



UTAH VALLEY

- Model A Club -

October 2016

IN THIS EDITION:
A WORLD EXCERPTS
Third Annual Progressive Lunch
Vintage Iron Chef IMAD 2016

HENRY THE
FARM BOY
PT 8

VAPOR
LOCK



Munsons in Red Canyon. Photographer Robert Mack

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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). 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

MODEL A FOR PRESIDENT

“The times are a changin’” is a phrase we hear often, and in the collector car arena it is no different. We hear about the decline of members in antique car clubs all the time and MAFCA and MARC are no different.

My brothers and I toured the large car collection of Little Giant Ladder’s CEO and founder Hal Wing some years ago. The collection was composed of antique, classic, muscle, imports as well as racing cars. It was a very impressive collection. Then, within a ten-year time frame we saw Hal park his cars in front of our store while he mingled with “the guys” in the old traditional drug store two doors down. But what I noticed was the cars he drove kept getting younger and younger as time went on. Eventually he was only driving muscle cars.

It turns out that he was selling-off his antiques because the demand for them, and subsequently the price, was dropping. The American public was losing interest in these old cars and were turning to newer and more powerful automobiles.

We see this trend in car shows through-out the valley and the country at large. Car enthusiasts are collecting the cars they grew up with. This is alarming to me. As a younger member of the Model A community, I want others my age (and younger) to enjoy these older cars too. They can be just as much fun as muscle cars and exotic imports. We need to be looking for opportunities to share our hobby with younger generations. MAFCA has an excellent quarterly publication written by Sherry Winkinhofer that is geared toward kids up to about 12. It is a digital publication only, but can be downloaded from <http://www.mafca.com/aworld.html>

This issue of our newsletter will highlight many of the feature articles and columns found in *AWorld*. So let’s spread our enthusiasm of the Model A to younger generations and get them signed up for *AWorld*. Let them ride in our Model A’s, let’s talk about some of the things other clubs are doing at schools to spread the word. Let’s campaign for the Model A.

President Nicholas Mack

2016 Calendar of Events

October

- 3rd - Board Meeting
- 5-8, 2016 -- Hershey PA, Hershey Swap Meet MAFCA will be at Hershey again this year, but at a new space: Chocolate Field, Row CF 78-83. Look for the MAFCA Yellow Balloon above our booth.
- 8th - Progressive Dinner
- 20th - Club Meeting, Larry H. Miller Ford, Provo
- 29th - Vintage Auto Display, Cedar Breaks Model A Club invites us to join in the fun. Cedar City

November

- 5th - Murder Mystery Dinner
- 7th - Board Meeting
- 17th - Club Meeting, Larry H. Miller Ford, Provo

December

- 5th - Board Meeting
- 7th - MAFCA National Awards Banquet, Reno, NV
- TBA - Annual Dinner
- TBA - Christmas Light Tour

2017 Calendar of Events

June

- 22-24, 2017 -- North West Regional Meet, Coos Bay, Oregon, Hosts: The Myrtlewood A's

The Wisdom of Henry Ford



When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.



Happy Birthday!

Tony Jacobs - October 22
Bob Anderson - October 26
Roger Davis - October 29

September's Monthly Meeting

Attendance:

Gemma and Howard Eckstein, Nicholas, Diane and Brim Brimley, Joe Fazzio, Pat Hansen, Karl Pope, Bill and Colette Thompson, Kelly Barker, Vern Cope, Clyde Munson, Nicholas, Greg and Robert Mack, Roger Davis, Tim Isaksen, Richard Judd and guest.

Club Business:

Bent Rod Award: Joe explained why he shouldn't be the recipient of the Bent Rod Award for road repairs made on the Salty A's Southern Utah Trip, followed by Clyde. Karl Furr also broke down, but wasn't here to defend himself.

Clyde's and Joe's stories were a lot of fun to listen to, and we're sure they weren't embellished at all! Karl Pope suggested that Joe should get the "Rubber Ducky" Award for doing his repairs in the rain. It was a unanimous decision that Karl Furr should be the newest recipient of the Bent Rod Award. There were three reasons for this: 1) he wasn't there to defend himself, 2) he brought a Chevrolet to a Model A Event, and 3) even though he was only blocks away from home before his car quit, the car didn't make it home on its own power.

T-Shirts: We want to get them ordered as quickly as possible so that the new members can have them. We need pictures of Tim's, Karl Pope's, Roger's, and Richard Judd's cars to put on the logo so the shirts can be screened. We also need to find out from the rest of the club who hasn't placed an order whether or not they want shirts.

Sanpete County Weekend: Bill told the group about the Sanpete County Fair car show and the fun they had. Bill walked away with three awards and Ed received an award too. Howard stated that he "didn't have to rearrange their trophy shelf." For more information, see the excellent article Bill wrote about the car show in last month's newsletter on page eight.

Up-Coming Activities:

October 3rd: Board meeting at Brimley's home. Anyone interested in attending the board meetings are welcome. You don't have to be a board member.

Karl Pope, "Joe
should get the
"Rubber
Ducky"
Award!



