



# UTAH VALLEY

## Model A Club

January 2016

IN THIS EDITION:  
**THE CHRISTMAS LIGHT TOUR**  
Transversing the West Desert in 85  
Year Old Time Machines Pt 3

OFFICIAL  
CONVERSION  
CHART

ZINC IN OIL  
AND IT'S  
EFFECTS



### WHAT'S INSIDE

- |                       |                                   |                                      |
|-----------------------|-----------------------------------|--------------------------------------|
| 2 President's Message | 6 The Christmas Light Tour        | 21 Tool Box                          |
| 3 December Meeting    | 8 Official Conversion Chart       | UVMAC Mercantile                     |
| 4 Calendar of Events  | 9 Golden Wrench Award             | 22 Breaking News....                 |
| Wisdom of Henry Ford  | 10 Zinc in Oil and its Effects... | 21 The Fashion Journal               |
| Birthdays             | 12 Traversing the West Desert     | 23 MAFCA News                        |
| Classified Ads        | 16 The Fashion Journal            | 24 "Now a Word from<br>Our Sponsors" |
| 5 Can You Guess?      | 20 2016 National Convention       |                                      |
| Trophy Case           |                                   |                                      |



The Utah Valley Model A Club, 224 S. Main St., Springville, UT | [utahvalleymodelclub.org](http://utahvalleymodelclub.org) | look for us on [Facebook](#) and [Instagram](#)



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). Membership with MAFCA is encouraged.

## 2016 Club Officers

### CLUB OFFICERS

President	Nicholas Mack
Vice President	Vern Cope
Secretary/Historian	Robert Mack
Treasurer	Diane Brimley

### APPOINTED POSITIONS

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

# A Message From Our President

## FRESH BLOOD

Hi Everyone, I am your new president for 2016. I have mixed feelings about this. I am worried and excited about it all at the same time. I am worried, because I'm not a clone of Clyde or Howard. I don't have the verbal prowess they possess and am not a Model A mechanic like either of them. But, I am excited because we do have some things in common. I love my Model A, thoroughly enjoy being involved with the club and its' members and am excited to participate in the activities Clyde and his committee connive.

In last month's message Howard said, "If you are nominated it is because someone has confidence in your ability and trusts your judgment. If you are elected, it is because many share the same sentiments concerning you."

I hope you agree with him and share some of the same sentiments I do. If so, you know that I can't do this alone. I need your help. The club can't function at it's peak efficiency without everyone pitching in.

Concluding with another quote from Howard, "Let's look forward to the coming year and build upon the successes of our past while we move ahead with new ideas and progress. Time spent in the service of others is never time wasted." Let's not waste time, let's have a good time this year- with each other.

*Nicholas Mack, President 2016*



## 2016 Calendar of Events

We are anxiously awaiting news from the Activities Chairman and his committee to see what fun lays in store for us during 2016! Keep referring to the club's website, or Facebook for current news.

### June

- 19th-24th - Model A Ford Club of America's National Meet in Loveland, CO. You can find more details by clicking at this link: <http://www.milehighcountry2016.org/>



### September

- 10th - Model A Day. Mark your calendars now so nothing will get in the way of this fun event.

## 2017 Calendar of Events

### June

- 22nd-24th - Northwest Regional Meet, Coos Bay, Oregon. Hosts: The Myrtlewood A's

### September

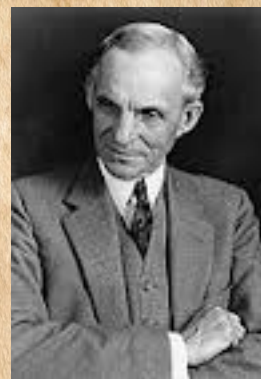
- 10th-17th - MAFCA National Tour Pacific Northwest Tour, Olympia, Washington. Hosts: Lion's Gate Model A Club

## Classified Ads

- Tony has many Model A parts for sale. If you need something call him before ordering parts. He may already have it. (801) 796-0396.
- Hunt Willoughby, previous owner of Cliff's Sport Coupe, has many more parts for sale. A sampling is shown in the photo on the right. Call him at (801) 420-2797.



### The Wisdom of Henry Ford



*Most people spend more time and energy going around problems than in trying to solve them.*

### HAPPY BIRTHDAY!

**JENN MUNSON - JAN 18TH**  
**TIM ECKSTEIN - JAN 24TH**  
**ROSS DAVIS - JAN 28TH**

# December's Monthly Meeting

## Attendance:

Tim and Syd Crockett, Diane and Brim Brimley,, Vern Cope, Gemma and Howard Eckstein,, Tony and Jan Jacobs, Becky, Greg, Robert Mack, Nicholas and Natalie, Allison Mack, Clyde and Jenn Munson, Bill and Colette Thompson, Bob and Janell Todd and Richard Tucker. Guests Fred and Suzanne Mertlich.

## Club Business:

Everyone was welcomed to the annual dinner meeting and awards ceremony, by outgoing 2015 president, Howard Eckstein. New club rosters were passed out (if you didn't get one see Nicholas). Greg unveiled the new 2016 club calendar and passed them around for everyone to see. Artist, Fred Mertlich was introduced. He is the artist that drew the pictures of our cars for the calendar. Other of his works presented were coloring books and greeting cards. Calendars can be purchased for \$12.00, Model A Coloring Books for \$5.00, and greeting cards for \$2.50 each or 3 for \$5.00.

Awards were presented (see below) by Howard Eckstein followed by Greg giving him a large canvas drawing of his car by Mr. Merlich. A summary slide presentation was to be presented by Jenn Munson, but technology prevailed and the program crashed.

## Upcoming activities:

Christmas Light tour on December 29th. Meet at Shopko in Spanish Fork at 7:30 p.m.. If possible bring your car (Model A or modern decorated). We will be touring the Spanish Fork Festival of Lights (\$5.00) and the Salem Ponds Christmas displays. Afterwards we will stop for some warm refreshments.

