



UTAH VALLEY

- Model A Club -

April 2015

IN THIS EDITION:
DRIVER'S EDUCATION
 Demise of the Model A pt 2
 Model A Missionary

DRIVER'S ED DAY

ADVENTURES OF DAFFY DUCK



Reid

Elaine

Bill

Syd

Vern

Howard

Richard

Greg

Gemma

UVMAC DANCERS

The *UVMAC Dancers* are a contemporary troupe that “rent-out” for special events such as parties, singles dances, bachelor parties etc. Please book far in advance, they are in high demand and need long naps and plenty of time to stock up on Geritol before each performance. Reid comes at a higher price since he is the only one that knows the hand gestures, “Three Legged Elaine” and “Flat Footed Vern” net a ten percent discount. By the time of booking, Howard will know how to raise his foot off the ground, but don’t expect Gemma to grow a foot. Regardless of the event Syd will be on a mission; so will Greg, a mission not to lose as much hair as Richard.

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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	Fernando Salazar
Photographer	Greg Mack
Activities	Nicholas Mack
Awards	Kelly Barker
Newsletter	Robert Mack

Message from President Howard Eckstein

What We Do for Fun

It's fun being part of the Utah Valley Model A Club. We held our car rally on Feb 28, a gamey proposition in northern Utah at the elevation of 4600 feet above sea level. Early February had been marked by record high temperatures and clear skies. Even the weathermen on TV were pinching themselves. In our early February Board Meeting, we planned the calendar for the year. In an act of temerity, I suggested that we could throw the rally in on the last day of the month. So we did.

The rally had been written in 2013 and only the first half was run at that time because a 5 mile, 20 minute rally took all morning, and we were hungry for lunch. The second half of the rally is what we ran this year. It was a 3 mile, 15 minute affair with the best time at 24 minutes and the driver with the most perseverance clocked 1 hour and 16 minutes. I had to go looking for him and lead him to the finish line.

One of the clues was to answer the question "What is blind?" This had reference to a warning sign around a turn that said "Blind Driveway." One of our teams saw four deer, one of which had an eye out. Another team saw a blind man walking in the area. These things only happen during Model A adventures!

We have creative people in our club who put together great activities which require a lot of planning, preparation, publication and flawless execution. It is really gratifying to those who have put in that kind of effort to see the events well attended and enjoyed.



We have members of our club who have owned Model A's over a period of years and others who recently acquired one and are still bringing them up to roadworthy condition; with the help of course of willing mentors.

Continued on page 23

2015 Calendar of Events

April

- 6th — Board Meeting, 8:00 p.m.
- 16th — Monthly Meeting, Larry H. Miller, 7:00 p.m.
- 25th — Garage Seminar, lucky winner TBA

May

- 4th — Board Meeting, 8:00 p.m.
- 16th — UVU Auto Show 7:00 a.m. to 5:00 p.m.
- 21st — Monthly Meeting, Larry H. Miller, 7:00 p.m.

June

- 4-6th — Rat Fink/San Pete County Overnighter and Turkey BBQ
- 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

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

September

- — Board Meeting
- — Monthly Meeting
- 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

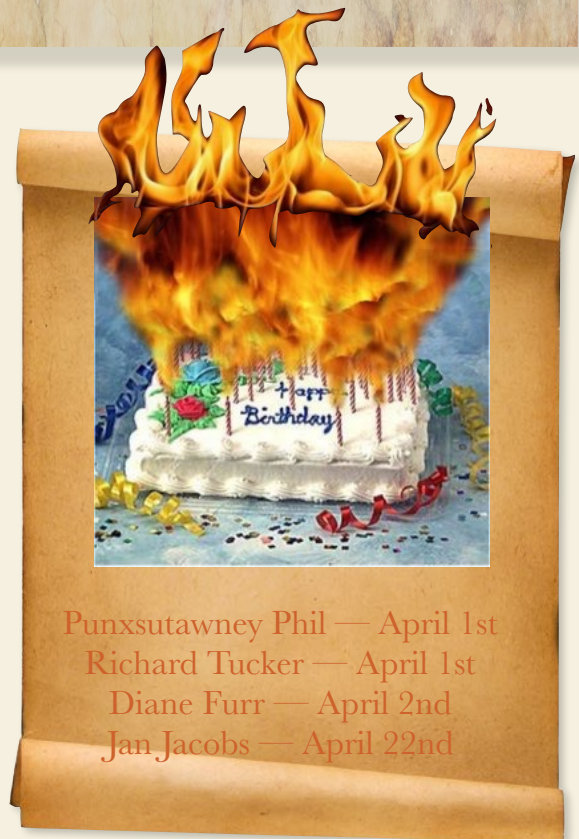
- 8th — Board Meeting 8:00 p.m.
- 10th — Monthly Meeting Larry H. Miller, 7:00 p.m.

December

- TBA — Christmas Dinner

The Wisdom of Henry Ford

There is no man living that can not do more than he thinks he can.



March Meeting

TAKEN FROM MINUTES PREPARED BY ELAINE CARLSON

Attendance:

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

Terry and Nina Pitman were guests and presenters tonight. We appreciate them giving of their time.