October 8th: Progressive Lunch. For new members who may not be familiar with this activity, we drive our Model A's from one club members home to another. The club will be paying for meat. Pat volunteered to host salads at his place and Joe will host the appetizers.

October 20th: Jenn will be giving a fashion seminar "Looking the Part" at the next club meeting so we can prepare ourselves for the murder mystery. Please invite your wife to attend. Let's support Jenn in her efforts to add class to our Model A wardrobes.

November 5th Murder Mystery. Originally it was going to be at the same place in Mapleton, but several members brought up the possibility of having it in Lindon. Pat is going to check on that as an option.

Gemma and Howard were complimented for their dominating presence in *The Restorer Magazine*.

Technical Presentation: Howard gave a short presentation on Sludge. Sludge is created when oil and water combine with soot and blow-by. The sludge will plug the oil pump and lead to dry gears which will increase wear very quickly. Because of sludge, a club member (we won't mention names – and no, it wasn't Howard) will have to have his engine rebuilt because of the damage that the sludge in his engine caused.

To prevent sludge, don't take short 10 and 15 minute trips; make them longer. Change your oil often and drive your car often. For example, attend all the club's monthly activities and that will prevent expensive car repairs.

Refreshments: A special thank-you to Richard Judd who couldn't stay for the meeting, but was thoughtful enough to take the time to drop off refreshments.

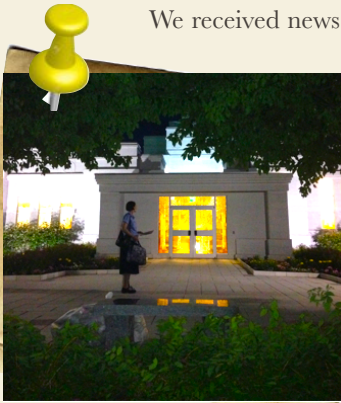


Howard stated,
"I didn't have
to rearrange
my trophy
shelf."

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Richard Judd, Joe and Clyde were making repairs on Richard's car when he backed up and hurt his foot and ankle. Since the doctor's repairs on Richard, he will be walking with a boot for three months.



We received news from **Bob and Janell Todd** who are serving as Palmyra Temple Missionaries. They said, "Monday morning we went to visit a sister we met at the temple who specialized in Scottish Family History Research. We jumped at her invitation to go to her home to further our research on Bob's great grandfather. Imagine our delight when we met her husband who had a cap on his head that read "Antique Auto Club of America!" He had a beautifully restored 1930 Cadillac in his garage. He and Bob connected immediately! "

We received a short e-mail from **Carlsons**. It said, "This last week we saw three neat old Model A's on our P-day at the Glen Curtiss Museum. I (Reid) am



itching to get Betsy back on the road again.

We leave for home on Oct. 1 and one of the stops we plan to make is the Gilmore Museum in Michigan.

Bill Thompson ran across this sign and thought we would enjoy it. Thanks for sharing Bill!

Thanks to Cartoonist, Bill Lewis (courtesy of MARC *Model A News* Jan-Feb 2004) the Model A has a similar endearing phrase.



Third Annual Progressive Lunch

OCTOBER 8TH 10:00 TO 2:30



It is time again for our 3rd Annual Progressive Luncheon. We will be visiting four members' homes where we will be eating a different course at each location. Plan on spending 45 minutes at each location. A bell will ring as a signal that it's time to move to our next location.

Please keep the group together and make sure that you keep the car behind you in view. If it's not, please pull over. Let's stay together.

Don't forget to bring the dish that you signed up for. If you have not yet signed up to bring anything, but would like to, please let us know as we can always use more food!

We would like to thank those who are allowing us to come into their homes.

Our schedule is as follows:



10:00-10:45

Hors d'oeuvres

Joe Fazzio's Home
275 S. Aspen Dr., Mapleton.



11:30-12:15

Salad's

Pat & Ranae Hansen's Home
522 N 200 E, Lindon.



