largest 'flying circus' shows to survive the depression. It's centerpiece attraction was a giant



Care-free days of youth

Keeping by casting off unnecessary cares... such as worrying whether your car is getting proper lubrication. Buy safe, Use Quaker State Stone Oil. That "extra quart of lubrication in every gallon" means the safest possible protection for your motor. And it means economy, too. Because with Quaker State, you go farther before you need a quart. The retail price is 35¢ a quart. Quaker State Oil Refining Corporation, O.R.G., Pa.

GO FARTHER BEFORE YOU NEED A QUART

IT WITH THE "FIRST QUART" TEST:

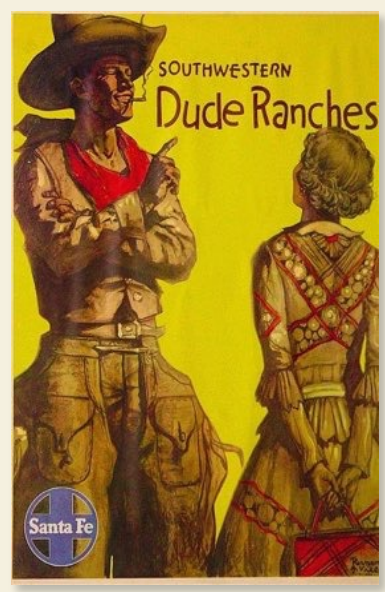
the crankcase and refill with Quaker State. The mileage you get before you have to add the telltale first quart.

Quaker State Superior Greases, Inc.



Hernando Gonzallo Villa (1881-1952) was a commercial artist and painter, best known for his work for the Santa Fe Railroad. His work for the company spanned forty years.

The western railroads were making tremendous efforts to lure tourists to the "wild west" traveling on their railroad.



Ladies Fashion Journal

WRAPS FOR FORMAL EVENTS

Janet Gundlach

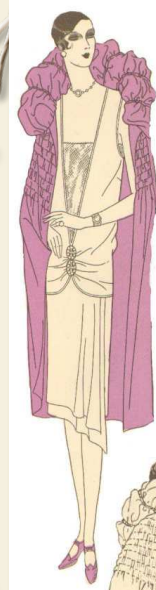
During the Model A era most furs were worn during the day time except for evening perhaps an all white or black single fox. In the 1930-1931 *Newton Annis Detroit Furs* catalog, only one coat, a slightly below knee length white Ermine coat, was displayed with a formal evening dress. So what was worn for formal afternoon or evening events?

The lady would wear "wraps" of jackets, coats or capes that varied in length and style as to year. The formality of the event determined the fabric.

← The cape to the left appears in *Butterick Quarterly Magazine*, Spring & Early Summer 1928. "One solution of what to wear with the down-in back frock is the cape – shorter in length." Pattern #1933



→ The cape to the right and above right appeared in the *Butterick Quarterly Magazine*, Spring & Early Summer 1928. The description is for an "Evening cape of light weight velvet" or "suitable for evening or afternoon wear." Pattern #1685. The June 1928 monthly handout showed a coat with a similar collar, Pattern #2051, "the crushed collar on this straight wrap is particularly correct for evening wear." The recommended fabric was Moiré silk.

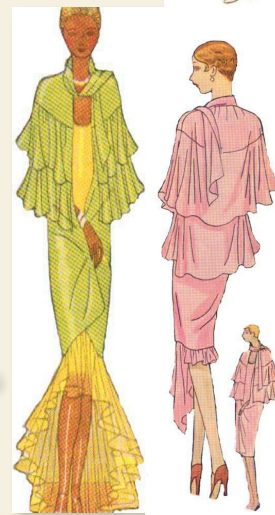


← *Butterick Monthly*, October 1928, department store handout. The coats to the left are Pattern #2210. The one to the far left is "to wear over the irregular hem, the new shortened evening wrap with a straight collar." The fabric recommended was metal cloth with fur banding. The second view is longer with a "mushroom collared version" of velvet and fur banding. The mail order catalogs sold imitation fur banding and the higher end catalogs sold real fur collars and cuffs.