## Awards:

Howard gave out the following awards for their technical presentations:

- |  |  |
|--|--|
| 1. Bob Todd - Electrical System              | 6. Fernando Salazar - Tire Manufacturing |
| 2. Vern Cope - Body Work                     | 7. Nicholas Mack - Coolants              |
| 3. Tony Jacobs - Differentials               | 8. Reid Carlton - Carburetors            |
| 4. Brim Brimley - Windshield Wipers          | 9. Robert Mack - Batteries               |
| 5. Clyde Munson - Brakes                     |  |
| Special Presentation - Colette, Super Sleuth |  |

## New Officers for 2016:

- |   |                              |
|---|------------------------------|
| Director of the Board - Howard Eckstein | Instagram - Fernando Salazar |
| President - Nicholas Mack               | Facebook - Clyde Munson      |
| Vice President - Vern Cope              | Webpage - Greg Mack          |
| Treasurer - Diane & Brim Brimley        | Awards - Kelly Barker        |
| Secretary/Historian - Robert Mack       | Photographer - Greg Mack     |
| Activities Director - Clyde Munson      |                              |





# Can You Guess?

MYSTERY SLEUTH

## Whose Car is This?

This car is the only car in the club with duel side mounts. Who does it belong to?



These beauty rings belong to none other than Vern Cope's 1929 pickup.



## Trophy Case

### Club Awards

**Colette Thompson - Super Sleuth**

See "December's Monthly Meeting (pg 4) for other awards.

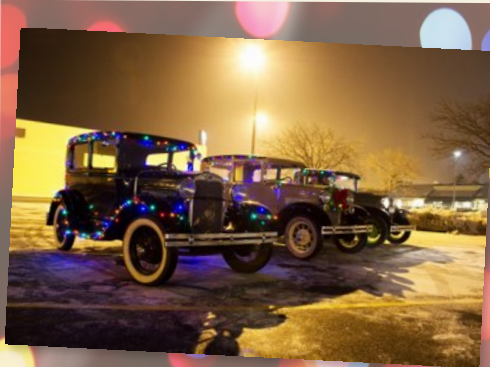
**Golden Wrench - Ron Sessions**



Please pay your dues as soon as possible. The club relies on your dues to function. For first time members it is \$25 for each voting member. For returning members, dues are \$20. Dues not paid by March 1st go up \$5, so please bring your money to this month's meeting. Dues should be given to Diane. Thank you for your support!

# The Christmas Light Tour

ARTICLE & PHOTOGRAPHY BY GREG MACK



I cannot think of a better way to wrap up the year and enjoy the Christmas spirit than by using our Model A's to make things cheery and bright!

We met in Spanish Fork for our second annual Christmas light tour. Despite the frigid weather and light falling snow we had three Model A's all decked out in lights. We started the night with a quick repair of one of Nicholas' burned out headlights. After buttoning it back up Howard checked with everyone to make sure that we all had gas. Nicholas confirmed that between he and the car, there was plenty of gas.

We lined up the convoy and hit the road. With Nicholas in the lead we made our way through town, however as we took the first turn out of Spanish Fork Nicholas' car started acting up. It lost power, sputtered and died. He tried to restart it and the process repeated. We pulled off to the side of the road to try and diagnose the problem. Hmmmm.... maybe we are out of gas? A quick look in the tank with a flashlight confirmed an empty dry tank. Oh boy! What just happened to that full tank we had supposedly started with? Apparently when you leave your gas petcock valve open over a period of a few days with a stuck float in the carb, you run out of gas quickly!

The group waited patiently as we tried to decide how we should approach our problem. Unfortunately the rear of our convoy was unaware of the situation and were still sitting on the road. It was not long before our Christmas lights were not the only lights lighting the night. Some blue and red flashing lights had appeared out of nowhere. An officer was quick on the scene to inform us that we needed to clear the road and get this convoy moving!



Nicholas decided to stay with the car and call AAA, aka dad, for some gas. I jumped in the next available Model A with Dale and Lisa and we took the lead. We arrived at the Festival of Lights and quickly became part of the show. It was impressive and a lot of fun to see the Model A's driving through the lights! We received honks, waves and thumbs ups as we drove through.

After touring the Festival of Lights we made our way to Salem Ponds. In an attempt to avoid having to cross traffic and get onto Hwy 6 I steered Dale towards a back road that Nicholas and I really enjoy taking. This road is a beautiful tree lined road that winds its way along the base of the ridge along the southeast end of Spanish Fork. It is a beautiful road to travel....during the day, but a terrible choice at night as it has no street lights, sorry everybody for an exciting ride!

After a short pause to let everyone catch up we made our way back into Spanish Fork. We passed by the spot where we left Nicholas, however Nicholas was no longer there. A quick phone call revealed that he had made it to the ponds and was waiting for us. We rendezvoused with Nicholas and made our way around the pond, enjoying the dazzling lights floating out on the water. It was really beautiful and seeing Model A's trailing behind made it even more memorable.

Despite the cold and some frustration, it was a lot of fun and a great end to a great year! Next year should be even better, we may even start with a full tank of gas!



## Official Conversion Chart

SUBMITTED BY BILL THOMPSON

### ★ How to Interpret Antique Cars Ads ★

#### IF IT SAYS:

#### IT REALLY MEANS:

Rare model . . . . .	Nobody like them when new either
Older restoration . . . . .	Can't tell it's been restored
Needs engine work . . . . .	It's been frozen for 30 years
Uses no oil . . . . .	Just throws it out
No rust . . . . .	Body and fenders missing
Rough . . . . .	It's too bad to lie about
One owner . . . . .	Never been able to sell
No time to complete . . . . .	Can't find parts anywhere
Needs interior . . . . .	Seats are gone
Rebuilt engine . . . . .	Has new spark plugs
May run . . . . .	But it never has
Low mileage . . . . .	Third time around
Many new parts . . . . .	Keeps breaking down
29 coats hand-rubbed paint . . . . .	Needed that much to cover rust
Clean . . . . .	It sat out in the rain yesterday
Best offer . . . . .	About what I expect to get
Always driven slowly . . . . .	Won't go any faster
Prize winner . . . . .	Hard luck trophy 3 times in a row
Store 25 years . . . . .	Under a tree
Real show stopper . . . . .	Orange with purple fenders
Easy restoration . . . . .	Parts will come-off in your hand
Ready to show . . . . .	Just washed it
Top good . . . . .	Only leaks when it rains
Good investment . . . . .	Can't depreciate any more



# Golden Wrench Award

BY RON SESSIONS

*Editors Note: Last year Ron purchased a 1928 Sport Coupe from a guy in Colorado. He knew it wasn't in that great of shape, but he thought it wouldn't take too much to get it on the road. Once Ron got the car home and did a thorough inspection he decided that the best thing for the car would be a frame-off restoration rather fix the obvious problems and then drive it and make repairs as necessary.*

*He now has the car down to the frame and is working component by component to get everything back to Henry's standards.*

This is how I cleaned and repaired my front and rear leaf springs on my 1928 Sport Coupe.