12:35-1:20

Entrée

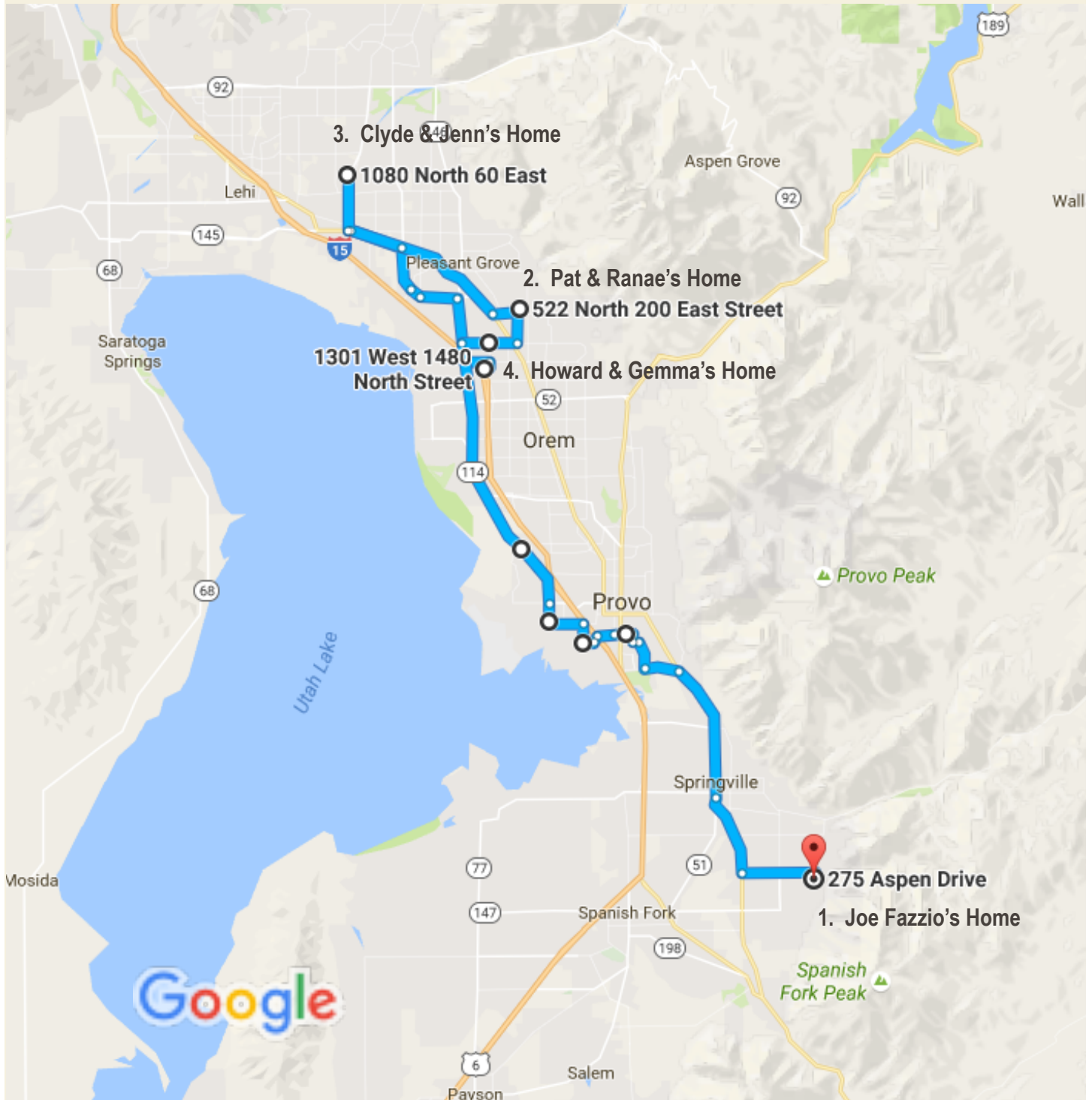
Clyde & Jenn Munson's Home
1080 N 60 E, American Fork.



1:40-2:25

Desserts

Howard & Gemma's Home
1301 W. 1480 N. Orem



Vintage Iron Chef - IMAD 2016

BY HOWARD ECKSTEIN

Our Fall Colors Tour started in 2013 as our participation in International Model A Day, an event encouraged by the Model A Ford Club of America, of which we are a chapter. That year we embarked with our collection of intrepid motorists up American Fork Canyon with the hopes of seeing first-hand the change of colors on the trees and bushes that adorn the canyon walls and vistas beyond. We were not disappointed and came home refreshed after a day out with the cars and friends.

At our gathering place in a used car lot, Clyde pointed out that the tires on my car were in such bad shape, even a museum would throw them away. I retorted that the tread was still discernible and the only problem was the sidewalls that had peeled off years earlier and the cord in those spots were dry rotted. The worst of them was an old Firestone that was made before 1965 and was likely the only *original* Firestone tire still in use in North America; not one of those knock-offs sold in the aftermarket made under license in a third world country. It was on that day that my assertion: "My grandpa told me that a tire can be as thin as cigarette paper and as long as it holds air, it's still good!" came back to haunt me. It was on the way home from the canyon when that Firestone tire

picked up a nail and let out the last of its original air. It never failed due to age; it took a nail to bring that tire to the end of its road.

Grandpa was right after all.

Clyde still gives me hell about
erstwhile set of tires.



For the following year, 2014, we decided to retrace our tracks up the canyon for our Fall Colors tour. This time, I encouraged the club to cook hot dogs on our manifolds. You should have heard the objections: "They'll taste like gasoline!" hollered one, "They'll be full of dangerous exhaust!" warned another. I had to take Brim and Diane on a trial run up to the canyon to prove to them that the idea had merit. Even Gemma was suspicious of my harebrained idea. After the aroma of cooked wieners filled the cabin and our Pavlovian responses were starting to kick in, we stopped and opened the foil packets to enjoy piping hot perfectly-cooked frankfurters with the fresh buns and condiments we brought with us. My "harebrained idea" was at that moment elevated to culinary genius.



Most everyone on that trip cooked hot dogs in the foil wrapping demonstrated in our club meeting which was calculated to prevent cooking juices from staining our manifolds. All of those who tried had a success. The Mack family cooked a stew which was the *piece de resistance* of the event.