→ *Butterick Quarterly Magazine*, Summer 1929

"Pale pink taffeta makes a straight line cape with little circular flares. Darts fit the wrap very snugly to the shoulder." The pale green wrap appeared in a "Celanese" ad inspired by French designer Molyneux. Both are Pattern #2437.



by Janet Gundlach
compliments of MAFCA
fashion committee
Part One



↔ *Butterick Quarterly Magazine, Winter 1929.*

This was a very popular evening coat since it appeared on the cover and three locations in the magazine along with November monthly handout. "The smart velvet wrap follows the lines of the frock. Low flare and collar of velvet flowers" or a fur collar can be added to the wrap. In all three views, note the low dip of the back of the coat and the shirring on the sleeves. Pattern #2838



↓ *Butterick Quarterly Magazine, Winter 1929.*

"A velvet evening wrap with a cape collar. This is a smart length with long frocks." Shown is a red velvet dress and wrap with a fur collar and cuffs, Pattern #2495.



→ *Pictorial Review Quarterly Magazine, Autumn 1930.*

"This is the silhouette Paris prefers for evening wraps over long gowns developed in heavy satin or velvet." The back view shows a bow at the back of the neck that trails to the lower edge of the wrap. Pattern #5161



← *Pictorial Review Quarterly Magazine, Autumn 1930.*

Chanel style wrap #5063 has a "striking fan shaped shirring (that) accents its French origin and (is) chic."





Message from MAFCA President



Things continue to go well for this year's national tour, Lobsters and Lighthouses. Registrations are very strong and like many of you, I have been looking forward to this for a few years now. If you are planning on attending don't delay registering or you may find yourself not able to go. Registration forms can be found on

page 45 and 46 of the September/October Restorer or by visiting mafca.com and the clicking on the "registration form" found under 2015 National Tour. Be sure to come and visit with Janet and me, we'd love to meet you.

As the economy continues to perform slowly, many car clubs around the country have found themselves with lowering membership numbers, putting a few in tough financial conditions. Fortunately for MAFCA, our membership remains stable. That being said, Jay McCord, our Membership Director has begun a new membership drive, "15,000 in 2015". Be sure to watch for information that Jay sends out or posts on the website. Or, you may shoot him an email at members@mafca.com for additional information on how your chapter can benefit from this program.

We're always looking at ways to better serve our members and chapters. Starting this month will be a "Members Only" area on our website. This is a closed section to the general public, so to access this new area, look for logon information in the March/April Restorer magazine at the bottom of the Table of Contents page. Our goal is to regularly post new and helpful information just for our members.

- June 8th-12th — "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.



- 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>



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.

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 from page 2)

We still host visitors from abroad, and all of them get to have an experience with that old car. My Model A has been an ambassador of good will for a long time and whenever I meet the people we've hosted, they always talk about their day out with the car.



フォード 1931年モデルに試乗しました

いはあっても同じような体験をしたと思います。それにしても二十五人全員よく頑張りました。そして全員無事に帰国できました。高井校長先生はこの体験で生徒たちは一回りも二回りも大きくなったと申されました。本当だと私も思います。帰国後、真つ先にハワードさん夫妻に感謝を込めてサンキューレターを書きました。今後、七月にはアイビーホールアカデミーから十三名が来村されホームステイするこ

Salty A's Touring

2015 Schedule

- April - Magna Movie Set
- May 2nd - Saturday Larry H Miller car show
- May 9th - Saturday, 9:00 a.m. Spring Dust Off and Breakfast at Liberty Park Memory Grove Tour and car games.
- June 12-14 - Combined Salty/Beehive A's trip to Bear Lake.
- June 26-28, Wallsburg
- July 4th - Layton Parade
- July 11th - American West Heritage Museum Tour, Wellsville; combined activity
- July 23rd - Bountiful Parade
- September 5th - Kearns Parade
- September 12th - International Model A Day
- September 16th - Utah State Fair, Model A car Show 10 a.m. to 8 p.m. Free tickets and parking.
- September 24-26th Tour to Wendover/Ely



“And Now A Word From Our Sponsors...”

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AMERICA'S BEST SELLING TRUCK

EVERY 42 SECONDS.
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¹Based on 2014 sales through October.

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