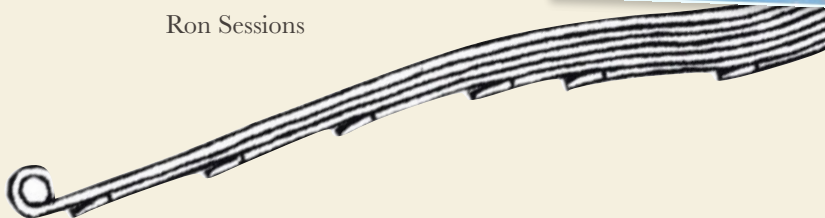
I took off my front and rear springs. They were very rusty on both sides. I used a belt sander with a coarse grit and sanded them until they were clean on both sides.

My front springs were stacked uneven and one leaf was too long to put on the spring clip, so I cut off 3/4th inches off both ends and sanded the ends smooth.

I put a thin layer of silicone on all the springs, re-stacked them, and put new bolts through the leaves. I used a "C" clamp to compress the springs then I put on the spring clips.

I finished with a couple of coats of black non-rust paint. I did this with each set of springs. Now they are ready to put back on the car.

Ron Sessions



# Zinc in Oil and its Effects on Older Engines

BY JIM O'CLAIR FROM HEMMING'S DAILY

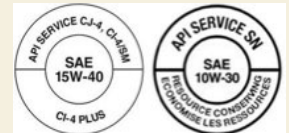
There has been a lot of confusion in the last few years about the lowering of zinc and phosphorus levels in modern oils and how these lower levels relate to classic and performance engines using standard flat tappet lifters – that is, just about every car built before the Eighties. The concern involves the use of the new lower zinc/phosphorus-content ILSAC (multi-viscosity) oils, readily available on shelves at auto parts stores everywhere, and how compatible they are with these older engines.

When anyone mentions zinc, they are actually referring to zinc dialkyldithiophosphate, a compound invented by Castrol for use in mineral-based oils or zinc di-thiophosphate (ZDTP), which is normally used in synthetic oils. Both have been used as an anti-wear ingredient in engine oil for many years. The zinc and phosphorus ingredients appear to be most effective when they are used together. ZDDP/ZDTP is one of many additives that are put into conventional motor oil to improve its lubrication qualities. Other ingredients such as boron and molybdenum are also added as lubricant enhancers.

What was discovered through oil testing by several engine component manufacturers is that many older engines experience a short period of time during engine start-up where critical lubrication is insufficient between metal-to-metal lubrication points when using modern oils with reduced amounts of ZDDP/ZDTP. These same enhancers unfortunately have their downside: The phosphorus in this compound creates carbon buildup in engine bores and valve-trains, and both compounds can also lead to the early demise of catalytic converters. For this reason, the industry has been phasing out zinc and phosphorus levels since 1994, when the American Petroleum Institute's SH designation became the industry standard, and levels have been further reduced in each subsequent API rating for engine oils. Manufacturers have tried adding more boron to offset the effects of the reduced zinc and phosphorus levels; however, the dry start

protection does not measure up to those using more ZDDP/ZDTP. This has opened up a whole new market for zinc/phosphorus additives for oil and many camshaft and engine manufacturers now recommend that an additive be used in initial break-in and for regular use.

All engine oils are rated for viscosity by the SAE as well as additive content by the API; passenger car ratings are two-letter designations that start



with “S.” Heavy-duty or off-road equipment ratings start with “C.” The current API oil rating for passenger cars (gasoline engines) is SM and for trucks (diesel engines) CJ-4. Within these designations, you can determine how much zinc and how many other chemicals are present in the ILSAC (multi-viscosity) oils. These levels do not apply to straight-weight oils. If levels in the ILSAC oils are too high for the API specification, they cannot be rated for the current specification unless the container specifies “for racing or off-road use only” or “for use in classic cars.”



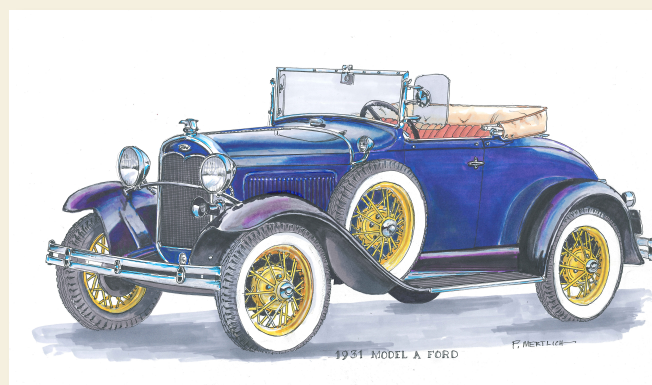


This has caused oil companies to reduce levels of many additives, including zinc and phosphorus, to the required maximum in order to meet the current specification. Listed here are the current specifications for maximum amounts of additives to achieve the API ratings. P is phosphorus, Zn is zinc, and B is boron. Each figure is total parts per million of additives. These can also be roughly expressed in percentages by multiplying by .0001 (1301 PPM = .13 percent, 994 PPM = .099 percent)

API	P	Zn	B
SJ	1301	1280	151
CI-4	1150	1374	83
SL	994	1182	133
CJ-4	819	1014	26
SM	770	939	127

Most engine and engine component manufacturers recommend zinc and phosphorus content of more than 1,200 PPM for break-in; in fact, many will void warranties on camshafts or crate engines if this minimum is not found in the oil sample you supply when returning broken parts for warranty. For this reason, many manufacturers produce their own zinc additives or oils with supplementary zinc included; GM even offers its own break-in oil with additional ZDDP. With respect to readily available oil, you can see from the chart that, if you can find oil still on the shelf rated SJ or SL, you can use them, but you are right on the cusp of voiding a warranty. New SM oils are just not going to cut it unless they have a zinc additive to boost the rating and one of the zinc supplements should be used with these oils or oils containing additional ZDDP additives are recommended.

