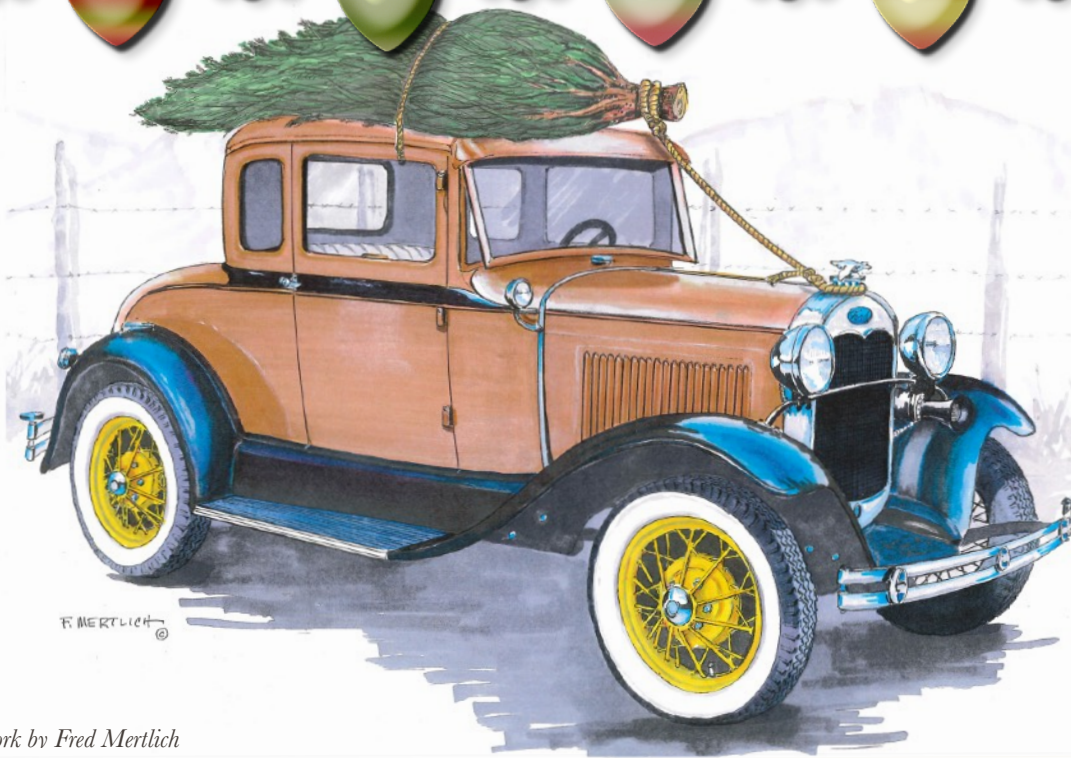




UTAH VALLEY

- Model A Club -

December 2016



F. MERTLICH ©

Artwork by Fred Mertlich

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The Utah Valley Model A Club, 224 S. Main St., Springville, UT | 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

MAKING OUR CLUB STRONGER

I said my thank-you's last month so I don't want to sound like a broken record. But, I do want everyone to know how much I have appreciated the support of the members of the club. It is hard to follow in the footsteps of previous leaders who have more expertise in both leadership and Model A's. I am an example of the fact that no matter who is put into positions of leadership in the Utah Valley Model A Club, the members will provide support and encouragement.

I wish the best for the new 2017 board. From past experience, I know that the club will be in good hands. Let's look forward to another great year!

But let's not "rest on our laurels." For those of you who can remember back to August 25, 2012 when we had our first meeting in Lloyd and Kelly Barker's back yard. There were ten of us who met together. Then it was crucial that every member pitch in and help to make sure the club survived. Now some things have changed, we no longer meet in Barker's backyard, and we have 64 members and 32 A's, four T's and Bob's kit car. Other things, however haven't changed, we still need the support of everyone in the club.

Attending club meetings, participating in as many activities as you can, helping out with activities, coming to garage/fashion days, and taking turns in leadership positions all contribute to a strong club. I think we've come a long way in four years and are doing more than many clubs within MAFCA. But, I think we can make even greater strides. When we first started there were just a few Model A's in the valley; yet we hear about or see more A's while we are "out and about." It's just like the number of "barn finds" that occur each year. Just when we think there aren't any more, another one surfaces. Let's continue our missionary efforts and recruit more members. Offer a hand of fellowship when you see others might benefit. Look for ways you can provide service to the club or its members.

Let's continue our efforts to build the club's membership, strength and longevity. In four more years I'd like to see the club boast of 50 cars and 120 members. Other clubs have done it, so can we!