Having proved to the club that the Model A manifold is a viable heat source for outdoor cooking which requires neither propane nor charcoal, 2015 was the year to step it up a notch. I invited Ethan Kawasaki, a menu chef for Zupas Café to come to the meeting and tell us about food safety, the kinds of menus that would work well on the manifold and his judging criteria. He threw down the gauntlet when he mentioned that to cook rice successfully would put the contestant in the running for the big win. This was the auspicious inauguration of the Vintage Iron Chef competition.

Members tested their secret recipes in advance of the big day. Everyone kept their creations confidential. Not a condition of the contest, this cloak of secrecy which emerged as a *de facto* element of the event was calculated to give each one of the Model A chefs a perceived advantage.

Joining our trip was Cora Ius, who with Ethan, served as judges of the competition. The Vintage Iron Chefs that year were Tim and Syd who successfully cooked salmon and rice on their

1929 Tudor. They were awarded the coveted Vintage Iron Chef *Toque Blanche* and Apron.



The second annual Vintage Iron Chef competition, conducted on September 10, brought with it some prodigious improvements; both in menus and organization. Ethan was unable to judge this year due to a severe mountain bike accident.

I invited Ernie Silva, the owner of Chao's Chinese Grocery to be our guest judge. Cora returned to lend her expertise to the judging again. Ernie made up a judging sheet with categories for Level of Difficulty, Taste and Texture, Presentation, Squareness of the Meal and Proper Doneness.



Each was divided into several sub-attributes which were given scores between 1 and 5. Although both Ernie and Cora judged independently, it is remarkable that the judges' scores were nearly identical when the judging was finished, proving that caprice and favoritism were not part of the event.



The Winner was Grant with a delicate plate of couscous topped with tilapia and a New Zealand mango salsa and luscious fruits and veggies arranged in a fine dining setting complete with flutes filled with the sweet juices of the gods.

Pat invented and built special cooking pans to fit on his heater manifold complete with an air dam to keep the front pan from cooling too much from the fan. From

these high-tech ovens emerged Pat's interpretation of *"Crevette et Saucisse avec Intendance"*.

Nicholas presented a Hobo Stew complete with everything a hobo would pick up along the rails plus a little extra which involved chicken.



Finally Greg presented that finest of Teutonic comfort foods: *"Kartoffel und Schinken im Eintopf"*.

Our judges evaluated every nuance of preparation and presentation, adding their scores for the final result. Our Model A chefs stood one-by-one before the judges to hear the critiques that would serve to raise the bar on their already stellar talent.

Each contestant then explained the techniques for both the meals prepared and the adjustments made to respond to the uncertainties of their manifolds and road conditions to assure properly executed culinary masterpieces.

The gauntlet has been thrown to any Model A restaurateur for next year who would rise up and come forth to lay claim to the honor of Vintage Iron Chef 2017.





Vapor Locks

BY CHRIS PELIKAN AND *MODEL A TIMES*

Gasoline engines operate by igniting a mixture of air and gasoline vapors. Therefore, a gasoline's tendency to vaporize, or its volatility, is important. Gasoline formulations are varied by season and geographical locations. Mixtures that do not vaporize readily may cause hard starting of cold engines and poor vehicle drivability during warm-up and acceleration.

Conversely, gasoline that vaporizes too readily in fuel tanks, lines and carburetors can cause decreased liquid flow to the engine, resulting in rough engine operation or stalling (vapor lock). Today's common gasoline formulations for winter start to transition to vapor at about 105 degrees F, and the summer mixture is changed to transition at 140 degrees F.

The Model A engine was designed to utilize the 40 to 50 octane fuel of the 1930's, leaving the engine susceptible to vapor lock with the high octane gasoline of today. This typically occurs in a parade or when we have to sit through a series of long stoplights on a hot day. The airflow through the radiator slows down, the engine gets hotter, and the fuel starts to boil in the carburetor. When traffic picks up and we want to go, the engine hesitates and tends to stall with vapor lock. If the problem isn't too severe, a quick pull and a little counter clockwise turn of the choke rod will enrich the mixture enough to let the engine accelerate. With more air now moving through the radiator, the engine soon cools down a little and you are on your way.

If the problem is severe, hopefully you can find a shade tree to park under so you and your Model A can cool off.

I have conducted a series of engineering experiments to evaluate many suggested techniques to minimize the risk of vapor lock, and here the five that I have found to be most effective:

1. Drive your Model A regularly so that you're not still using winter formulations of gasoline in the heat of summer. Be aware that you can unknowingly fill your tank with a winter blend of fuel at a gas station that is late in restocking with summer blend.
2. The cooling and timing systems must be properly maintained to keep your engine temperature under 190 degrees F and the fuel in the carburetor under 140degrees F. A four-core radiator and a 160 degrees F thermostat installed in the upper radiator hose will both improve cooling.
3. A copper gasket will improve the conducted heat transfer from the exhaust manifold back to the block and water jacket, and will reduce heat transfer to the intake manifold and carburetor.
4. A couple of stacked, copper-clad asbestos gaskets between the carburetor and the intake manifold will reduce the conduction of heat to the fuel in the carburetor. Some people install a machined phenolic block to increase the thermal insulation between the carburetor and intake manifold even more. However, these blocks can diminish engine performance in very cold weather.
5. A quart of diesel fuel added to a nearly full gas tank, will reduce fuel volatility and thus vapor lock tendency, and not significantly affect your engine performance on a hot day in a parade