Some enthusiasts have recommended using commercially rated CI-4 15W40 diesel oil to meet the zinc and phosphorus additive requirement; however, CI-4 is an old specification and hard to locate. You can see that the CJ-4 specification that now supersedes it is well below acceptable levels. Our best recommendation is that you contact your oil supplier for exact additive contents. Many straight-weight oils do not have to meet the ILSAC API specifications to be sold as SM or CJ-4, so this may be an alternative. Classic car oils with elevated levels of ZDDP/ZDTP are also being offered by many suppliers. Regardless, if you are purchasing off-the-shelf oil for your classic car, ILSAC multi-viscosity oils rated SM or CJ-4 should have stated zinc and phosphorus additive supplements for use in older engines or an additional separate additive should be purchased and used with the new oil. As the new API rating SN becomes available in the next year, even more caution should be taken as the levels will be reduced even further.



# Traversing the West Desert in 85 Year Old Time Machines Pt 3

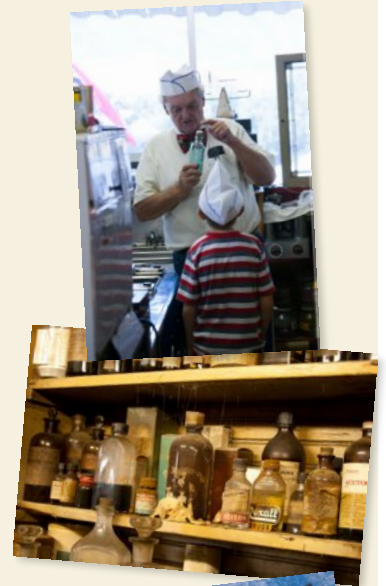
BY GREG MACK

*Editor's Note: This month we will hear about the Salty A's trip from a novice long-distance traveler. Part 1 was a view of the trip by seasoned long-distance traveler (Clyde); part 2 was a look at the same trip by novice Greg. Part 3 concludes the series.*

We stopped in the small town of McGill where we were welcomed by Daniel Braddock, our tour guide and soda jerk, who showed us around the McGill Drugstore Museum. Stepping into this drugstore was like taking a step back in time. It was in operation from about 1908 until it closed its doors in the early '80's leaving things untouched until 1995 when they turned it into a museum. Many of the products sitting on the shelves date back to the 50's, some of the medications have long since been forgotten and some even down right dangerous. Further back into the store were prescriptions and medical records dating back to the early 1900's. Daniel told us stories of the area and how school kids even rode a school train into Ely. He finished up our tour by serving us ice cream while we sat around the fountain bar.

From McGill we finished up the remaining 12 miles to Ely and visited the Nevada Northern Railway Museum. We toured the engine house, blacksmith shop and foundry and got to see the railroads various locomotives and equipment. After the tour we boarded a three car consist being pulled by Baldwin 4-6-0 #40 and headed up the canyon. We learned about the various mining operations and different mines located along the route as we tumbled along at 15-20mph. The ride was enjoyable but a little short. The experience of riding the steam train and the chance to tour the facility was well worth it though as it was extremely rich in history.

As we left the railroad, we passed by the freight depot where the Chevy club was having a party. We could not resist the opportunity to give a couple blasts of the good ole ahooga horn to let them know the Ford club was here too! From here most of the group headed to the hotel, Clyde and I along with Rich and his carload headed up to Clyde's parents house so that they could hopefully clean out Rich's carburetor and kick this problem for good. While Clyde worked diligently on the carb, the rest of us meandered through Ron Munson's garage admiring his collection of cars. In the garage we were in, he had about three Model T's, three Dodge Brothers touring cars, two Model A's as well as a pair of '50's F-150 pickups and a couple of Lincolns. Clyde's cleaning must have done the trick because as soon as Rich hit the highway he took off down the canyon and left us in the dust.







After grabbing a bite to eat, we retired for the night. I must say that our accommodations were very fitting for our trip. We stayed in the Hotel Nevada, a historic hotel built in 1928 and opened in 1929 for service. The building showed its age and the plumbing also reminded you that it was not a modern facility but the experience was a good one. I could not help but to imagine what it might have been like back in the day, someone taking their "New Ford" out for a night on the town and a weekend stay in the new hotel. I was really hoping that we could get a shot of our cars in front of the hotel but time restraints as well as traffic on the main street prevented that from happening.

Saturday we wasted no time pulling out of Ely. It wasn't that we were not enjoying our time in Ely, we just had a time slot at Lehman Caves that we needed to make it to. Shortly out of Ely we came across the best scenery of the trip, but also the most grueling section for the cars. There were two mountain passes standing between us and Utah, we would have to cross Connors Pass that rose to an elevation of 7,729 ft with 8% grades and also Sacramento pass that was 6,720 ft. Henry (Clyde's car) reminded us of how much he hated climbing hills at speed.

The best part though was the view through the back window seeing a line of Model A's winding through the 'S' curves. After navigating through the winding mountain road we pulled into the town of Baker, population 62, and then headed up to Lehman Caves.

Lehman Caves is a beautiful marble cave filled with stalactites, stalagmites, and helictites. The formations in this cave are awe inspiring and plain out amazing. They looked like something out of this world and are a real treat to see. We spent a little over an hour touring the cave and learning about some of the unique and rare features found in this cave that are not seen in any other cave. It was quite the experience, and I highly recommend visiting the cave.

