



UTAH VALLEY

- Model A Club -

April 2016

IN THIS EDITION:
HOW A MODEL A BREATHES PT 2
Photo Scavenger Hunt
Model A Emergency Kit

HENRY
THE
FARM BOY

RON AND ELLIE
SESSIONS
SPOTLIGHT



Bill Thompson - Photographer

WHAT'S INSIDE

- 2 President's Message
- 3 Calendar of Events
- Wisdom of Henry Ford
- Birthdays
- 4 March's Meeting
- 5 Can You Guess?
- Trophy Case

- 6 Member Spot Light - Ron and Ellie Sessions
- 8 Photo Scavenger Hunt
- 10 How a Model A Breathes Pt 2
- 14 Henry the Farmboy
- 17 Golden Wrench Award
- 18 Ladies Fashion Journal

- 21 2016 MAFCA National Meet
- 22 Tool Box
- UVMAC Mercantile
- 23 MAFCA News
- 24 "Now a Word from Our Sponsors"



The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Club of America (MAFCA). 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

BE A PANSY!

Its becoming one of the my most favorite times of the year; when the grass starts to turn green, the blossoms start coming out on the trees, and the birds are out singing their songs of joy. With all this change, it's starting to get me excited for the coming spring and summer seasons. As the sun is out more, its getting warmer, and the little pansies are starting to coming out.

With the weather warming, and then rainy or snowy, Mother Nature still can't decide what to do. But with all the uncertainties, I have notice a small little pansy plant trying to grow, while other flowers are in their dormant stage, waiting for better and safer weather. The pansy struggles to poke its head out of the ground, to leave behind the old dead foliage from the previous year. It knows that this year will be better it will be better rooted for the coming year.

With its new foundation, it can become a larger more beautiful plant then the previous year. Despite the cold weather, and despite the snow, its trying to brave the storms. Yes it will have fallbacks, but it will continue forward.

Now I know the old saying, "Don't be a pansy." But if you really think about it, being a pansy could be a good thing, being brave and weathering the storm. I encourage us this season to get our Model A's out more. Don't be afraid to work on them. Try being brave and fixing something your not sure of. We have amazing club members that are always willing to help and give advice. If you can't figure it out, don't be afraid to ask. I've run out of gas twice because I was too afraid to ask how to rebuild my gas gauge.

As the old saying goes, "Don't be a pansy." Well I'm going to change that and say "Be more like a pansy." Be the brave one and tackle that gas gauge that needs to be rebuilt. Be brave and rebuild that horn. Drive that Model A further then you have before. Don't be afraid to weather the storm. In the end, you will be better rooted in how your car works, and runs. So I say "Be more like a pansy."

Nicholas Mack, 2016 President

2016 Calendar of Events

April

- 4th - Board Meeting
- 21st - Club Meeting, Larry H. Miller, Ford, Provo
- 23rd - Garage Day and Ladies Hat Day

May

- 2nd - Board Meeting
- 19th - Club Meeting, Larry H. Miller Ford, Provo
- 21st - Rock Hounding Trip, west of Utah Lake

June

- 6th - Board Meeting
- 16th - Club Meeting, Larry H. Miller Ford, Provo
- 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/>



July

- 11th - Board Meeting
- 21st - Club Meeting, Larry H. Miller Ford, Provo
- 24th - Mapleton Pioneer Day Parade and Car Show

August

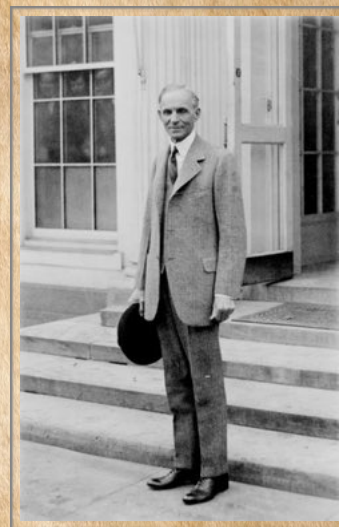
- 1st - Board Meeting
- 18th - Club Meeting, Larry H. Miller Ford, Provo

September

- 10th - International Model A Day.
- 12th - Board Meeting
- 15th - Club Meeting, Larry H. Miller Ford, Provo

The Wisdom of Henry Ford

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



HAPPY BIRTHDAY!