Financial Report: There is a total of \$1256 in savings and \$300 in checking right now.

Future Meetings:

- **April** - Danny will do a presentation on how tires are made.
- **May** - Clyde will discuss breaks.
- Elaine Carlson will be planning a fashion/costume event/presentation for those interested with help from resources at BYU.
- Bill Poule from the Salty A's will be giving a presentation about oil.
- A presentation on how to do your own Upholstery by Howard will take place in early summer.



We are down to just a few individuals who haven't paid their dues. Please remember the wellbeing of the club relies on your dues to function.

Presentations:

Bob Todd gave an excellent presentation on the electrical system of the Model A. He talked about the pop-out ignition, coil, distributor, and spark plugs. He also discussed various adjustments that could be made with the spark/retard level, timing, distributor point gap, and rotor gap.

Terry Pitman, owner of Snap Rebuilders reviewed starter and generator repair and things to watch out for when testing them. He pointed out that that the generator is the only component that really cares about polarity. He also described a process to test the polarity of the system.

Golden Wrench Award:

Clyde received the Golden Wrench Award this month for altering the gear shift to provide more leg room.

Howard rebuilt his gas gauge to earn his Golden Wrench Award.

Both were given certificates for their efforts tonight.



Garage Seminars:

Clyde collected names tonight of those who wanted to take advantage of the Garage Seminars. He will unveil the winner soon. Stay tuned for the winner and the Garage Seminar date.

Candy Man Clyde brought refreshments tonight and sweetened us all up before we left the meeting. Thanks Clyde!



Can You Guess?

MYSTERY SLEUTH



Whose Car is This?

Let's see how good of a memory you have. Most of you have only seen one other picture of this car. That was in last month's *Motometer*. Who owns this car?

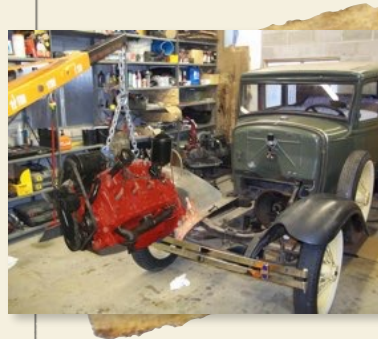


This one was not an easy one. It is the chassis of Greg Mack's 1931 Slant Window Standard Sedan



Out & About

Syd had the opportunity to share her Tudor with a local high school student who was doing a report on a famous US figure. She picked Henry Ford. She and Syd got together and took a ride in the Tudor.



Greg has finally solved his engine problems. Here is a shot putting in a flathead V8 engine in his car. He can't wait to "drag main."

Dale Bench is "On the Road Again!" He's ready to roll and anxious to get started. For most of us, we saw his car for the first time at the Driver's Training activity on March 28th.



Tim had heart surgery the week of our Driver's Ed activity; yet he participated and drove their Tudor during driving instruction!

Vern's first day at work on the BYU campus changing lightbulbs!



Model A Missionary

BY SYD CROCKETT

Missionary work means talking to everyone you meet about improving his or her life style through application of good behavior. We visit many homes and meet all kinds of people.

One day we were visiting a grandmother named Cora, in her front room. Part way through our visit Cora's 14-year-old granddaughter, Aubrey, came home from High School. Aubrey was a happy delightful young woman. As missionaries, we instantly involved Aubrey in our discussion. Suddenly Grandma Cora interrupted and reminded Aubrey, that she needed to work on her school report.

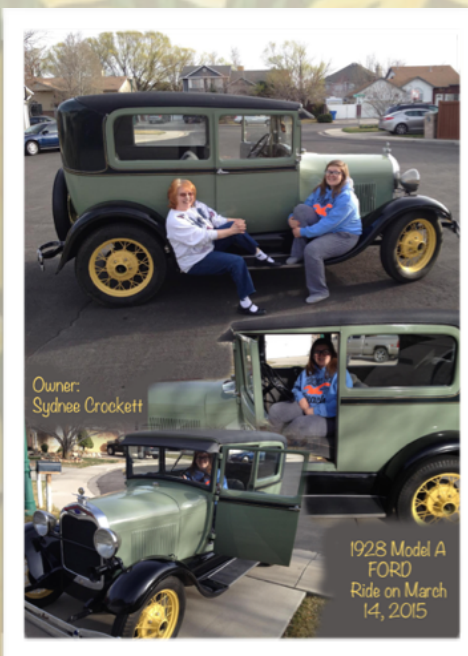
"What's your report on?" I asked.

Aubrey responded, "I'm doing a report on Henry Ford."

"That's awesome!" I responded, "I have a 1928 Model A."

Aubrey was excited with all the information I knew about Henry Ford & I offered to give her my "Henry Ford" book to use for further information.

Then one warm afternoon, I was out in my Model A, getting gas when I had the thought to drive over and see if Aubrey was home from school. I knocked on the door of her home and heard her mother say, "Aubrey, she's brought her car over!"