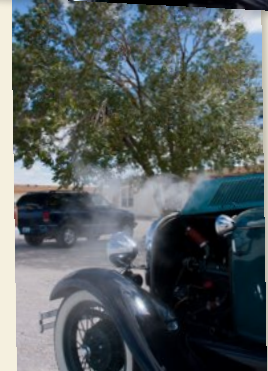
After the tour, we hit the road again and headed for the Utah - Nevada border. We could actually see the border as we descended the hill from the cave. We stopped at the border to fill up with gas as this was the last service available until we reached Delta.



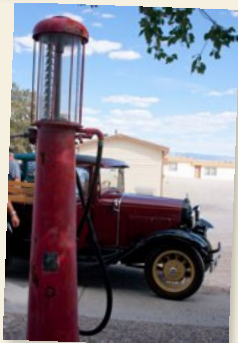
Here we were able to pump our gas in Utah but yet fill our tank in Nevada as the station straddled the state line. It was here that we also discovered Rich's car was overheating, the geyser coming from his radiator kind of gave it away. It was decided that we would grab lunch here while his car cooled down. A good decision as we were getting hungry and do not know if we would have been able to make it to Delta for lunch, especially considering the events that were about to happen.

For some reason Rich's car did not want to go home as the second it hit the pavement it stalled and would not start. We had barely crossed over the state line and it was DOA. Many heads were again under the hood trying to diagnose the problem. The conclusion was to try a new carburetor. Carburetor number two went on but there was no change. Thinking the new carb was also plugged up we tried a third carb to see if the third time really is the charm. Nope, no go! Throughout the trip and even during this current roadside seminar there was joking that most carb problems were electrical and most electrical problems were carb problems. All joking aside, it was mentioned that maybe our problem is after all an electrical problem. Sure enough, there was no spark. A new condenser went on, points were checked and connections cleaned and still no start. Clyde then noticed that the distributor cap was quite worn, he pulled a new cap from his bin of parts and brought the car back to life. We buttoned things up and threw the tools into the car and Rich shot off down the road trying to get as far as he could before there was another problem. A few miles down the road, I began wondering where Rich's passengers ended up. He shot out of there so fast his passengers never had a chance to jump in. Seeing that he was long gone we tried our best to catch up and just hoped that there was space in the trouble truck for the abandoned passengers!

It was not long before we caught up with Rich sitting on the side of the road. I could not tell which was putting off more steam, Rich or the car. We topped off the car with water and he took off again. We also took some time to top off a couple other cars as well. Henry was getting a bit thirsty and Bill's pickup was running hot as well. Back on the road we only made it but another forty miles before we happened across Rich again. We repeated the cycle and were on our way. By now Henry was letting us know he did not like all of the stop and go in the hot desert as vapor lock was getting the best of him. There was a bit of sputtering, hiccuping and bucking after each stop before he would start running smoothly on all four cylinders. Surely we must be getting close to Delta right? I do not know how much more of this road I can take. I am not sure if it was because I was tired of the desert scenery or if the stretch of road to Delta is really that bad. I think everyone on this trip has learned first hand why this road has been nicknamed 'The Loneliest Road'.







After what seemed like forever, we finally came upon a town, and unfortunately it was not Delta. As we came around the bend, we found some Model A's on the side of the road huddled under some shade. I thought for sure one of them would be Rich's sedan, but to my surprise he was not even in the group. Someone had lost a fan belt and had been holding off for the last few miles to replace it until there was some shade to work under. One of the pickups in the group also lost his generator and was now running strictly on battery power. After getting the new belt on, we were on our way again. Well, except for Clyde and me. Henry must have wanted some more time in the shade as he did not want to start. Clyde poured some water on the fuel line and carb in hopes to bring the temperature down. After waiting a few minutes for Henry to cool down, he finally gave in and started up. Somehow, Clyde managed to con me into getting behind the wheel, so I finished driving us into Delta. It was during this part of the trip that Clyde realized that his motometer actually did work. From the driver seat you cannot see the mercury rising in the gauge, but now that he was sitting in the passenger seat, he could see it clearly. All these years of thinking it was broken and all he needed was a different perspective.

After arriving in Delta, we learned that we had left poor Chuck stranded out in the desert as his Tudor did not want to start after our last water stop. Attempts at getting AAA on the line to get a tow truck out to him were not going well so it looked like the trouble trailer would have to come into town and drop off Troy's huckster and go back to get Chuck. By now it was getting late and with another four or so hours of driving time still ahead, it was decided that another night in a hotel would be necessary. Not trying to be rude, Clyde and I decided we would prefer to avoid another night in a hotel and since we only had about two hours drive time left, we abandoned our friends in Delta and kept on heading towards home.

Granted what happened next would have probably happened regardless of whether we had of stayed the extra night or kept going, but there is always that doubt in my mind that had we have not continued on we might have been okay. Not far out of Delta, Henry's engine started chattering. At first it was not bad, but it got progressively worse. Clyde found a sweet spot that the chatter would disappear, but if we went any slower or faster or encountered any load then the engine would start making a racket. We debated on turning back, but decided we were going to need help sooner or later so we might as well get closer to home so that our rescue team had less distance to travel. I called my dad to see if he could come and help but was quickly reminded that his truck was out of commission. We called Joe Fazzio next to see if he could get a trailer and come save us. He inquired as to what the problem was and then instructed me on things I should try to do to get the chattering to stop (he was thinking it was just driver error due to me still

*continued on the bottom page 19*

# The Fashion Journal

## YOUR CROWNING JEWEL

by Mary Carlson  
compliments of MAFCA  
fashion committee

Are you tired of your hair? Is it feeling listless? Does it need a bit of a pick-me-up? Well, there is help! During the Model A era, women had a multitude of products to choose from which promised to make their hair better behaved and more beautiful. Some suggestions from 1927 through 1931 are:

First of all, you needed a good shampoo. Watkins Mulsified Cocoanut Oil Shampoo was featured in magazine ads as well as *Montgomery Ward* and *National Bellas Hess* catalogues. Another advertised shampoo was Golden Glint Shampoo. They promised luster, sparkle, glossiness and beauty.

This is from the *Montgomery Ward* Fall Winter 1927 – 1928 catalogue.