RICHARD TUCKER - APR 1

DIANE FURR - APR 2

March's Monthly Meeting

Attendance:

Diane and Brim Brimley, Cliff Godfrey, Clyde Munson, Reid and Elaine Carlson, Wendell Gadd, Vern Cope, Bill and Colette Thompson, Richard Burr and Richard Tucker, Howard and Gemma Eckstein, Tony Jacobs, Greg, Nicholas and Robert Mack.

Guest:

We had another guest this month. Ray Nielsen and his grandson came to see what the club is all about. He has a Model A that he is having trouble with and is hoping a club member can help him with.



Club Business:

- **Treasury:** Diane said the coffers are growing. We have \$166 in checking and \$1,363.30 in savings. Our increases are due to members paying their dues. Thank you!
- **Awards:** Greg presented Bill and Colette their 500-mile award this month. The picture on the cover of this issue is Thompson's Model A during their ride netting them their award. Clyde gave up the Bent Wrench award, but was at a loss as to the most deserving candidate. It was a toss-up between Nicholas and a loose spark plug or Howard and the necessity of having to rebuild an engine. Yup, Howard won! Cliff finally received his award for the work he did on organizing last year's Heber Creeper trip.



Upcoming Activities:

- We have a change of plans. We planned to have a garage day and ladies hat day on March 26th, not realizing it is Easter weekend. Because of this, we will have a Photo Scavenger Hunt this Saturday on March 19th at 10:00 a.m. at Nielson's Grove.
- The garage day will take the place of the Hill Air Force Museum trip. It will be at 10:00 at Clyde's home. The Hill trip will be moved to the Fall.
- May brings the Rockhound tour. Our tour guide will be at April's meeting to whet our appetite and tell us about the trip.



Technical Presentation:

Reid Carlson gave a power point presentation on the work he did on his engine. He passed along some good advice he learned from the rebuild. Watch next month's minutes for more details.

Goodbye!

We, unfortunately, must tell Carlson's goodbye. They leave March 29th for their mission in New York. Betsy will be lonely for six months, but then they'll be back to rejoin us.

Refreshments:

Again we thank Vern for his willingness to provide refreshments. He's done it numerous times. We would appreciate it if others would step up and offer refreshments as well.



Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

This month's mystery is a 1929. We don't see this car much, but it's a beauty! Whose is it?



Well, how did you do? Did you guess last month's mystery car? It is Bill and Colette Thompson's coupe.