Aubrey was up off the couch and giggling as she ran out the door. She walked around inspecting my Model A, when I said, "Well, jump in and lets go for a ride!"

With Grandma Cora in the back seat, around the town we went, the horn blowing "Ooga" as we passed people walking.

"This is awesome!" exclaimed Aubrey!

"Yes it is!" I replied. "And do you know what song I sing while I'm out?"

"People often stare, they don't bother me.....for there's no where else on earth that I would rather be!"

Aubrey laughed. When we went home, I took some pictures with her & grandma on the running board of the Model A. It was a great day for all.

Two days later the daffodils blossomed. I emailed my granddaughter a picture of the bright yellow flowers and asked her if she remembered what we had agreed to, when the bright yellow flowers blossomed.

Soon a text came back, "It's time to ride to school in the Model A!"

It is so fun being a grandma.....but its even more exciting to pull up to the school in a classic old car and be "the Famous Grandma!" "You're so lucky!" kids around the school yell as my grandchild climbs in the Model A.



2015 Road Rally

*Drivers, to your cars... Driver's, start your engines.....
Da, what's the first clue?*

Even though we would have liked to have seen a better turn-out; we still four Model A's, two modern irons and eleven people who were able to enjoy each other's company; and for some — misfortune. Richard Tucker, Vern Cope, Howard and Gemma Eckstein, Grant, Angie and their family, Dale and Megan Bench, Clyde Munson, Fernando Salazar, Tim Eckstein and his wife as well as Nicholas, Natalie, Greg and Robert Mack participated in the fun.

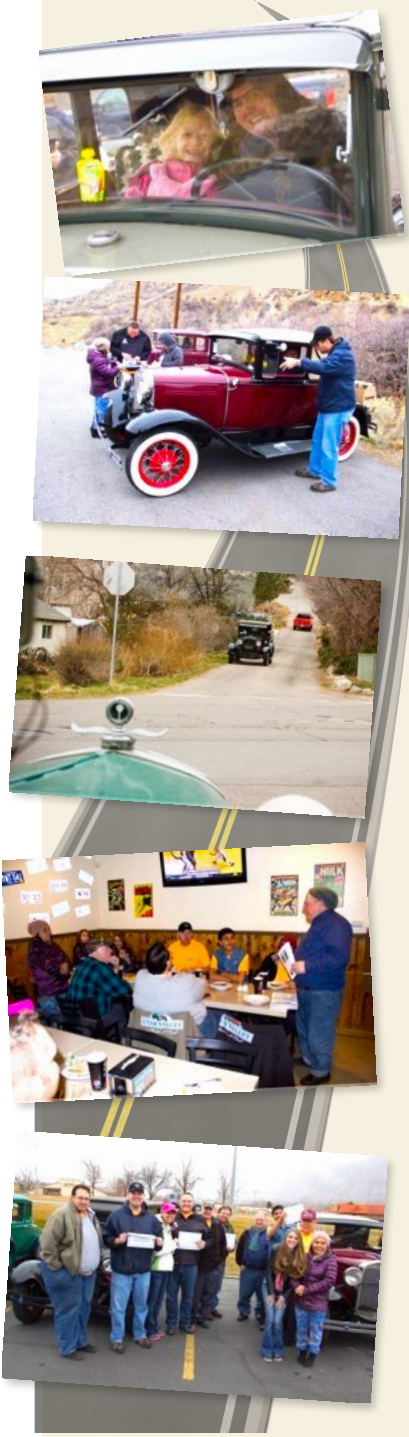
Affecter receiving



instructions, we started the clock and the cars were sent off in ten minute intervals. We had a couple false starts but within a half hour everyone was on their way.

It wasn't long before we passing each other, criss-crossing paths and making U-turns, yet everyone but two made it to the finish line without help. Poor Clyde and Greg came in last place though!

Once we were all together again we headed down to the Pizza Pie Cafe where we criss-crossed paths with each other as we filled our plates with pizza and pasta. Everyone enjoyed themselves and some even learned how to follow directions!





Driver's Education Day*

BY ROBERT MACK

The roads of Mapleton were terrorized on Saturday, March 28th as Model A's swarmed the roads of town like ants on a hunting frenzy. They were everywhere put-putting through town waving and honking at both pedestrians and motorists alike. In fact one motorist followed us around through curves and turns honking their horn and waving frantically for us to pull over (more on this later).

We had eleven cars turn out for the event. It ranked third in participation behind the movie, and the July 24th parade.

Richard Tucker, Howard Eckstein, Clyde Munson, Fernando Salazar, Dale Bench, his friend and son and family, Elaine and Reid Carlson, Syd and Tim Crockett, Joe Fazzio, Diane and Brim Brimley their grandkids and Margaret, Vern Cope, Colette and Bill Thompson all the way from Manti, and the Mack family with Nicole and Allison (Robert's sister). That was 28 people in all. We got to see two cars we haven't seen before — Dale Bench's tudor and Thompson's coupe.

The day started out with driver's training. Colette reacquainted herself with the "A" she used to drive to work years ago. Elaine got behind the wheel for the first time in years, and Becky learned how to drive an "A" for the first time ever! Margaret, stretching her legs to reach the floor, learned how to operate a clutch and use a stick-shift.