**Lustrous Healthy Hair**  
*Depends Upon Proper Care*

**Mulsified Cocoanut Oil Shampoo**

**Gives Hair Extreme Loveliness—Makes Modern Styles Most Attractive**

*Brings Out All the Natural Life, Wave and Luster. Gives That Wonderful Gloss and Silky Sheen Which Makes Your Hair So Much Admired.*

The simplicity of the bob, and the modern styles of hair dress, make beautiful hair a necessity. It is the first thing in your toilette to be noticed. Happily, beautiful hair is now easily obtained.

It is in large measure a matter of shampooing. Ordinary, old time methods, however, will not do. To bring out the REAL BEAUTY, the real life and luster, natural wave and color, the hair must be shampooed properly.

While your hair needs frequent and regular washing to keep it beautiful, it cannot stand the harsh effect of ordinary soaps. The free alkali in ordinary soaps soon dries the scalp, makes the hair brittle and ruins it.

That is why millions of women now use Mulsified Cocoanut Oil Shampoo. This clear, pure and entirely greaseless product cannot possibly injure, and it does not dry the scalp, or make the hair brittle, no matter how often you use it. It keeps the scalp soft and the hair fine and silky, bright, fresh-looking, glossy and easy to manage.

**53 G 1778—**  
\$1.00 size (9-ounce).  
Shipping weight, 2 pound 10 ounces.  
**79¢**

**53 G 1779—**  
50¢ size (4-ounce).  
Shipping weight, 1 pound.  
**39¢**



## Charming Hair!

*Now you can have it  
and keep it!*

Your hair, soft, fragrant—*lustrous!* Alive with that youthful sparkle everyone admires. Having it and keeping it is largely a matter of proper shampooing. Not just soap-and-water "washings", but the regular use of a shampoo that really *beautifies*—one that was created especially to improve dull hair and add that little something extra so often lacking!

If you really wish to make your hair bewitchingly lovely—just one Golden Glint Shampoo will show you the way! No other shampoo, anywhere, like it. Does more than merely *cleanse*. It gives your hair a "tiny-tint"—*a wee little bit*—not much—hardly perceptible. But what a difference it makes in one's appearance; that exquisite softness of tone that everyone admires! Millions use regularly! You'll like it! There's a youth-imparting touch—a beauty specialist's secret in its formula. At your dealers', 25¢, or send for free sample.

**J. W. KOB! CO.**

637 Rainier Ave., Dept. J, Seattle, Wash.  
Please send a free sample.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Color of my hair \_\_\_\_\_



**Famous Mulsified Coconut Oil Shampoo**

**33¢ UP**  
Regular 50¢ size

**Keeps the Hair Soft and Gives it a Silky Sheen**

**34 D203**—To bring out the real beauty of your hair use Mulsified Coconut Oil Shampoo. It renews the life of faded hair; feeds roots and keeps scalp clean and healthy. Clear, pure and entirely greaseless. Regular 50¢ size. **33¢**  
Postage 5¢ extra.

**34 D204**—Regular \$1.00 size. **69¢**  
Postage 7¢ extra.



The listing from *National Bellas Hess*, fall -winter 1928 – 1929 catalogue. Note that the sizes of the bottles were not given.

Once you had shampooed your hair, you might have wanted to give it a treatment of some sort. You could color it or apply a color restorer.

**“Bring back my BLONDE HAIR . . . . to me!”**

**DRY** your eyes, little used-to-be blonde. You'll be singing another song—when you've had a Blondex shampoo! For Blondex will gently coax back all your natural golden beauty—give your hair new sparkle, new bewitching lights. Prevents darkening, too. Contains no harsh dyes—no harmful chemicals. Stimulates scalp. It's *safe*. At all reliable drug and department stores.




## GRAY HAIR

**THROW** away messy, old-time, “crude dyes.” They are dangerous and noticeable. Call back natural shade by clear, colorless liquid combed through hair. Does not wash off. Leaves hair live looking and lustrous. Keeps easy to curl. May apply only to gray parts.

Make amazing test. 1. Test on single lock. 2. Comb through gray parts. 3. Color returns. Few cents' worth gives complete restoration. Get full-size bottle from druggist. He will return every penny if not delighted.

Or send coupon for free test package (give color of hair).

**FREE**  
Dept. 360-F, Goldman Bldg., St. Paul, Minn.  
Name \_\_\_\_\_  
St. \_\_\_\_\_

**MARY T. GOLDMAN'S**

The Empress Hair Color Restorer promised to give the desired shade to faded or grey streaked hair. Easily applied to black, chestnut, light, dark or medium brown, and it's harmless. Glostora was said to give your hair a high luster and keep it in place.



**Hair Color Restorer** **\$1.59**

**Easily Applied at Home : Harmless**

**34 D775—Empress Improved Instantaneous Hair Color Restorer.** Gives desired shade to faded or grey streaked hair. Easily applied at black, chestnut, light, medium or dark brown. State color desired. **\$1.59** Postage 7¢ extra.

Now, it was time to dry and style the hair. Hair curling liquids as well as hair dryers were available. Wardgrade curling fluid was delicately perfumed and was added to the hair before styling, whether by iron, fingertips or curlers. Wildroot Wave Set was the talk of the professional hairdressers, as it was greaseless, non-sticky and fast drying, while resetting the wave firmly. The lightweight hair-dryer threw a steady current of warm air, at a whopping 440 watts. If you had bobbed hair, there was a brush just for you.



**\$4.35**

**Hair Dryer**

Powerful, motor driven, blower type. Light weight; efficient. Easy to use. Throws a steady current of warm air. Dries hair quickly. Neat black enamel finish. Height over all, 7½ inches. With about 5½-foot cord and plug. For any 105 to 120-volt current. Draws 440 watts. Ship. wt., 3 lbs. **63 G 1822....\$4.35**



**A remarkable new wave-setting fluid**

Professional hair-dressers everywhere are talking about this amazing new finger-waving fluid. Greaseless, not sticky, very fast drying, daintily fragrant, it resets the wave firmly and leaves no trace of residue, nor does it stain blonde or gray hair. Try it yourself! Send ten cents for trial bottle with full directions for using. Guaranteed. Large size at hair-dressers, druggists or department stores. Wildroot Company, Inc., Dept. WH-9, Buffalo, New York.