Thanks again for your support. It is with great pleasure I give this column and the leadership gavel to the newly elected president.

President Nicholas Mack

2016 Calendar of Events

December

- No Board Meeting this month
- 1st - Annual Dinner, awards, installation of new officers.
- 7th - MAFCA National Awards Banquet, Reno, NV
- TBA - Christmas Light Tour

2017 Calendar of Events

The new Activities Coordinator, along with the 2017 board will plan the events for 2017.

January

- 9th - Board Meeting
- 19th - Club Meeting, Larry H. Miller Ford, Provo

June

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

October

- 1-6, 2017 -- 2017 MAFCA National Tour Paso Robles, California; Hosts: Bakersfield Chapter

2019 Calendar of Events

October

- 7-11, 2019 -- Kanab, Utah; Hosts: Canyonlands Special Interest Group

The Wisdom of Henry Ford



*You can't build a reputation on what you
are going to do.*



Jan Atkinson - December ?
Dale Bench - December 5
Clyde Munson - December 8
Diane Brimley - December 9
Kelly Barker - December 17
Colette Thompson - December 22



November's Monthly Meeting

Attendance:

Reid and Elaine Carlson, Gemma and Howard Eckstein, Diane and Brim Brimley, Nicholas Mack, Clyde Munson, Fernando Salazar, Roger Davis, Vern Cope, Dale Bench, Kelly Barker, Greg Mack, Ellie and Ron Sessions, Colette and Bill Thompson, Cliff Godfrey, Robert Mack.

Club Business:

Nicholas Mack Conducting.

Finance: Diane reported that the club has

Bent Rod Award: Clyde presented this coveted award to the Eckstein's for boiling his engine to death on the trip to Ron Thorne's car collection.

Howard knew there was water in the engine, so he only checked the oil. On the Camp William's hill it was having some problems.

When he sent in the engine in he had the rebuilders fix cracks in the block. When the engine got above 500 degrees the solder in the cracks melted.

Howard has repaired the cracks again with a special adhesive. According to Clyde, "Howard filled his crack with magic goo."

13+ Award will be given out to all those who earned it at the Christmas Dinner.

Christmas Dinner is on Thursday, December 1st at 7:00 p.m. The vote was between Golden Corral and Chuck-A-Rama. Twelve voted for Golden Corral and six voted for Chuck-A-Rama.

A report on the Cedar City Livestock and Heritage Festival was given by Bill and Colette. Vintage Car Display is sponsored by the Cedar Breaks Model A Club. Everything is free; the tractor pull, rodeo, parade entry, everything. One-thousand sheep were herded down Main Street after the parade. A big pavilion has a lot of displays and vendors. There is much to do at the festival. Colette said that she was surprised how friendly everyone was.



"Howard filled his crack with magic goo."



Reid and Elaine went to the Gilmore Museum Campus and really enjoyed it. They recommended that everyone attend if they are back that way (Michigan). It is not too far from other Ford sites. It was well worth the time! An article on their trip can be found on page 18.

J H had foot surgery this past week. Four weeks off from his chemotherapy to have this foot surgery.

Cliff has 18 more months of chemo before he is done. Lost 77 lbs while in the hospital for 45 days. He goes in for chemo every Monday.

2016 IMAD patches are available to everyone that would like to purchase one. They are \$3.00.

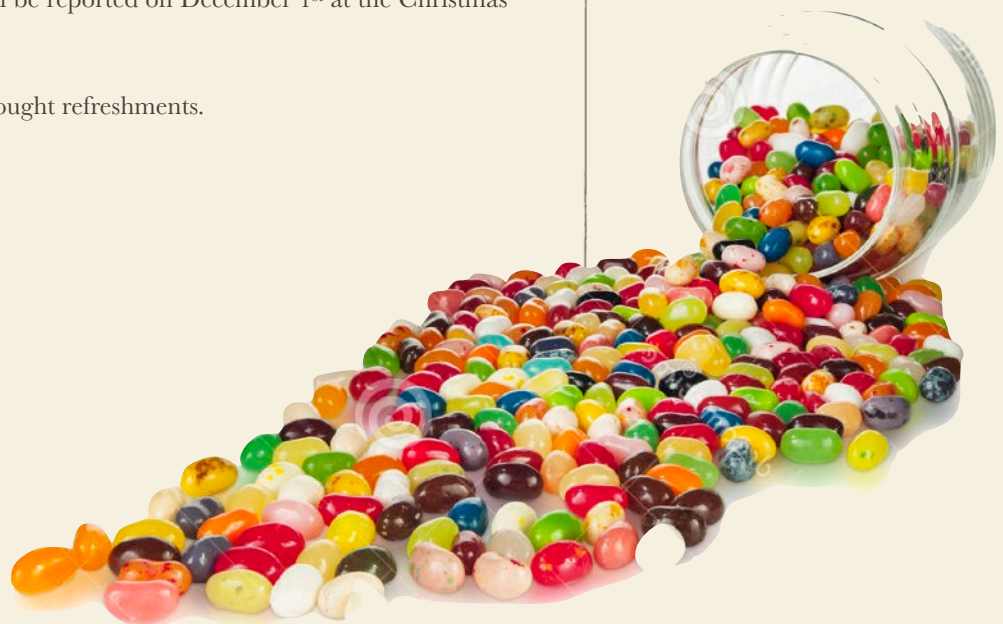
Elections:

Clyde conducted the voting process. The positions of President, Vice-President, Secretary/Historian, and Activities Chairman need to be filled.

Diane volunteered, and was unanimously approved to continue in her post as Treasurer.

The results of the elections will be reported on December 1st at the Christmas Dinner.

Thanks to Dale Bench who brought refreshments.





Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

We want to thank **J.H. Hadfield** for clearing the way for us to use the American Fork Senior Center. Because of him, we were able to get a discount. He hasn't been to meetings recently because he is undergoing treatments for cancer. To top it off, he stopped treatments to have foot surgery. Now he will go back on chemo. Please keep him in your prayers.

Even after boiling his engine dry (see *The Tour I Did Not Quite Make* on page seven, **Howard Eskstein** has it repaired and back on the road again. It was a pretty close call this time.

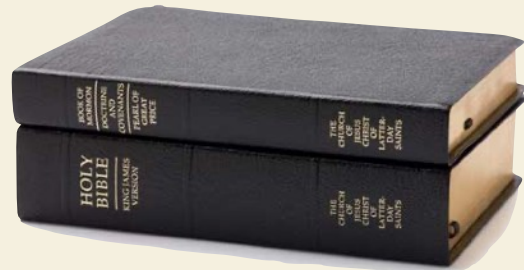
Mums been the word with respect to **Mark Layton**. We recently heard that he has been battling gall stones. He took care of it though by "going under the knife." He is feeling better now. Maybe he will bring his stones for show-and-tell at the next club meeting.

We have two new members! **Jan and Wayne Atkinson**. I will forewarn you that you need to be careful around these two. Jan has the speed record for the fastest "Bug" on the Salt Flats in a car built by Wayne. Wayne is also a speed demon. His Model T's will out-run most of our A's!

It was great to see **Elaine and Reid Carlson** at the Murder Mystery. We thought they wouldn't be able to make it because of their trip to China. Soon they will be back in our midst (for a while anyway).

It's been decided that **church missions** are good for the individuals that go, and that people who are touched by the missionaries are blessed. But, it isn't good for the club. It seems once we lose members to missions we never see them again. Case in point; the

McClulloch's, and Crocket's have become mostly inactive. Carlson's and Todd's are MIA. So, this is to serve as a warning. If you are contemplating going on a mission you must have an interview with the club president BEFORE you have your bishop's interview. In the president's interview you will place your right hand on the scriptures, and raise your left hand to the square and promise that you will return to full membership in



the club after you return from your mission! Otherwise we will send club missionaries to reactivate you.

Cliff Godfrey is also having chemotherapy. He goes in once a week and will have to do it for 18 more months! We admire your positive attitude.

The Tour I Did Not Quite Make

BY GREG MACK

Editor's Note: *I had asked Pat Hansen if he could write an article about the Salty A Tour, but then he had work obligations that necessitated him flying off into the distant sunset. (I didn't know that it was such a scary request to write an article) Since I wasn't sure if Pat would be able to write the article I asked Greg to write an article as a back-up.*

Pat pulled through and provided the excellent article you read last month. Greg's article was different enough to publish in this edition. Enjoy!

The Salty A's were kind enough to invite us to join them in visiting the car collection of Ron Thorne. This is a prestigious collection that not many get to see. You have to 'know' the

right people to have the privilege to visit Ron's collection and thankfully for us, Denny is friends with Ron.

After the confidence building trip we took to the Northern Territory earlier this year, we thought we would once again take our Model A's into the crazy megatropolis that lies beyond the point of the mountain. After all, what better way to go see a car collection than by traveling in style with our own collection of unique cars?