Others were able to go out with qualified instructors and picked up some very valuable tips on using the GAV, advance/retard lever, and shifting.

THANKS INSTRUCTORS !



*Please Note! No drivers, instructors, or cars were hurt during the production of this event — not even animals!



During the road portion of driver's ed. the Crocketts did a little "missionary work" for the club. As they were driving along, a lady waved them over and talked to them about the two Model A's in her garage. Her husband loved them and has been working on them for awhile when he died. His sons and friends finished one of them in time to give their dad one last ride in the Model A truck, a ride from the hurst to the gravesite. She came over to investigate, while we were conducting the games. Tim talked to Ken and Judy Jones who just live two doors down from the church parking lot. They have five Model A's. They too were encouraged to come and join our ranks.

As mentioned at the beginning of this article, Howard and Robert were chased down by a lady who saw us drive by. She chased us several blocks in her car. When she finally stopped us, we thought we were in trouble for something, but all she wanted to do was let us know that an air filter had fallen from one of the cars. Howard offered her a ride in the rumble seat of his car as an award for her efforts. Reid and Elaine were thankful for her diligence, it was their filter.

CAR GAMES

Following the driver's ed. class we were able to test our skills. Three games were set up — the slalom, parallel parking and fishing.



It was a good thing plastic cones were used for the slalom as several cars decided to check out the durability of their bumpers or tires. It is with pleasure that I report the cones were the victims in this case. As to parallel parking, it was a good thing the "stall" was marked by cones instead of automobiles, otherwise we may have had a few scraped fenders.



Everyone had a chance to check out their breaks in the fishing activity as they pulled forward and backed up each time a fish was caught and tucked away in the basket. The fisherman could move the pole up and down, but could not move it side to side. Some members learned the difference between vertical and horizontal in this activity.

Everyone had a great time trying to “best” each other. It got quite competitive there for awhile, and after most people left for Sonic a duel occurred in the church parking lot, not a duel with swords, but one with 40 pulsing horse-power under the hood. Vern and Clyde had it “out” with each other. Both vehicles put the pedal to the wood and burned out, unleashing those 40 horses all at once. It was an impressive start! At the other end of the strip however, Vern was the victor under the checkered flag. Clyde claims it was an unequal match of transmissions, Vern gives credit to his superior racing skills however. Regardless, it was exciting to see those two “A’s” rip up so much asphalt in such a short time.

This daft deft reporter tried to finagle the winners of the car games out of the judges, but they won’t divulge the winners until the April club meeting, so make sure you are there to see who the skilled (or lucky) drivers are.

We finished up at Sonic where we demonstrated our expertise in eating and telling stories. Again we caused a stir with the customers there. Crockets also found more possible members who moved to the area from Sandy, Utah. Thanks everyone for a GREAT time! Let’s do it again soon!





How I Learned to Stop a Water Leak

BY HOWARD ECKSTEIN



One thing I miss now that we're in the 21st century are the stories told me by people from prior generations. There was a time when an older someone would see me in my Model A and tell me; "I had a car just like yours; only mine was a Studebaker and it was red and it was a roadster, but it was just like yours."

On one such occasion, I was parked on Hollywood Boulevard one night when a man walked up to tell me his story.

"I was driving a Model A just like yours out on the Mojave Desert after the war, when the car in front of me kicked up a stone that hit my radiator. Well, I got out to take a look. Here I was, miles from help, with a stream of hot water squirting out. There was no way I could drive it like that, I'd burn up my engine. So I took out a wooden match, lit it and then blew it out. After it cooled, I rubbed off the burnt tip which left a pointy end. I jammed the matchstick into the hole in my radiator and broke it off. Once the wood got wet it swelled up and plugged the hole. I was able to drive home just fine."

Years later I drove my Model A to East Los Angeles everyday to Lincoln Junior High where I did some of my student teaching. One morning I arrived and one of the students noticed a larger than normal water leak steaming out onto the ground. The kids all knew my car usually leaked a little water, but this was different.

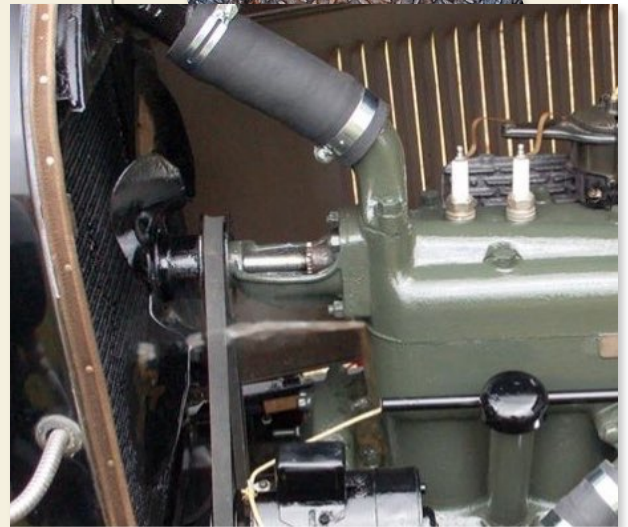
I opened the hood and saw steamy hot water squirting out from my head gasket in front of the engine just under the water pump. This was no good! I had to drive that car after classes across town to the University.