Timing Relationships for the Model A

BY STEVE PARGETER

When setting the ignition timing of a Model "A" using the timing pin, you start with the spark advance lever (left side of steering column) all the way up. The timing pin is used to find Top Dead Center (TDC) in the timing gear and then the distributor cam is rotated to make the points just touch. When this procedure is followed, the ignition timing will be set to fire the spark plugs at TDC with the spark advance lever fully up.

Since the distributor cam is attached to the distributor shaft, which is turned by the engine camshaft, the distributor cam moves in sync with engine revolutions. The movement of the spark advance lever controls changes in ignition timing. This lever moves the points in relation to the distributor cam and effectively changes ignition timing. Moving the spark advance lever moves the points - that movement controls when the spark plugs are fired. As you advance the timing (pulling the lever

down), the position of the rotor, moves in a clockwise rotation in relation to the distributor cap pin for each spark plug. As you move the lever down, the plugs are fired further before TDC (which is called advanced). You want to fire the plugs before TDC since this gives the gasoline/air mixture additional time to burn.

As you move the spark lever down, the spark timing is advanced by about 4 degrees per notch. My 1930 Model "A" has 10 notches in the spark lever and that means I can advance the engine ignition timing about 40 degrees from TDC using the spark advance lever. The following table shows what I observed using a timing light, a degree plate next to the front pulley, and modified distributor cap. The modified distributor cap allowed me to use the timing light to see the position of the rotor at time of firing of the spark plug. Do not confuse ignition timing with cam timing, the timing described here is measured at the crank pulley on the front of the engine.

<u>Advance Lever</u> (On steering column)	<u>Spark Advance</u> (Expressed in degrees)
Top Notch (0)	0° - TDC
One Down (1)	4° Advanced
Two Down (2)	8° Advanced
Three Down (3)	12° Advanced
Four Down (4)	16° Advanced
Five Down (5)	20° Advanced
Six Down (6)	24° Advanced
Seven Down (7)	28° Advanced
Eight Down (8)	32° Advanced
Nine Down (9)	36° Advanced
Bottom (10)	40° Advanced



The following illustrates the rotor position relative to the number 1 (Nr 1) spark plug contact at both Top

Dead Center timing (spark lever up) and full ignition advance (spark lever down)

Rotor Position, Spark Lever Up, Timing at TDC



Rotor Position, Spark Lever Down, Timing at 40° BTDC





Henry the Farmboy

by Danny Enos
compliments of the
Queen City Model A Club

Editor's Note: I've enjoyed reading Queen City Model A Club's newsletter, "The Distributor." Danny Phillips has done a great job as editor. I was intrigued with a series written by Danny Enos about the Henry Ford's life. so I contacted them and received permission from Queen City Model A Club and Danny Enos to reprint his articles as long as nothing was changed (including typos), (okay, I added photographs) so sit down in a comfy chair and enjoy...

Continued from the August issue of Motometer

On August 5, 1899, the first automobile manufacturing company to be established in the city of Detroit came into being. The name of the new company was the Detroit Automobile Company, and it's mechanical superintendent was Henry Ford.



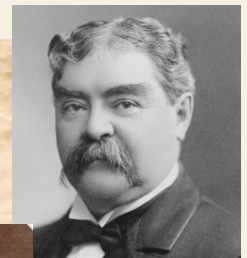
Detroit Automobile Company

At this time in the final months of the 1890's, most of the country's gifted mechanics and tinkerers were struggling along on either the income from their sales, or

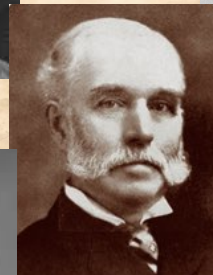
on the individual support of a wealthy patron. But only three years after completing his Quadricycle Henry Ford had managed to garner the support of some of the pillars of Detroit business and industry.



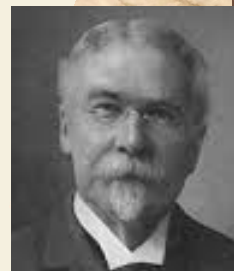
William Murphy



William Marbury



Dexter Ferry



James McMillan



Thomas Palmer

William Maybury, mayor of Detroit no less, was the first backer of all. William Murphy, whose excursion with Henry to Pontiac and Farmington, Michigan, was the multi-millionaire investor that provided the initial spark to start the company. Brothers James and Hugh McMillan who controlled railroads, shipping lines, banks, insurance companies, the telephone company, and the Detroit Dry Dock Company, where Henry had once worked were shareholders. Seed king, Dexter M. Ferry, bought shares. So did U.S. Senator Thomas W. Palmer of Michigan. Other shares were held by the Peck family of the Edison Illuminating Company; leading stock



broker Frederick Osborne, and successful businessman Frank Woodman Eddy. Eddy is sometimes credited with converting cricket to baseball.