Sticking to our normal routine, we met at Harts. With five Model A's and a couple of modern cars, we headed out. As we turned onto Redwood Road, I noticed that Howard's car was trailing out a little steam from the bottom of the radiator. It was a brisk morning so I did not put much thought to it. I figured that once the day warmed up, the steam would probably disappear. After a few more miles however, the light steam became more of a constant puffing. Howard's Model A had

transformed into a Stanley Steamer. "I should probably let Howard know", I thought. "Nah, Howard knows more about these cars than I do; if something was wrong, he would already know." We continued along and sure enough, the steam seemed to stop. However, it

was shortly replaced with a bit of smoke out the tailpipe. Again I shook it off thinking it was just a GAV adjustment and Howard will get it tuned up soon. As we continued up the hill by Camp Williams, smoke started pouring out from under the car. "Okay, maybe Howard is not aware that there is a problem after all. I will flag him to pull over after we make it over the hill." Unfortunately by then it was too late, Howard had noticed the burning smell before I let him know something was wrong and he pulled over to check it out.



It turns out that while entertaining some guests this morning, combined with the haste of getting ready for the day, Howard forgot to check the water in his car before heading out. His leaky water pump had then managed to pump the remaining water out of the system and his newly rebuilt engine started to cook. We dumped some water in the radiator in an attempt to cool things down and prevent any further damage. Unfortunately though, the damage had already been done. The engine had gotten hot enough that it melted the silver solder that was used by the engine rebuilder to seal some leaks in the block. It was not long before the water was gushing out the side of the engine. It was pouring out half as fast as we were putting it in.

It became obvious that Howard's car was no longer fit to complete the rest of the journey, so while the rest of the group continued on, he turned back heading for home. We are frequently reminded by Clyde that we do not play by Top Gear rules, so no car is left behind, so I too turned back to follow Howard. We did not travel far before we came across an AutoZone. Usually trips to these big chain auto stores for Model A purposes provides for wasted time and sometimes even an amusing educational experience for the parts guy, but this time it was actually beneficial. Howard selected his favorite stop leak product and dumped it into his Model A. After a few minutes of idling, the elixir seemed to do the trick and the Niagara Falls slowly came to a slight drip. We took a moment to decide if we should continue heading for home or if we should try to make it to Ron's. We both agreed that we would still love to see Ron's collection so we turned north once again.

This yielded for an interesting trip as unfortunately the more we drove, the more the car started to leak again. We are all used to the honking and thumbs up

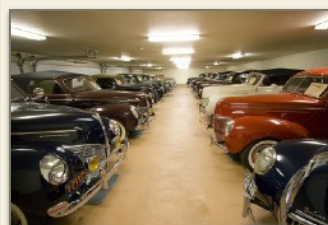
of approval while driving the Model A, but this time it was a lot of honking and shouting, "Your car is leaking really bad!". Our trip now required a stop every couple of miles to fill up with water. Honda coined the phrase in the 60's that "you will meet the nicest people while on a Honda." Well, I'd say that it fits quite well with Model A's too. If you think you meet a lot of nice people while driving your Model A, try getting somewhere when your car is only getting about 2 miles per gallon of water; you really get a chance to meet some nice people. At one of our stops we were even given an offer that we just had to refuse. In front of their house was a large big screen TV with a 'free' sign on it. It was one of the old tube style TV's that are about 2' thick. They told us they would give us water under the condition that we would take the TV too. Thankfully we got off the hook as it would not fit in either of our cars. After a little chit-chat, some pictures and a lot of 'thank you's' we were back on our way.

We finally made it to Ron's place just in time to see the last of about five buildings he has dedicated to his cars. Aside from an impressive collection of Woodies, I do not know what he had in the other buildings. However after seeing the 16+ Concours class 1935-48 Ford/Mercury's impressively lined up in a row, I have no doubt the other buildings were just as spectacular. I later asked Ron how he kept up with the maintenance on all of his cars, as aside from paint and major engine overhauls, he does all the work himself. He simply responded with, "I spend all day every day working on them; it is a good thing I have so much energy." After hearing that, my jealousy of his collection started to fade and I became grateful that we only have three Model A's to deal with in my family. Our 3 cars keep us plenty busy, I do not think we could handle any more than that.

After our short stroll through heaven, we once again had to return to the reality of a sobbing Model A sitting in the street. While the group was having lunch, Pat was kind enough to run back home to get his trailer. By the time Pat returned, Howard had already repaired the leak 50 times over in his mind. If he had had the tools and materials, he probably would have been firing it up to drive it home by the time the trailer arrived. I must say that I am impressed by the charisma Howard portrayed throughout the day. Something like this would have completely ruined my day. Not Howard though, he did not let it get him down. "It's okay, I know just how I'll fix it and it will be good to go," was his response. Although Howard and I had a totally different experience than everyone else, I think it is safe to say that we still had a good time.