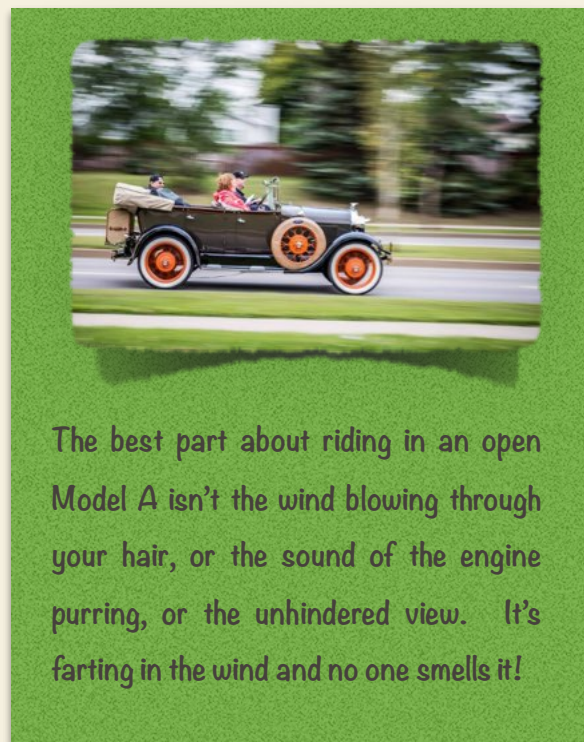


Trophy Case

Club Awards

**Bill and Colette
Thompson**
500 Mile Award

Clyde Munson
Golden Wrench Award
*Installing LED tail lights and
turn signals.*



The best part about riding in an open Model A isn't the wind blowing through your hair, or the sound of the engine purring, or the unhindered view. It's farting in the wind and no one smells it!

Member Spotlight

RON AND ELLIE SESSIONS

OUR STORY

Ron Sessions was born in 1936 in South San Gabriel, California. Ellie was born in 1939 in St. George, Utah.

Ellie moved to California in about 1950 because of her father's work. Ellie and I met in seminary. Our seminary met one hour before school. After seminary was over I would drive a group of kids to school. I told Ellie the only reason she liked me was I was the only one there who had a car. I would stuff into my car about ten kids then off to school. Things were different then; I could fill the car over full and the cops did not care, there were no seat belts then.

When I was very young I loved cars and I wanted some. After school I would mow lawns and odd jobs to earn money, I could earn about ten dollars a week and I saved it for cars that I wanted to buy. I had a 1936 Chevy and a 1939 Dodge coupe a year before I was old enough to drive. My third car was a 1930 Model A Roadster with a Flat V8. I paid \$25.00 for it.

When I was dating Ellie I had a 1949 Ford two-door coupe and it was one of my favorite cars. I rebuilt the engine to a 1/4 x 5/16 with cam and four barrel carb. It was fun to drive and fast for cars of the day.

Ellie and I were married in 1957 in the Los Angeles Temple. I went to work for my brother in construction until 1966, then I went to work for the Los Angeles County Fire Department.

During our marriage we lived in Monterey Park, Diamond Bar, Wrightwood, in the San Bernardino mountains, and in Tehachapi, where we raised our four children.



In 1993 I retired from the fire department after 27 years and moved to Manti, Utah.

In 1993 I restored a 1934 Chevy Four-door Master street rod with a 350 Chevy engine and modern running gear. We used it for Christmas Parades and car shows.

Over the years we have had more than 40 cars and trucks and I seem to like the Fords the most. I kind of slowed down on working on cars as I got older until we met Bill and Colette Thomson. They said, "Why don't you come to a Model A club meeting?" Well, we got hooked on Model A's. Now we have a 1928 sports coupe in our garage all torn down and we hope that we can bring it back to life.

And I thought that I was too old to be working on cars again. Here we go again!



Photo Scavenger Hunt

Clyde and Greg came up with a new fun activity; Photo Scavenger Hunt. Club members were divided up into the various Model A's and sent out to find as many items on the scavenger list as possible within 1 1/2 hours. In many cases it was difficult to check an item off the list. It was a

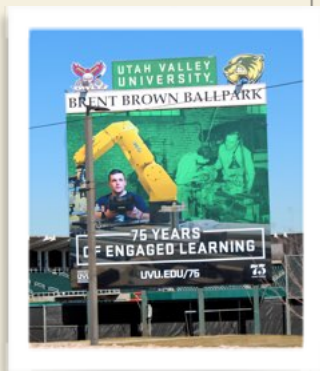
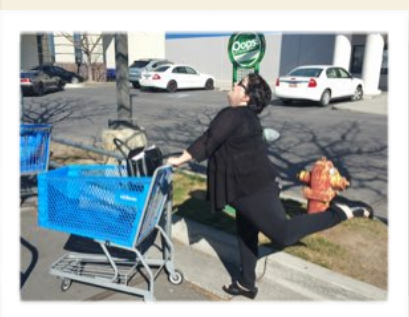
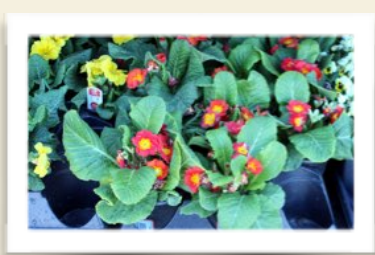
close race! The top three were Macks at 20, Brimleys at 19 1/2, and Carlsons at 19. Thanks go to Dale for providing the prizes. Regardless of who checked off the most on the list we all had a great time and here are the pictures to prove it!