All told the new Detroit Automobile Company was capitalized to the comfortable sum of \$150,000. To date, it was the most solid backing yet assembled for a car production company.

Henry had thrown in with a stalwart crowd. He was taking few risks when on August 15, 1899, Henry gave his notice at the Edison plant. He tried to get some of his mechanic buddies from Edison to join him but only Edward "Spider" Huff would risk it. Henry Strauss from Flower Brothers also decided to sign on.

In short time Henry took Strauss to the building at 1343 Cass Avenue that was to serve as factory and workshop. Frederick Strauss recalled: "When we got in there it opened our eyes. It was just perfect for our shop.

The place was empty. There wasn't a thing in there except an engine and a boiler and a main line of shaft....The first thing I did was start to get the boiler and engine ready."

The company already had an automobile that could be put into production. It was the same car that Henry Ford had driven William H. Murphy in on the triangular 65 mile trip to Pontiac and Farmington, Michigan and back.

But production of that car right away was not to be. Instead, the company decided on a delivery wagon. And on January 12, 1900, they unveiled the new vehicle. It sat high, was polished black, slab-sided, and had a covering up front over the controls for driver and helper.

On January 12, 1900, the company unveiled its first vehicle – a horseless delivery wagon. The Detroit Automobile Company was off and running, but sixteen months later it would be in serious trouble.





Six Things are Different!

BY SHERRY "WINK" COURTESY OF A WORLD

These Model A's made it to the top of the mountain pass! But the one on the top seems to have lost a few items on the way up! Can you find them without looking at the hints?



The kids reading A World can pick them out can you? I had a difficult time finding all six. In fact I'll

confess. I had to look at the answers (on page 23, to find the last missing item. How'd you do?



The Ladies Fashion Journal

BACK TO SCHOOL

By Sherry "Wink"
courtesy of MAFCA
and A World



Third Quarter 2016



WORLD

YOUTH NEWSLETTER MODEL A FORD CLUB OF AMERICA

BACK TO SCHOOL

BY SHERRY WINK

The summer was almost over. It was the first of September and school started right after Labor Day. Now some of the Sitzman kids were excited. They liked school! They were happy about seeing their favorite friends every day and even about seeing the teachers again.

The girls especially liked the new clothes they got each year. While Mom Sitzman and Grandma Roberts made most of their clothes, each school year all the kids got one new set of store bought clothes. For the girls, it was a nice dress, and for the boys, new overalls and maybe a new shirt if needed. And each and every kid got a new pair of shoes to start the year with.

For Larry, that last item was the problem! He HATED wearing shoes. Well, maybe once it got cold in the winter, it was fine. With some nice wool socks to keep the boots warm. Why there was nothing wrong with that. And of course, he wore shoes to go to church or special occasions. But wearing shoes every day in September, while it was still summer outside?? Well, that was just WRONG in his mind.

Every spring, when the weather started getting warm, the kids started begging Mom Sitzman to be able to go barefoot. She always carefully considered the weather, the month, etc. before making her decision. She knew once she gave permission,

there was no going back. The boys would be going barefoot from then on even if there was a late blizzard! So she always made them wait until at least the last part of May to ditch the shoes.

But now that school was starting again, there was no argument. When you went to school, you wore shoes. Every day. Like it or not. That's not to say you couldn't take them off once the day was over. But all during the day when the weather was warm, Larry considered it a form of torture to keep those heavy farm boots on.

Each summer, when the new Sears catalog came in, Mom and Dad Sitzman let each kid pick a new pair of shoes from the pages. For most of the boys, that was a no brainer! Just another pair like they had before. For the girls, it took days for them to decide on the style, color, heel, and other important details that only girls seemed to have knowledge of. But Larry just hated even looking at the pictures of those boots knowing he would have to wear them all too soon.



This year, he spent especially a long time looking at the new athletic shoes. Made from rubber and canvas, he thought they looked so much more comfortable and cool. But Mom just shook her head, and Dad talked about how impractical they would be to do chores in, or for walking in the snow or mud in bad

weather. So Larry just looked and dreamed of these wonderful shoes, and sadly ordered a new pair of boots just like every year.

A week before school was to begin, Dad Sitzman came home driving the Model A pickup, and ahoogaing the horn. Mom quickly went to the yard to see what was happening, and of course, kids appeared from all corners of the place to find out too!

Dad jumped out of the truck, and said: "Look what came in at the Post Office today!" And the whole bed of the Model A was filled with packages! There was a box of shoes each for all twelve kids and other packages of all the dresses and shirts and overalls for all of them too! It was like Christmas in the summertime! Most of the kids were excited and started grabbing at boxes and tossing them every which way looking for their own before Dad Sitzman waded in and imposed some order to the chaos. He firmly stated he would be the one doing the distributing and everyone would just have to wait their turn.