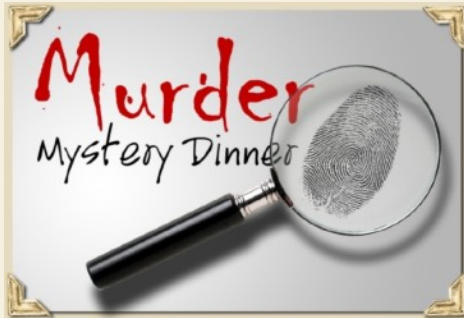
We want to thank the Salty A's for inviting us to come along and also send a big thanks to Ron for taking the time to open up his garages for us. I hope that he did not have to spend too much time wiping our drool off of his cars.

One thing that I have taken from this tour is to 'say something'. Speak up if you notice something out of the norm, or if something just doesn't seem right. I could have spared Howard a lot of headache and grief if I had just eaten my pride and not worried about sounding dumb, I would have told him that something did not seem right. I had a different viewpoint of Howard's car and could see things that he could not. So I encourage others to keep that in mind, it could save somebody's day.



Who Dun' It?

BY ROBERT MACK



What do Edgar Allan Poe, Nathaniel Hawthorne, Arthur Conan Doyle, Agatha Christie and E. Phillips Oppenheim conjure up in your mind? Suspense? Anticipation? Murder? Surprise? All of these existed on the night of November 5th.

With the wind blowing through the dead leaves, people of a strange countenance could be seen gathering at twilight in the old part of American Fork main street. Dressed in garbs of times gone by, these mysterious folk disappeared into the basement of an old building. Once inside, they boarded the Petulant Express heading to Chicago. What they didn't know was that they were stepping aboard a murder scene.

Shortly after leaving the station in St. Louis, the dastardly crime was committed. It was obvious who the victim was (he lay dead on the floor in a puddle of

blood), but wait, is he truly the victim? And who was the perpetrator(s)? That was the mystery each and every member of the entourage was to solve.

While eating scrumptious hors d'oeuvres, and classy mocktails (*Tumble in the Rumble*, Champagne with raspberries and *Leaky Radiator*), the newly appointed sleuths sifted through dozens of clues. They had to determine which were useful and those that were superfluous. It was eventually narrowed down to a hand-full of individuals.

It was difficult to eliminate suspects because they were all so convincing as to their innocence. Yet none willingly gave any more information than was absolutely necessary. Because of that, they were dropped back into the guilty category.

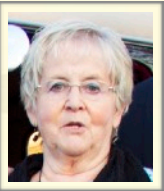
As police reports came in, it was narrowed down to four. Finally, the clues made it clear that it could be none other than Miss Cooper. On the facing page are pictures from the crime scene.

After an intriguing night of playing Sherlock Holmes — who always solves the crime — the mysterious group could be seen getting in to their transportation time capsules and heading in all different directions. Never to be seen again.

PERSONS OF INTEREST



Kid
Root



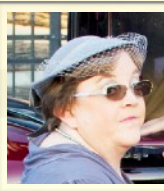
Christine
Agatha



Thur
Stroman



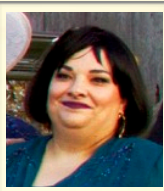
Franz
Fassmacher



Tonya
Fennie



Dingo
Dugan



Arianna
Altamonte



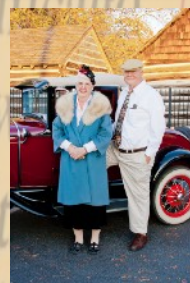
Francine
Cooper

Pictures from the Crime Scene



**CAUGHT IN
THE ACT...
OF EATING**

PASSENGER LIST PHOTOS



*Evidence: Tumble in the Rumble, Champagne w/Raspberries,
Leaking Radiator; Three of the suspects awaiting questioning.*





Cedar City Livestock and Heritage Festival

BY BILL THOMPSON

Costumes and scenery from the Utah Shakespeare Festival have been put away, leaves have changed color and it is time for the sheep to come home from their summer pastures on Cedar Mountain. The Cedar City locals began trailing livestock to the mountains in 1870. Dairy and beef cattle at first, followed by sheep in the early 1890's. Main Street is part of the designated livestock trail and has seen sheep driven down it since the early days. They began celebrating this event in the form of an established festival many years ago, and it has evolved into a much heralded 3-day event. And yes, the sheep are still driven down Main Street.