When our 1 1/2 hours were up, we all met at the Chuck-A-Rama in Orem to replenish our ravished bodies following the arduous task of finding and taking all those photos. Posing for each photo so it brought out the best

and hid the worst was extremely taxing! But we all made it to the finish line. What did you expect considering the reward for finishing the scavenger hunt was food! Thanks to all who participated and thanks to Clyde.



How a Model A Breathes And How to Help It - Part 2

BY HOWARD ECKSTEIN

All of these sections are engineered to reflect the compression waves back up the pipe as we saw with the intake manifold. Properly tuned, the exhaust components correspond to the same engine RPMs the intake system is designed for. This facilitates breathing during valve overlap, which we will discuss here shortly.

Principle 8: Valve Timing

Careful engineering of the shape and position of the camshaft lobes in reference to degrees of rotation of the crankshaft is essential for getting the desired performance from the engine. Whether for a family grocery hauler, a Formula 1 race car, or a Model A, each engine is designed to produce peak performance within a certain range of speed. The timing of the valves in relationship to the position of the crankshaft plays an important role in each of these applications.

Principle 9 Valve Overlap

Now that we have pressure waves for the intake and exhaust tuned nicely, let's take advantage of them. Each stroke of a 4-stroke engine, such as that used in the Model A, occupies 180° of crankshaft rotation. That's true for the pistons. But the valves march to the beat of their own drummer; and that drummer is the camshaft.

Fig. 6 graphs the 720° of crankshaft revolution. The four strokes are shown as follows:

1. The inner blue circle represents the 236° during which the intake valve is open.

2. The outer green arc represents the 180° of the compression stroke which begins at bottom dead center.
3. The purple arc shows the 180° of the firing or power stroke that begins at top dead center.
4. The red circle represents the 236° period where the exhaust valve is open.