So one by one, he started handing out parcels. Mom Sitzman kept a close watch to make sure that everything that was ordered was received. You never knew when they were going to send the wrong color or size, and it was easiest to take care of that right way if it happened. As each parcel was handed out, they were quickly torn open, and the new items pulled out and displayed. Soon the girls were comparing their new shoes, and holding up their new dresses to show off the perfect color they had picked out.

The boys weren't quite so excited by their new clothes and shoes, but they still had a good time making fun of their sisters! The twins Richard and Robert grabbed Suzanne's new shoes and started clomping around in them and while she was chasing after them, Leonard picked up her dress and started sashaying around with it held in front, and saying funny things in a high voice and batting his eyes at the other kids. Most of them were cracking up, but Mom Sitzman soon made the boys hand the items back over the offended Suzanne who then huffed off into the house. She felt like she was a young lady now who shouldn't have to put up with such childish behavior.

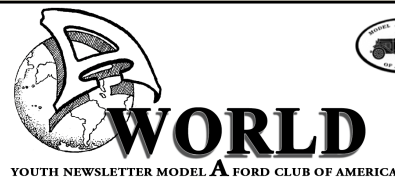
Now Larry was just as ornery during all this, but he wasn't excited about his new shoes. He had opened the box, glanced at the leather boots, and sat it down in a corner, sighing heavily, before going back to teasing the girls again. So he was surprised when Dad Sitzman called his name. Dad was looking at the last package in the truck, and saying, "Hey Larry, this one has your name on it too!" Larry was puzzled because he knew he had both his new pair of shoes and his new clothes so he had no idea what was in that

parcel. But it didn't take him long to rip it open to find out.

Larry's jaw just about hit the ground when he opened the package to see a bright black and white pair of Ked's athletic shoes shining out at him! He was actually speechless for a few minutes, which if you know Larry, you knew how rare that was! Seems Mom and Dad had a long talk about Larry and his shoe blues and decided he was old enough to take care of these new shoes. He had to promise to always change into his work boots for chores, or bad weather, but otherwise, he was allowed to wear this pair.



So today was the first of September, and School started next week. But for the first time in many years, Larry was finally looking forward to it, with his new light pair of wonder shoes!



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 AWorldEditor@hotmail.com

Sport Shoes!

We have a tendency to think that having specialized athletic shoes is a modern thing. Not so! Check out these ads from 1928-1931. Although they weren't as specialized as today, there were still shoes made specifically for sports. You might even recognize some of these brands, although in the case of Goodrich or Firestone more for tires than shoes!



Your athletic future may depend on the footwear you wear now!

Firestone
ATHLETIC SHOES



4 Basket Ball Shoes DESIGNED For Various Types of Play

SERVUS
BASKET BALL SHOES



ESCAPE! from heavy shoes

Goodrich
Sport Shoes



They HAD to be fast on their feet!
to win the Pennsylvania championships

GRIPS



This lucky shot started with good footwork!

HOOP



Big games coming-shoes o.k.?

Converse
BASKETBALL SHOES
Varsity Shoes



70,000 watched him win this game

Keds

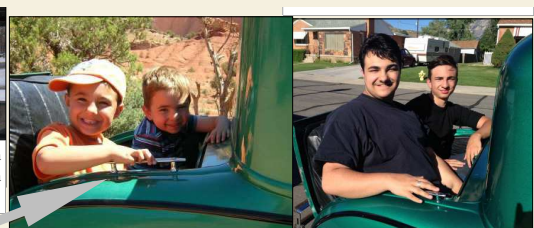
Kids and Their A's

Look closely at the pictures and you may recognize two of the boys pictured here. If you can't you should at least be able to recognize the car.

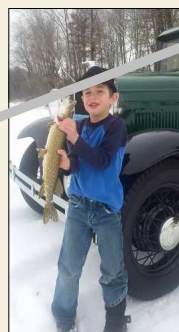
In other words, kids of all ages read A World. Like "40 somethings" from American Fork!



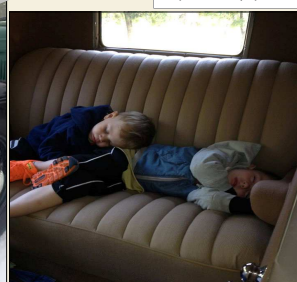
Looks like Nysa is having a lot of fun riding in this A in the snow! Nysa lives in Toronto Ontario



Nevin and Ian Munson, with a few years in between pictures. Looks like they still enjoy that rumble seat!



Tyler Johnson is enjoying several hobbies here! Fishing and Model A seem to make a great combination!



Holden and A J Simmons are from Oklahoma. Looks like it had been a long Model A day!



(L to R); Ivan, Tyler and Annie Johnson. We are with the Central Wisconsin Chapter MAFCA and live in Amherst Wisconsin. This picture was taken near there on Lake Emily, the beach is in the background.



Breaking News...

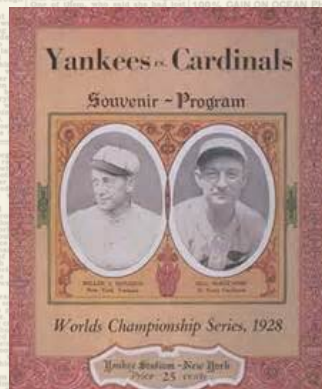
FROM THE NEWSPAPERS OF THE MODEL A ERA

THE NEW YORK TIMES, WEDNESDAY, OCTOBER 30, 1929.