For three years, I have received an invitation to attend this event. The Cedar Breaks Model A Club, headed by John Gibson, has sponsored the Vintage Auto Display as part of the festival on Saturday. John says this is not a car show as there are no classes or trophies given. Everyone just displays their "stock only cars" that must have been built before 1955. No hot rods, rat rods or muscle cars allowed. This was very appealing to me because people can see what the cars looked like when they were built with no modification to change their appearance.

My wife, Colette, and I decided this sounded like a fun event. No advance registration was required but we did need to fill out a waiver form to be in the parade. We decided to make a 3-day trip out of it. We made reservations at The Big Yellow Inn, a bed and breakfast in a residential neighborhood near the University, for Friday and Saturday nights. It was a beautiful place to stay. Although it was built as a bed and breakfast just 17 years ago by the owners, it genuinely looks like it could have been built in the late 1800's.

We were immediately transported back in time upon walking up the front steps of the inn and being greeted by the owner. Everything is set in the Victorian period and just beautifully done. After seeing our room and visiting with the owner, he moved his truck so we could park our truck and trailer in front of his house across the street. The off-street parking lot at the inn would not accommodate the trailer.

After having lunch at the Sizzler where we met up with Colette's brother and sister-in-law, we unloaded the coupe, and headed out for a quilt show in the lobby of the Cedar City Heritage Theater. We were glad for the covered parking terrace as it rained while we were looking at the quilts. The quilt show was sponsored by the Cedar Chest Quilters Guild and was very beautifully done with people on hand to answer any questions we had.





hill west of the freeway. People were friendly and waved as we drove the Ford around.

Saturday morning, we awoke to the smell of a delicious breakfast cooked by the owner. His wife was enjoyable to visit with while we ate. Following breakfast, we shined up the Special Coupe from the light rain that had fallen during the night and headed for Main Street to participate in the parade. There we were greeted by the sight of many Model A's from the Cedar Breaks and Color Country Model A clubs. We were instructed where to line up among the many other vintage cars as well as lots of sheep camps, farm tractors, and semi's pulling livestock trailers. No candy could be thrown by the parade participants so the crowd, including lots of children, were very well behaved. We were near the front so at the end of the parade route we pulled into a parking lot where we could watch the remainder of the parade from the comfort of our Model A. The parade was concluded by 1000 head of sheep being driven down Main Street by people on horseback and 4 wheelers. I'm glad they came behind us rather than in front.

With the completion of the parade came the short drive to the Cross Hollows Event Center where a paved parking lot was roped off for the Vintage Auto Display. We were given a packet with 2 nice patches, a commemorative pin, sign for the car window and brochures about the festival. Again, I mention that there was no entrance fee to be part of this activity. Local sponsors cover all costs. We enjoyed looking at the cars on display which included a very early Cedar City fire truck and an unrestored 1930's wrecker made from a large V8 passenger car. I don't recall the make, but probably something like a Cadillac or Packard. It was a recent barn find and wasn't currently running.

We met a lot of new people and encouraged a few who inquired about purchasing a Model A and joining a club. The fellow next to us had a roadster and Tudor painted to match. He had owned both over 50 years. There were probably about 30 cars on display most of which were Model A's. We had one fellow, who was waving excitedly at us in the parade, wait for us to get to the show so he could see the car up close, talk to us, and take pictures of the car. He said ours caught his eye in the parade and it was his favorite. That made us feel pretty good, better than any trophy. We will definitely plan on attending this event again as it is later in the year and extends the show season beyond the normal summer events. The smallness of the show is very nice and we were thanked for our efforts to attend. There were other events that we didn't take the time to see such as a kid's rodeo it for 10 horse pulls, tractor pulls, cowboy dirt dance, and cowboy church on Sunday morning. We encourage our club members who can to attend this event next year.



Winterizing Your Model A

BY LYNN SONDENNA, COURTESY OF THE VOLCANO A'S

Editor's Note: A good majority of club members drive their cars year around. They take proper precautions to make sure there is some type of antifreeze to prevent water from cracking the block. Driving it at least every month (preferably more) will coat most engine components with oil. But, if you want to winterize your car, Lynn's suggestions below will help you do that.

Winter is now here along with the rain, snow and ice. Is your Model A winterized properly? Your first consideration should be the cooling system. Freezing weather can cause major damage to the radiator, cylinder head or block. You have four choices for winterization.