To get the full benefit of the inertia of air, whether

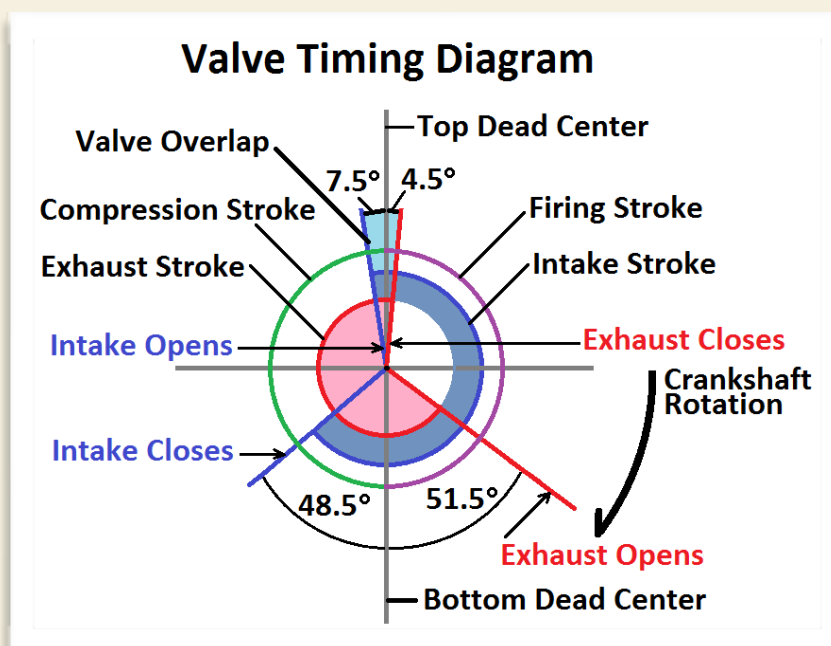


Figure 6

exhaust or fresh fuel-charged intake, the engineers have designed into the valve timing a period of valve overlap where the exhaust valve is just closing and the intake valve is just opening. In a Model A engine, both valves are slightly open at the same time for 12° of crankshaft rotation.

With both valves open for that instant, the inertia of the exhaust gas leaving through the tailpipe combined with the rarefaction part of the exhaust system's compression wave at the exhaust valve actually helps to draw in the fresh fuel-loaded air just entering past the intake valve. Once the exhaust valve is completely closed, the descending piston creates the negative pressure that continues to draw the new air into the cylinder while the intake valve is open.

Now here's the crazy part: The Model A intake valve remains open for 48.5° *after* the piston is starting on its way back up for the compression stroke! This is to take advantage of the inertia of the air still packing itself into the cylinder.

In addition, the exhaust valve opens 51.5° *before* the firing stroke reaches bottom dead center. This is to start the scavenging of the exhaust from the cylinder.

Principle 10 The Problem with Backpressure

Alas, here comes the downside to all of this. Due to the friction of air moving through the pipes, the construction of the muffler, the changes of direction the air must take and the effort required to push the exhaust out through the tailpipe, there is a certain amount of backpressure in the system.

The resonance used to ram a charge into the cylinders and to withdraw exhaust only works at certain RPMs and closely corresponds to the torque and horsepower curve crossover. At this point, we expect backpressure to

be low. Where this resonance is not in alignment, backpressure is greater.

Is Your Model A Lacking Power?

Sometimes we wonder why our Model A engines seem to be less powerful than we remember. Some of it can be traced to increased backpressure which robs power. An old muffler full of soot and rust, or a reproduction muffler that isn't made to Ford specifications, can work against us.

Fig. 7 shows four different after-market mufflers. The top picture is of the Aires Muffler, which the manufacturer has built to original Ford specifications. By not following the original dimensions, the lengths of the other samples are incorrect and the tuning is lost. This image is used by permission from Aires.