**** 3

Crowds See Market History Made; Phones, Cables Swamped

OCTOBER 9th, 1928 — In the 1928 World Series, the New York Yankees swept the St. Louis Cardinals in four games. This was the first time a team had swept consecutive Series. It occurred in the final game of a Series and put an exclamation mark on their two consecutive World Series sweeps.

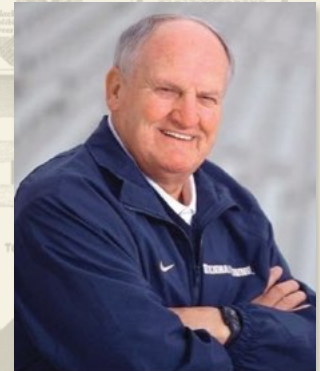


OCTOBER 2nd, 1929 — Rudy Vallée's recording career began in 1928 recording for Columbia Records. In 1929, Vallée began hosting The Fleischmann's Yeast Hour, a very popular radio show at the time. Vallée continued hosting popular radio variety shows through the 1930s and 1940s. Click on link to listen to his 1929 hit "[Deep Night](#)"



Rudy Vallée and his Connecticut Yankees - Deep Night - 1929

OCTOBER 11th, 1930 — LaVell Edwards was born in Orem, Utah. Edwards was the head football coach at Brigham Young University from 1972 to 2000. He is considered the founder of the spread formation passing attack, and one of the most influential and innovative minds in college football history. In 1984, he was named National Coach of the Year.



OCTOBER 16th, 1931 — Winnie Ruth Judd was a Phoenix, Arizona medical secretary found guilty of murdering her friends Agnes Anne LeRoi and Hedvig Samuelson over the alleged affections of Jack Halloran. The two victims were killed with a .25 caliber handgun in their rented bungalow. Judd and an accomplice dismembered the body of Samuelson after the murders and stuffed the head, torso, and lower legs into a black shipping trunk, placing the upper legs in a beige valise and hatbox. LeRoi's body was stuffed intact into a second black shipping trunk.



WINNIE RUTH JUDD -

Mrs. Judd will no doubt represent herself to be a professional nurse — She has a very pleasing personality, rather slender build, slim legs and thick hair —

Age 25 — Height 5ft 7 inches — Weight 125 — Eyes Blue grey and large — Hair Light brown —

Arrest and notify Geo. O. Brishoise Chief of Police

NEW YORK
TITLE AND MORTGAGE
COMPANY
Has sold over
\$1,400,000.000

WANTED

For Double Murder
Murdered and mutilated
two young women at
Phoenix Ariz. Oct. 16, 1931

Several years ago, while in Cedar to purchase some equipment, we happened to time our visit at the same time as the Heritage Festival. We ended up staying the whole day because there was so much to do. Now the C B M A C has invited us to join them. You can get more information by contacting John Gibson at (702) 277-8968



*Cedar Breaks
Model A
Club*

*October 29,
2016*



**Cedar Livestock &
Heritage Festival**



Vintage Auto Display

Classified Ads



- Karl Pope knows of a 28/29 chassis with hydraulic brakes, rebuilt motor and tranny for \$3,500; (801) 374-8083
- Six 5.25/5.50-17 wheels. Call Tony (801)796-0396.
- We are saddened to hear that Clark Christensen is selling his coupe. Call him if you are interested (801) 362-0210. Hopefully it can go to a good home like Wendall Gadd's Fordor did when Roger Davis bought it. So if you know of anyone who might like it, have them call Clark.



If you would like to have an item included in the Classified Ads, call Robert at (801) 489-9808 .



Model A Ford Club of America

Established 1957

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



Model A Ford Club of America



Membership renewal and ballots are coming in. If you haven't already sent in your ballot, please do so as everyone's opinion counts. Ballots must be received by October 15 to be counted, and they will be counted on October 22. We will post the results on the website as soon as they are available.

Christmas Cards are selling well and the pre-orders of the Restoration Guidelines and Judging Standards Revision 4 are coming in. Delivery is currently planned for October. The Shop Drawings are also very popular.

Our newest book, The Fashion Files is also available. This book is 202 color pages and is a collection of Era Fashion Articles written by MAFCA members over the years. We selected the very best and assembled them in a single volume – order soon. By the way guys, The Fashion Files makes a great Christmas present.

This year seems to be flying by and the National Awards Banquet in Reno is only three months away. Registrations are coming in for the event on December 5 thru 8. I urge you to attend, as the banquets are always fun and relaxing. Reno, Nevada has excellent weather this time of year. Reno is located just east of the Sierra Nevada Mountain range and offers spectacular views. Our website has more information and registration forms mafca.com/2016NAB.html.

Six different things:



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The CAR DOCTORS

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Pleasant Grove, UT 84062

801-876-0453

We bought a truck from them and have been very pleased.

Robert Mack