Keep the Model A in a heated garage

- Drain the cooling system and be aware that a gravity drain will leave some water in the water jacket between cylinders #3 & #4.
- Use antifreeze of a good grade such as Sierra or Prime, they are environmentally friendly. Some people will tell you that antifreeze mixed with oil will melt or eat away the Babbitt. This is a myth. What happens is the antifreeze will tarnish the high gloss smooth surface of the Babbitt. Over time this creates more friction on the bearing surfaces, which in turn creates more heat.

Battery maintenance.

- Check and maintain the water level. Keep the battery charged by either using a trickle charger or by running the engine every two weeks for at least 10 minutes.

Crankcase oil

- If you are not going to run your Model A then I would suggest that you replace one quart of oil with full synthetic oil. Synthetic oil will have a greater adhesion to metal parts than regular oil, so it will leave a protective coating on the valves, lifters, springs, rings and bearings. This will help to keep moisture and rust out of the engine.

Fuel system

- With Ethanol gasoline you have two choices. (1) Drain the complete fuel system including the carburetor. The carb should be taken apart, drained and dried. (2) If you are going to drive your Model A or at least run it for 10 minutes every two weeks, then add 4 ounces of one of the following products to a full fuel tank. (Staybil Gasoline Additive or Marvel Mystery Oil).



- Note: after adding the four ounces of the additive, run the engine for five minutes to mix the additive with the gasoline, and have the carburetor protected. If you fail to do this, the Ethanol will start to separate from the gasoline and that can cause the carburetor float valve to stick. Another item to do in the winter time is to keep your fuel tank full; this helps to eliminate condensation (water in the gas).

I use the above items in my Model A, lawnmower, garden tractor, boat motor, and modern iron. Over the years they have proved to be good useful products. I am not telling you to do this, it is your choice. If you disagree fine.



The Ladies Fashion Journal

FROM WITNESS2FASHION

Of course it's not about the baubles, the gifts, the ornaments, the clothes, or the parties, but the holiday season of 1928 did produce some treats for the eyes.

Paris frocks, December 1928. Illustration from *The Delineator*.



Luxury goods can't make us happy, but beauty and creativity do brighten up our lives. Cheers!

<https://witness2fashion.wordpress.com/2014/12/24/christmas-fashions-1928/>



Paris frocks, December 1928. Illustration from *The Delineator*.



Paris evening gowns, illustrated in *The Delineator*, December 1928.



Our Trip to the Gilmore Museum

BY REID AND ELAINE CARLSON



I had heard a little about the Gilmore Car Museum in Hickory Corners, MI. When I did, I just assumed it was a large museum building located in a metropolitan city. It was actually a car museum campus located in a remote, rural farming area of Michigan. There are hundreds of wonderfully restored vehicles attractively displayed in nine different buildings, most of which resemble red barns with white trim.



The cars are displayed in lovely surroundings and for the most part are in pristine condition, although some of them remained as they were as barn finds. The Gilmore Museum was started in 1963 with the purchase of a 1920 Pierce-Arrow by Genevieve Gilmore as a gift to her husband, Don, for a project car. Don was the CEO at Upjohn Company (pharmaceuticals), but look at the car today. He originally displayed it in a tent.



The Gilmore Museum today has become a partnership with many other car groups; namely, Classic Car Club of America, Detroit Historical Society, H. H. Franklin Club, Lincoln Motor Car Foundation, Northwood's Classic Cars, Pierce-Arrow Foundation, Model A Ford Foundation, and the Cadillac-LaSalle Club. They have also included with their car museum buildings, a 1930's Shell gas station and service garage (all original) and an old roadside diner where today you can enjoy lunch or a snack. They also have a motorcycle building and a toy-pedal car collection. It is a car museum like none other.

Before I focus on the Model A Museum building, I wanted to mention that my favorite car was a 1929 Duisenberg. This car is the same year as my Betsy, but had a new sticker price 50 times higher than my Ford. You might be interested to know that later on it was sold as a used car in 1947 for \$123.00. What a deal !

In addition, Karl Furr might like to know that they had a 1938 Mercedes Benz 540K.