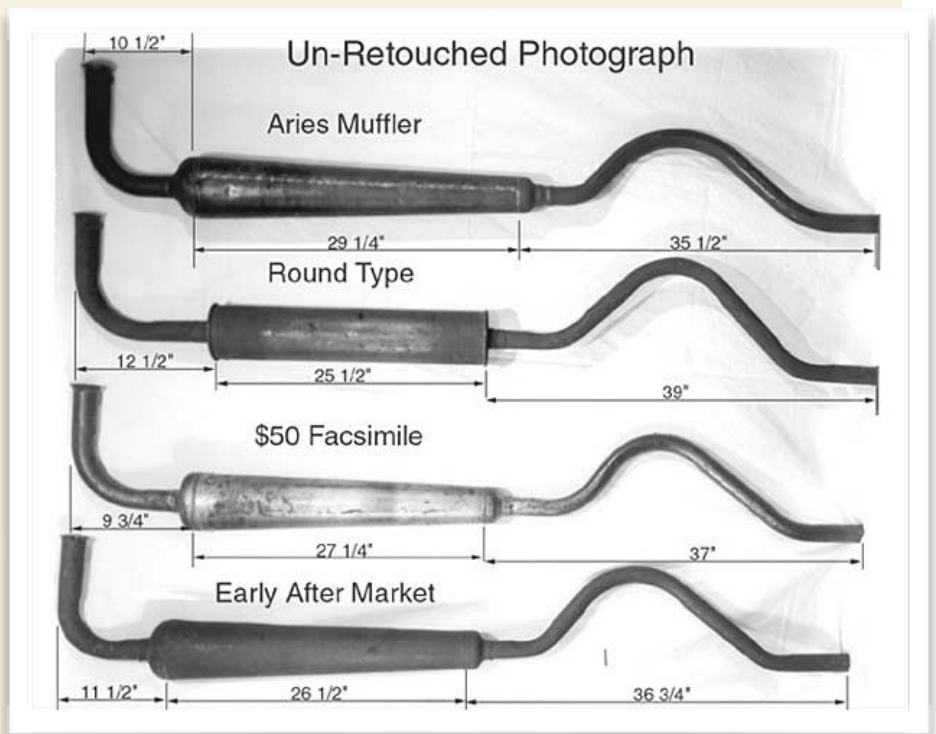


Figure 7

In addition to backpressure, performance loss can also be traced to faulty timing. Keep in mind that there are two kinds of timing: ignition and valve timing.

Improper Valve Timing

Valve timing can be retarded due to wear of the cam gear, which in turn will retard ignition timing. Incorrect gap at the tappets will also affect valve timing. The amount of drift in valve timing may develop over many years and seem very small in degrees of rotation, but be assured that in this case, little things mean a lot.

If valve timing is retarded due to a worn cam gear, the intake valves open later than they should and less air is pulled into the cylinders. Moreover, the exhaust valves close too late, allowing some of the inert exhaust gasses to be drawn back into the cylinders, further weakening the energy produced during the power strokes. Late ignition timing exacerbates the whole thing, resulting in lackluster performance as your Model A chugs its way up a hill.

The spring in the timing case cover which presses the thrust plunger against the front of the camshaft may be weak, allowing the camshaft to float back and forth during acceleration and deceleration. This dynamically changes valve and ignition timing due to the helical cut of the timing gears.

Valve timing is also dependent upon the integrity of the cam lobes. If they have worn down over years of use, the overall valve dwell time is shortened and the valves do not open as far as they should.

Weak valve springs can allow the valves to “float”, altering the time they are open; thus robbing power.

What to Do About It?

If you use your Model A for the occasional buzz around the block with the grandkids, leave the engine alone and enjoy the car once in a while. If you tour with

the Club, you’ll want to be able to keep up with everybody. Tackle the easy things to fix first. Chances are most of these things will need your attention anyway.

Consider changing that muffler which now weighs four times what it did when new. It’s likely full of carbon, rust and tar that corrupts the free flow of exhaust; which is somewhat made up for by the rotted-through spots.

Pull the timing cover side plate and inspect the teeth of the cam gear. See **Fig. 8**. A new gear measures



Figure 8

1.255” across the top of the tooth. Put the car in high, release the brake and gently roll it back and forth. If the cam gear moves forward and back when you do this, the plunger and spring in the front cover are defective. It’s not hard to change timing gears, and they aren’t that expensive.

In **Fig. 9**, the fronts of new timing gears are visible. The specifications for backlash here is .003 to .005 inches between the crank and camshaft timing gears.



Figure 9

Check your valve to tappet clearances when the engine is cold. See **Fig. 10**. They should be between .011 and .014 inches for both the original intake and exhaust valves. Weak intake valve springs do not affect engine performance nearly as much as exhaust valves floating

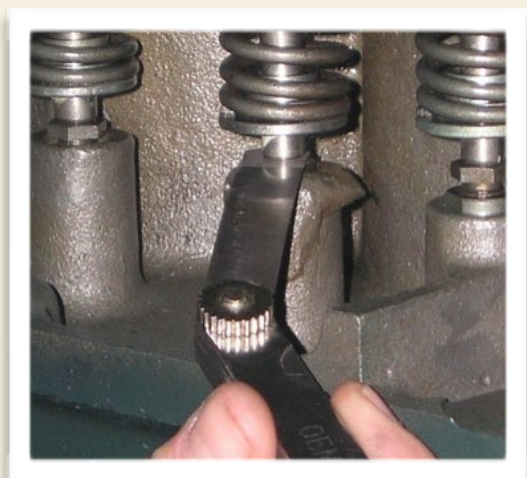


Figure 10

due to weak springs. As long as you have the valve cover off to check the valve lash, you can replace the springs.