It was then I remembered the story the man told me years before about how he used a wooden match to stop his leak. I went to the wood shop and rifled through the saw cuttings. I picked up a little piece of hickory and shaped it into a thin wide wedge the right size to fit the hole in my head gasket.

I went out to the car with a hammer and drove the wedge in under the water pump and watched as the leak dried up. I made it to my classes that afternoon.

With my hectic schedule, I forgot about that hickory chip and never got around to replacing the head gasket. I ended up driving my Model A with that chip wedged in there for years.

Of all the stories I'd heard, the one about the match stick turned out to be very useful.





The Demise of the Model A Part 3

BY ROBERT MACK — EDITOR

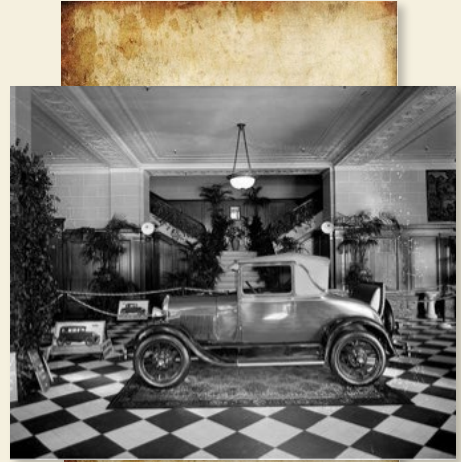


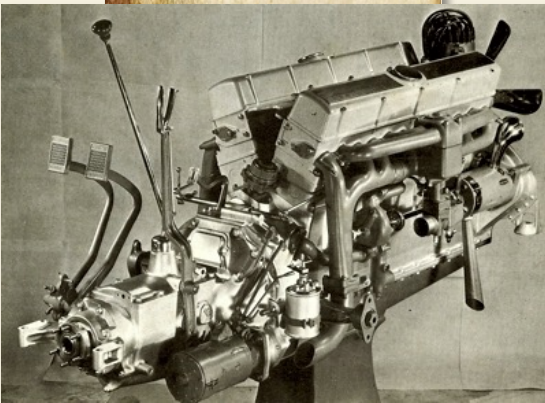
The Model A *(continued from March)*

Sales for the Model A shot through the roof. Pre-release orders of the promised “New Ford” numbered 200,000 even before the car was released. In the first year of sales, Ford sold one million automobiles and 5 ½ months later, on July 24th, the numbers reached two million. Ford's sales continued to climb and by March 1930 reached three million, but at a much slower rate, even though there were nine models available at the time. Although the high sales were staggering, it was short lived, and by 1931 sales were in a continued decline. And Ford wasn't the only auto manufacturer to experience lack-luster sales. There were three factors that contributed to declining sales; market saturation, technological stagnation and the Great Depression.

Market Saturation

In 1929 American automakers had sold 4.5 million cars in domestic sales. By the end of 1929, the last great year of the auto manufacturing boom, 26.7 million vehicles were registered and Americans had traveled approximately 198 billion miles in 1929 alone. By 1930 it reached 5.3 million. This all-time high was not surpassed until 1949. In comparison, the second leading car producing country was England with 237,000 autos. That same year Japan had produced 500 cars. The US had 26.7 million registered vehicles by the end of the year. By 1931 the U.S. had over 830,000 miles of paved roads stitching the country together and motorists had traveled 216 billion miles in their cars. The auto industry shifted from supplying new cars to first-time buyers to the replacement of existing autos.





Americans were no longer dreaming of owning their first car; if their budget permitted, they were now thinking about turning in that first car and purchasing a new and improved model. The used car market was now starting to play a significant role in the auto industry.

Long gone were the days of the Model T, whose goal was mobilizing Americans – mere transportation from the country to the city and back wasn't enough. Now the automobile had taken on a new life. Driving was considered leisure entertainment, not a means to an end, but an end in and of itself. The "average" American had fallen in love with the automobile.

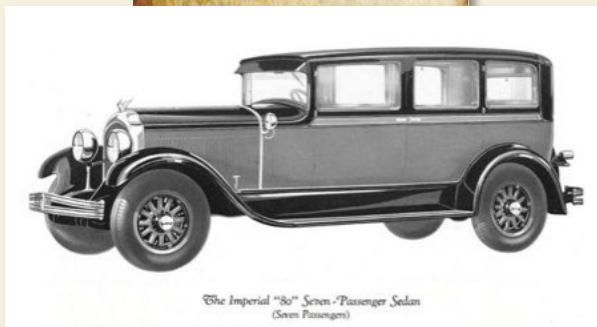
Technological Stagnation

There were still technological advancements during this time, but not at the same magnitude as the previous years. Ford was the trailing auto manufacturer of the big three by this time. Engines were getting bigger V8's and V16's were being introduced, self-starters, high compression engines, and hydraulic brakes were becoming more and more common. People were looking for larger, faster, smoother riding and more stylish cars and Ford didn't have them ready when the public demanded them.