**WILDROOT WAVE SET**

Send 10c today for trial bottle



**Bobbed Hair Brush**

Ebony back. Size, 1¼ by 7½ in. Shipping weight, 10 ounces.

**53 G 3955—Black extra stiff hand drawn bristles \$1.19**

**53 G 3956—White Bristles..... 1.35**

**For a Beautiful Even Wave That Stays in**

**Wardgrade Curling Fluid**

Molsten your hair with the Fluid, before curling, whether you use an iron, your fingers or curlers. Serves as a dressing, giving the hair a soft, glossy appearance. Delicately perfumed. Equally satisfactory with bobbed or long hair.

**53 G 1756—4-ounce bottle. Shipping weight, 14 ounces. 37¢**

**53 G 1757—8-ounce bottle. Shipping weight, 2 pounds 6 ounces. 57¢**



But, if you still were not satisfied with the way your hair looked and behaved – the easiest thing to do was to cover the whole mess with a hat!



## Traversing the West Desert

CONTINUED FROM PG 15

being a novice to Model A's), I would then repeat this information to Clyde. After a couple minutes of this coaching Joe asked me who I was talking to, I told him that it was Clyde and that we were driving in his car. To that Joe immediately responded, "Where are you? I will get a trailer!". He knew that if Clyde was in need of help it must be serious.

The next couple of hours were the longest ride I have taken in my life. To me it felt like it took forever, but for Clyde it must have felt like an eternity. I could see the pain on his face as he listened to that poor old engine, every stroke it took was slowly tearing away at his heart as his baby was on the verge of self destruction. The torment of wondering how much more abuse it could take and knowing that it could give out at any moment was killing him. This engine has seen a lot of miles and he knew this day was coming, but did not think it would be today. We crawled into Eureka at a grueling 10mph

and finally made it to the top of the hill on the east side of town. From here it was all down hill, we crested the hill and let gravity take its course. We coasted the next 13 miles and came to rest quietly under a lowly street light in the small town of Goshen. Thankfully we did not have much time to grieve as Joe and Pat were only about 5 minutes away in Santaquin. We loaded Henry on the trailer and finished the rest of our journey home.

All in all it was an excellent trip and we had an amazing time! We want to thank the Salty A's and Beehive A's for letting us come and crash their party as well as put up with us. Also a special thanks to Joe and Pat for dropping everything in a minutes notice to come and rescue us, thank you! It is mine and Clyde's hope that some day our club can take a similar tour. Our club has been slowly venturing out further and further on our current tours and will hopefully build up everyones confidence to tackle a large tour like this one.

## 2016 MAFCA National Convention

**JUNE 19-24; LOVELAND, COLORADO**

WELCOME! Join us for a ride on Birney Car 21 on summer weekend afternoons and holidays. Each 3-mile round trip between City Park and Howes Street (downtown) along Mountain Ave. takes about 1/2 hour. We are the Fort Collins Municipal Railway Society (FCMRS), an all-volunteer organization working with the city of Fort Collins to provide a heritage streetcar experience.

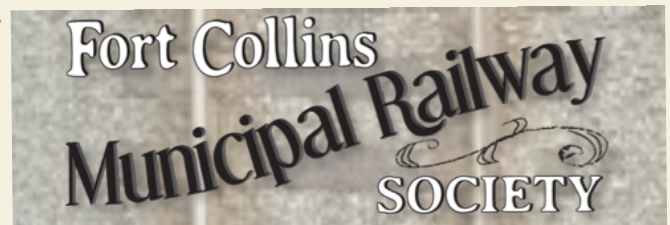
"The Denver and Interurban Railroad (D&I), a subsidiary of the Colorado and Southern (C&S), built a three-legged streetcar line in Fort Collins in 1907 as part of their expansion along Colorado's Front Range. The plan was to develop electric feeder or "collector" lines to connect with the C&S, the major transportation artery up and down the Front Range.

Four new Woeber double-truck streetcars arrived from Denver in the fall and began operating on all three lines on December 29, 1907.

Daily operation consisted of three cars running on the three lines. Each car had a two-man crew. All cars meet at the wye at Mountain and College every 20 minutes, then departed in a different direction. Cars ran from 5 AM through midnight, serving most of the businesses in the City, plus students at the high school and Colorado A&M College.

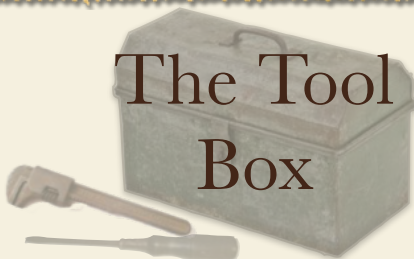
As it turned out, Fort Collins continued being the smallest (and last) city in the USA to operate a regularly scheduled streetcar service. The end came on June 30th, 1951."

Now the line runs from the City Park to Old Town Saturdays and Sundays from noon to 5 p.m. Adults: \$2, seniors & children: \$1. <http://fortnet.org/>





### The Tool Box



Listed below are tools club members are willing to loan. Of course it is expected that if you borrow them you return them in good condition and in a timely manner.

- **Brake wedge adjusting wrench** - Clyde
- **9/16 8 point socket** – for main bearing bolts and stubborn transmission plugs - Clyde
- **Offset head torque tool** – tighten the head without removing the distributor - Clyde
- **Timing gear nut socket** - Clyde
- **Carburetor jet wrench** - Clyde
- **Distributor bushing reamer** - Clyde
- **Distributor cam wrench** - Clyde
- **Brake arching machine** — still collecting all the parts necessary to operate it - Mack's
- **Spring Spreader** - Greg
- **Borescope** - Dale
- **King Pin Reamer** - Bill



### UVMAC Mercantile

#### *The Used Car*

30 minute DVD;  
only four left  
\$10.00



#### *Club Logo Sticker*

\$2.00

#### *License Plate Toppers*

\$10.00



#### *IMAD Patch*

Complete your  
set only five left  
\$3.00



\$15.00



\$45.00

#### *Club T-Shirts & Jackets*

Your car on club logo. Contact Vern for details



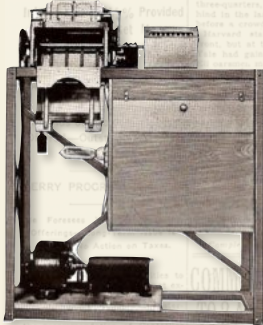
"All the News That's  
Fit to Print."