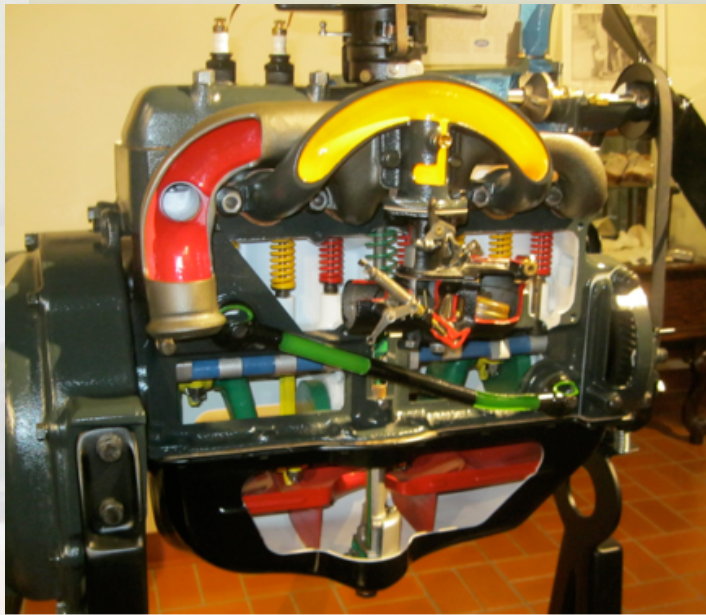
The Model A museum is housed in its own building. It follows the essential characteristics of a plan described by Thomas Howe in the May 1929 issue of *Ford Dealer and Service Field Guide*. Here is a photo of the outside of the building.



The Macks would like to know that the Model A nearest the entrance is a 1928 Phaeton. Right next to it was an original condition 1924 Model T. I very much enjoyed looking at this car as the first owner left it.

In addition to wonderful cars, they had beautiful displays of vintage clothing. Here is a 1920's wedding dress, along with everything the bride wore on her wedding day. It also included the tux that her husband wore. In 2012, she donated this clothing to the Model A Museum. You can see their picture in the background.





They also displayed vintage photos taken of the actual Ford Model A assembly line. They had a nice display of all the state license plates during the Model A era. There was also a showcase that included all the carburetors used on the Model A. It was nice seeing them all together.

Having recently finished a complete overhaul of Betsy's engine, I really enjoyed examining closely a colored cut-away of a Model A motor. Now there is a club project.

Model A's were also displayed in a typical setting. One that was especially thought provoking was a display of a Model A who was living with its family in Hooverville during the Great Depression.

I noticed a few items that I had never seen before. One of those items was a weather covering for a rumble seat.





Some of the more unusual vehicles were a 1½ ton, 3 axle Model AA Truck with a modified Model A tractor loaded on its bed.

Another one was a Smith Model A air compressor.

There was even an airplane powered with a Model A engine.

There was a display about the owners of four Model A's back in 1982. They drove their cars around the world. Their trip involved 16,600 road miles and crossed the Equator twice, including a drive across Utah. One of the cars that made the trip was on display. In all those miles, they only had two minor breakdowns. Here is a photo from the trek across Egypt.



We had a wonderful visit to a classy place. We recommend that anyone remotely in the vicinity of Hickory Corners, MI, should make a pilgrimage to the Gilmore Museum. In closing, I included a photo of a 1930 V-16 Cadillac that Howard has asked Santa to bring him for Christmas.



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 1937

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



Model A Ford Club of America



MAFCA had a successful visit to Hershey again this year. Many members stopped by to say hello or attend a seminar or renew their membership. By the way, remember to renew by December 31 to avoid the \$5 late fee. The crowd was smaller this year than previous years, probably

due to the hurricane impacting a significant portion of the Southeast.

It is only a month until our National Awards Banquet in Reno, December 5 through 8. I hope to see you there!

A member of our local chapter was over this week and while working on his car, he complained about the club. He has been a member for several years and said it was too cliquish.

So I asked him what he had done for the club.

He looked at me and said, "What do you mean?"

So I asked, "Have you ever led a tour?"

"Well, No."

"Have you volunteered to hold an office?"

"Well, No."

"When did you last go on a tour?"

"A couple of months ago."

"So who are the people you think are in this clique?"

He named off a group of folks.

Everyone in that group had served as a chapter officer and led multiple tours and shown up regularly for all tours; in other words, they had participated. My point is if you join a chapter – JOIN the chapter. You will have more fun and get to know everyone. Chapters help

folks get their cars running and keep them on the road, but the real fun is the fellowship. Join your chapter by volunteering your time and talents.

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.

Two great Christmas ideas! The latest revision to the Restoration Guidelines and Judging Standards is at the printer and will be shipping soon. It makes a great present. We are also pleased to offer the First 50 Years of The Restorer Magazine on a flash drive. If you have always wanted a complete collection of The Restorer Magazine, this is your opportunity.

There is still time to order MAFCA Christmas Cards to send out to family and friends, plus we have a great selection of wearing apparel and publications. Take a look at our web store or call the office. Your Board of Directors is dedicated to serving our membership. Please contact us with your ideas and concerns. I can be reached at president@mafca.com and I will respond.



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