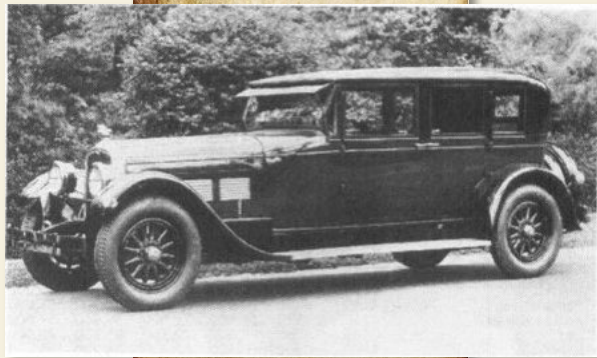
Even though Henry Ford had been experimenting with larger engines several years earlier, his love for the Model A hampered "progress." His strive for quality and technological perfection was holding the company back.



1927 CHEVROLET MODEL A



The Imperial "80" Seven-Passenger Sedan
(Seven Passengers)



Competitor, Alfred Sloan Jr led General Motors into a new paradigm shift about this time. Ford envisioned quality automobiles, Sloan's new approach to auto manufacturing was planned obsolescence. He focused on styling and continual changes. Minor changes would occur yearly and major modifications would happen every three years.

Sloan's new philosophy was that "the primary object of the corporation. was to make money, not just to make motorcars." He thought that General Motor's cars only had to be "equal in design to the best of our competitors ... it was not necessary to lead in design or to run the risk of untried experiments." GM would let other companies take the risks.

Earlier technological advances were manifesting its presences on America's roads. Engines were getting bigger. For example, Chrysler advertised is 112-horsepower Imperial 80 as "the most power automobile." To compete with that, Stutz began advertising a 113 horsepowered auto the following year. Chevrolet had introduced a V6 engine in 1927 and that caught Ford off-guard. Self-starters and high compression engines were becoming more and more common. People were looking for larger, faster, smoother riding and more stylish cars. But new technology was slow in coming. Automatic transmissions, improved hydraulic brakes, trunks built into the body of cars, stick-shifts on the column would not be present in large numbers until the latter 30's.

Part 4 continued next month



Breaking News...

FROM NEWSPAPERS OF THE MODEL A ERA

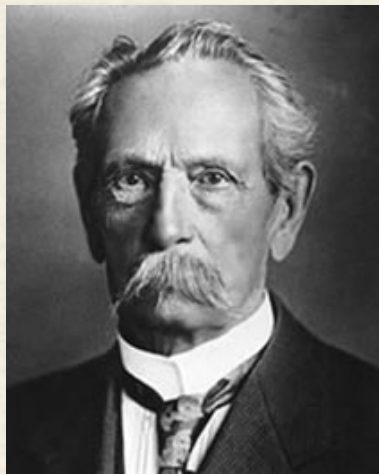
APRIL 9th, 1928 — Mae West's NYC debut in a daring new play "Diamond Lil." This was her fourth play, which opened up on Broadway. Mae, already raided once for indecency and arrested under the same charges, apparently learned nothing. Her play was as racy as the previous ones.



APRIL 28th, 1930 — The first night game in organized baseball took place in Independence, Kansas. The Independence Producers were a Western Association Class C team, and lost to Muskogee by a score of 13-3 at Producer Stadium. Around 1,000 fans witnessed the game.



APRIL 4th, 1929 — Karl Friedrich Benz, automobile engineer (Mercedes), dies at 84. He died at home in Ladenburg from a bronchial inflammation. Benz was a German engine designer and car engineer, generally regarded as the inventor of the gasoline-powered automobile, and together with Bertha Benz was founder of the automobile manufacturer Mercedes-Benz.



APRIL 11th 1931—Johnny Sheffield was born in Pasadena California. His father read an article in the *Hollywood Reporter* that asked, "Have you a Tarzan Jr. in your backyard?" He believed he did and set up an interview. MGM was searching for a suitable youngster to play the adopted son of Tarzan. Weissmuller chose him over more than 300 juvenile actors interviewed for the part.





The Chronicles of Greg & Clyde — Pt 4 “Smooth, Sweet Ride”

To ensure a smooth and comfy ride in my Model A, I was advised to rework the springs while they were off of the car. I used a spring spreader on the rear spring, but opted to use a variation of the Harold Eckstein method. This involved a jack, a couple 2x4's and some straps for safety. I used the jack to slowly relieve the pressure of the front spring off of the spring perches. Once the pressure was off, I was able to remove the shackles and take the spring off of the axle.

Once the spring was removed I disassembled it by placing 2 C clamps on both sides of the center bolt and slowly loosened the bolt and clamps sequentially. After the tension was released and the leaves were separated, I used a wire wheel to clean off the paint and rust. To help with smooth operation of the spring, each end of the leaves needed to be beveled to keep them from digging into the spring below it. The top of each leaf also needed to be ground smooth to remove the memory marks left from the leaf above it. A 50 grit sanding disc on an electric angle grinder made quick work of the beveling, but the memory marks took a bit more time and effort to remove.