# Breaking News...

LATE CITY EDITION  
WEATHER—Probably clear to  
bly, tomorrow, temperature  
Temperature, Wednesday, Jan. 15, 1930, 40

VOL. LXXXII...No. 27,500

## FROM THE NEWSPAPERS OF THE MODEL A ERA



**January 17th, 1928** — A patent was granted for the first ever fully automatic photographic film processing machine. Automatic film processing would allow for a faster, less-complicated alternative to traditional film processing.

demonstrate their use. Morris was so impressed she asked Lauder to sell her products at her new salon. One thing led to another, and Estee Lauder was created. About her success she said, "I have never worked a day in my life without selling. If I believe in something, I sell it, and I sell it hard."



**January 7th, 1929** — "Buck Rogers", 1st sci-fi comic strip, premieres in the newspapers. Buck Rogers has been credited with bringing into popular media the concept of space exploration.

### Buck Rogers, 2429 A.D.

### The Sleeper

by PHILLIP NOWLAN  
and RICHARD CALKINS



**January 15th, 1930** — Josephine Esther Mentzer marries Joseph Lauter (later Lauder). Josephine, nicknamed Estee, worked in her uncle's business, New Way Laboratories, which sold beauty products such as creams, lotions, rouge, and fragrances. She was fascinated watching her uncle create his products. One day, as she was getting her hair done at the House of Ash Blondes, Florence Morris, the salon owner, asked Lauder about her perfect skin. Soon, she returned to the beauty parlor to hand out four of her uncle's creams and

**January 15th, 1931** — The first woman purchases a baseball team. Lucille Thomas purchases the Topeka Senators franchise in the Western League.





## Model A Ford Club of America

Established 1937

"The Largest Car Club in the World Dedicated to One Type of Automobile"



## Model A Ford Club of America



A World magazine for school age children is the creation of two MAFCA members and former school teachers, Archie Cress and Frank Rosin,

from Washington State. They published A-World from its inception until 2010, when a new editor was named: Sherry Winkinhofer. Sadly, Archie passed away in 2011. This newsletter is now published 4 times a year and is written for school age children from Kindergarten through 12th grade.

Any MAFCA member may request a subscription for children, grandchildren, neighbor's children or other school youth interested in Model A's. At the present time, the subscription is free. Others may subscribe for \$10 a year or \$2 for each back issue.

[Click Here](#) for an application for A-World. Then, perform these tasks:

- Download a copy of the A-World subscription application to your computer.
- Open the PDF with Adobe Reader 9 or higher (Windows) or Preview (Macintosh)
- Fill it out using your computer
- When you're done, print it to a new PDF file
- Email the new PDF file to [info@mafca.com](mailto:info@mafca.com).

If you don't want to fill out the form on the computer, simply print it out, fill out by hand and mail in to: 250 South Cypress, La Habra CA 90631-5515. Or, Fax to: 562-690-7452

**June 19-24th, 2016: MAFCA National Convention**, Loveland, Colorado. In the tri-city area, Loveland, Greeley and Fort Collins.



**September 10, 2016:** International Model A Day.

**December 5-8th:** National Awards Banquet, Reno Nv.

**June 22-14th 2017: Northwest Regional Meet.** A 3-day event with a boat load of things to see and do. Plan to "Sea By The Bay in Your Model A."

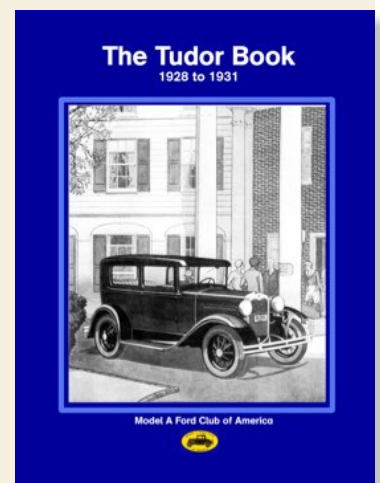
**September 10-17, 2017: Pacific Northwest Tour**, Olympia, Washington. Hosted by Lion's Gate Model A Club.

**TBA 2018:** National Convention, Reno NV

**TBA 2019:** National Tour, Canyonlands, Moab, UT

## The Tudor Book

"In response to many members seeking a book devoted to a particular body style, MAFCA is proud to introduce the Tudor Book. Developed from articles appearing in The Restorer, this new book focuses on the Model A Tudor from 1928 through 1931. The emphasis is on the body and the interior to help the owner / restorer of a Tudor Sedan."



\$16.95

### “And Now A Word From Our Sponsors...”



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2015 Ford Edge SE

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STK#FBC20688, MSRP \$17,340, LEASE FOR \$279 PER MONTH FOR 36 MONTHS ON APPROVED CREDIT PLUS TAX, TITLE AND LICENSE WITH A PLAN PRICING. \$2,995 DUE AT SIGNING, 10,500 ALLOWABLE MILES PER YEAR, RESIDUAL \$17,464, \$645 ACQUISITION FEE. LESSEE RESPONSIBLE FOR ADDITIONAL CHARGES OF \$.15 PER MILE. OFFER EXPIRES 12/31/2015. CREDIT MUST BE APPROVED WITH FORD CREDIT 0-1



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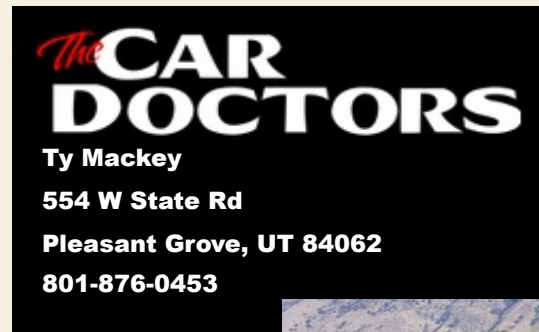
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