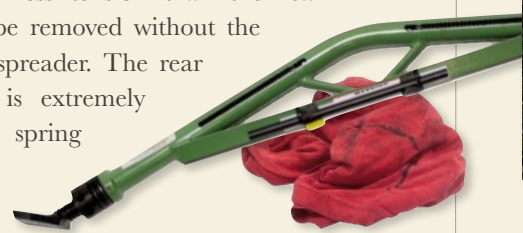
With the spring cleaned and ground smooth, a graphite lubricant called SlipPlate was used to paint the wear surfaces. This lubricant will help provide a slick surface without attracting any dirt or moisture. Once the SlipPlate dried, the spring was ready to be reassembled. Using a new center bolt I assembled the spring in the reverse order in which it was disassembled by using the clamps to draw the leaves tight. Once it was all back together the center bolt was cut off about 1/4" from the nut and peened over to keep the nut from coming off. Finally the whole assembly received a coat of paint to help protect it from the elements.





After the springs are installed back onto the car, I can look forward to a nice cushy squeak free ride that will hopefully last another 80+ years.

***Safety note:** springs contain a large amount of potential energy and can be extremely dangerous. Use extreme caution when working on springs. The front spring has less tension than the rear spring and can be removed without the use of a spring spreader. The rear spring however is extremely lethal, a proper spring spreader and caution should be used.



by Greg Mack

Watch out!

Do you believe everything you read? We have a standing joke in our house, "If it came from the Internet it must be true!"

"Fool me once, shame on you, fool me twice shame on me." Well I've tried to fool you a number of times. Did you find them? Go back and look again, then write down the April Fools jokes in the column on the right. If you need more room, use a separate sheet.

We'll check your answers at this month's meeting.



1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____



Ladies Fashion Journal

by Janet Gundlach
compliments of MAFCA
fashion committee
Part Two

WRAPS FOR FORMAL EVENTS



← *Pictorial Review Catalog*, Autumn 1930.

"This little evening coatee with its flared bordering ruffle is rounded and wrapped tightly at the waist." This same pattern is listed for the "college girl and her evening wardrobe that includes a short velvet wrap for festive wear." Pattern #5347

→ *Pictorial Review Catalog*, Autumn 1930.

"This elbow length cape dips in a point to well below the hips in back. The point of the hem, which follows same dipping line, may reach the ankles or be shortened to the knees." Pattern #5014



← *Vogue Pattern Book*, June & July 1930.

"Evening capes are so important that every wardrobe should include one." This model is of velvet with a scarf collar." Pattern # 5227



← *Vogue Pattern Book*, June & July 1930.

"For summer evenings, short wraps and diaphanous frocks are loveliest." Chiffon wrap has a scarf tie in the back. Pattern #5256

From a "Celanese" Fabric ad in *Vogue*



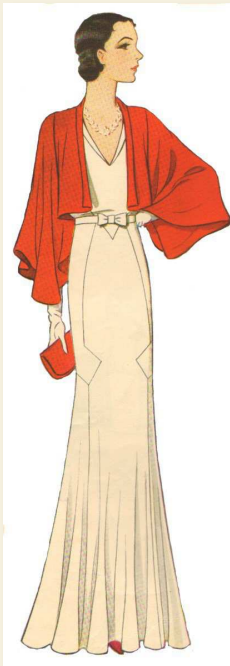
← *Altman Magazine*, Spring 1931.

A "youthful evening wrap of transparent velvet, waist length with flowing sleeves" offered in bright red, jade green or black. \$16.50

→ *Pictorial Review Fashion Book*, Fall 1931.

"Paris adores this jacket. Imagine it in rich velvet or vivid colored crepe worn over your formal gowns." Pattern # 5757





← *Pictorial Review Fashion Book*, Fall 1931.

Brief jacket, inspired by Paris designer Patou. Pattern #5745



← *Pictorial Review Fashion Book*, Fall 1931.

Another brief jacket by Patou. Pattern #5632.



← *Butterick Quarterly Magazine*, Winter 1931.

This coat is "bulky above, slender and curved in at the waist."

The fabric recommended was metallic cloth and fur band-ing. Pattern # 4131

→ *Vogue Pattern Book*, Autumn 1931.

"The long, formal evening coat does not require much fur trimming, for its beauty lies in line & fabric. This wrap of dull velvet is combined with tinted Ermine. The shoulder cape is beautifully shaped."

Vogue Couturier Pattern #122, Price \$2.00.

This was a very expensive pattern for the time.



← *Butterick Monthly* department store handout, December 1931.

"This short velvet wrap is very important fashion this season. Notice the new corded collar and the new sleeve."

Pattern # 4156





← *Butterick Quarterly Magazine, Winter 1931.*
Both of these patterns are based on Paris designs.

Pattern #4076 red with black fur.

Pattern #3748 for beige hip length coat with fur.



↑Capes found for sale at Internet vintage clothing stores.

Very few of these “wraps” have survived. Consider visiting TheFrock.com. They often display these wraps for sale at exorbitant prices. Other times they can be found on eBay. If you are just looking for a wrap for your sleeveless dress for club events or banquets, consider checking Kohl's or Fred Meyer (Kroger stores). They both had short velvet and metallic little jackets this past holiday season. Since this is past, visit donation or consignment stores. For a summer dress consider making a shear cape to complement your dress. MAFCA Pattern McCall 5990 could be made as an evening coat.

Four years of Wraps have been shown in this article to give you a brief education to know what to look for to complete your “coordinated apparel” category for judging or just to enjoy wearing.





Model A Era Ads



Milton Hershey initially did not want the Hershey brand name associated with a chocolate bar that contained peanuts, so it was introduced as being produced by the "Chocolate Sales Corporation" a fictitious company supposedly formed in 1925.



When Listerine was first introduced, by Joseph Lawrence who name it after Joseph Lister, it was an antiseptic. It took some time to impact the mortality rate in hospitals. By 1910, just 25 years after the introduction of Listerine, the rate of death had gone from 40% to 3%. This was just before World War I, which was already one of the deadliest wars humanity has ever waged. It's troubling to wonder what may have happened had Listerine not come to market.



Aladdin was founded by two brothers, after observing the success of another company selling knock-down boats. They began by selling boat houses, garages and summer cottages. Aladdin quickly expanded to become one of largest mail-order house companies in the U.S. But by 1928 the company's sales dropped to an all-time low of 1000 homes. They never recovered from the Great Depression.



In 1912 Vernard Cope established Cope Purveyors, and became the largest group of traveling "Snake Oil" salesmen in the U.S. During their peak they had over 10,000 salesmen in every state in the Union. Vice President of Sales was the infamous Bill Thompson whose wife, Colette, was the concoction's creator. Many people through-out the U.S. thank Cope Purveyors for emptying their wallets.



Model A Ford Club of America



I am still reading some 100+ Chapter newsletter, nine months of each them. I am very impressed with a lot of them. I am scoring them for this year's newsletter awards. I need to remind you that according to MAFCA Bylaws "all Chapters shall regularly publicize and encourage support of all MAFCA policies and programs. Each Chapter shall strongly advocate that all its member be MAFCA members..." The newsletter is the best way to comply with this requirement.

NEWS FROM THE MODEL A FORD CLUB OF AMERICA

Nevada Introduces Bill to Restrict Eligibility for Classic Vehicle Registration. Under the bill, the special plates would only be allowed for passenger cars and require that owners provide proof satisfactory to the state that the vehicle is driven solely for personal use and not more than 5,000 miles during an annual registration period. The owner would also be required to have another passenger car or motorcycle registered during the entire registration period. The bill also would now exclude light commercial vehicles from eligibility.

Here are some of the individuals who need to know how you feel. Please take the time to write to one or more of the following:

jim.Wheeler@asm.state.nv.us

jill.Dickman@asm.state.nv.us

vicki.Dooling@asm.state.nv.us

michele.Fiore@asm.state.nv.us

brent.Jones@asm.state.nv.us

PK.Oneill@asm.state.nv.us

stephen.Silberkraus@asm.state.nv.us

melissa.Woodbury@asm.state.nv.us

More information on the matter at MAFCA.com

- 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 of activities and tours. We will be taking road trips to scenic locations such as Conception Abby, Lost Creek Wind Farm and Shatto Dairy. Details and registration information can be found on our regional website www.2015regional.com."



- June 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>



15 FOR 15

Your new Board of Directors has set a goal to increase MAFCA membership to 15,000 in 2015. The Model A Ford Club of America does a lot for both us as a club (insurance, newsletter articles etc.), and the Model A hobby in general. Treat yourself to a membership and subscription to the best Model A magazine *The Restorer*. Help MAFCA reach their goal. You won't regret it!

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

Joe Fazio has repented from buying the Packard. He is selling it so that he can buy another Model A. If you are interested in buying the Packard, the first person with \$500 takes it home!

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've taken a track in our club meetings where we have different members speak to us on basic Model A science. Also some more technical presentations have been given. I think this has encouraged more of us to improve our cars and our knowledge of what makes them tick.

Our March Activity was a driver training day with car games. Many of our newer members needed help with developing better and safer Model A driving skills. There's a knack for driving these cars and keeping them running at their peak performance; much of which depends on the adjustments made on the road by the driver. My son exclaimed: "Dad, this is a completely manual car!"

He's right; it's great fun getting together with the club behind the wheels of our Model As and feeling the road pass under our tires.

Howard

April Fools or Fact?

The club received a letter and certificate from Jill Sullivan, the Chapter Co-ordinator for MAFCA. In the letter she states;

"After reading over 100 newsletters for nine months and grading them, I am pleased to announce that you, as editor of the Utah Valley Model A Club newsletter, *The Motometer*, was awarded a Certificate of Merit Award for 2014 from the Model A Ford Club of America. Congratulations on a fine newsletter!"

Jill Sullivan
MAFCA Director





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