Another thing to check is your ignition timing. If there is excessive backlash in the distributor drive shaft, ignition timing will jump around when you are driving the car. Go to the catalogs and get replacement parts that will bring the tolerances back into range.

All of the above repairs are inexpensive and do not require removing the engine from the car.

If you decide your camshaft needs to be replaced, go the full route and have the engine redone by a reputable rebuilder. Just sticking in a new camshaft may not work well if the cam bearings are worn.

A word about camshafts: A reground Model A camshaft will never perform as well as a new one. This is because the regrinder has to choose whether to restore lift at the expense of duration, or to restore duration at the expense of lift. Most reproduction camshafts on the market today are ground to Model B specifications which require different valve tappets. The original Model A tappets had a base that was 1.117" diameter, whereas the Model B tappet has a base of 1.187" to accommodate the higher lift of the cam lobes. Model B camshafts were used for replacements in service starting back in 1932 on the Model A, so it's fine to use them. They are supposed to increase torque and horsepower a little over the original Model A cam.

Leaky Valves

One way to diagnose a leaky valve is to hold a piece of cardboard over the end of the exhaust pipe at idle. If the valves are good, you'll feel a rhythmic bounce of the cardboard against the pipe with each cylinder's pulse. If there is an intermittent pause in the pulse, that points to ignition troubles.

Continued on page ____

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), so sit down in a comfy chair and enjoy...

Continued from the February issue of Motometer

Despite William Ford's best efforts to keep his son on the farm he was not so obstinate that he did not recognize and accept young Henry's extraordinary mechanical talents. After all, he was a man of considerable mechanical experience himself.



Manufacturing District

Belle Isle Bridge/Park



Thus the struggle between the father's will and the son's determination ended when Henry, at age 16 and without saying a word to anyone, walked nine miles on a cedar plank road to Detroit. There he rented a room and sought employment in a machine shop. As his sister Margaret Ford Ruddiman was to say, "We knew that at some time Henry would go to Detroit..."

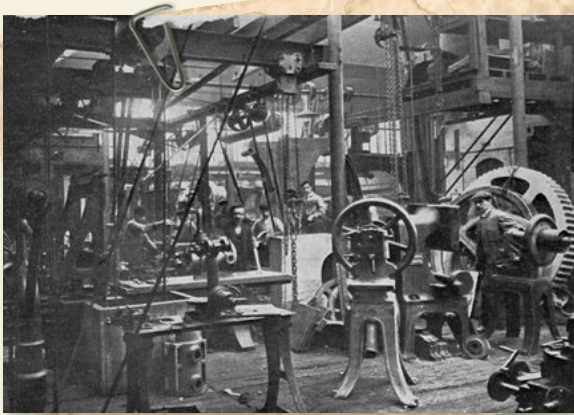
Detroit, on December 1, 1879, when Henry arrived, was the oldest settlement on the Great Lakes. It was more than a hundred years older than Chicago. Detroit itself was established by Antoine Laumet de La Mothe Cadillac. "Cadillac" was a French soldier of fortune, who sailed up the Detroit River in July, 1701. The French were the first whites to conquer the Great Lakes. Michigan did not provide the passage to India that explorers sought, but did prove to be astonishingly fertile in crops and furs. In time Michigan's mineral deposits, water, and innovative minds turned the area into an industrial giant. Farther east, the Erie Canal aided greatly in getting Michigan's goods to market.

By the time Henry arrived, Detroit's population exceeded 80,000. It had ten railroad lines, 20 miles of horse drawn streetcars on rails, and iron works. While working as a youngster selling snacks for the railroad

T and beloved "A" would eventually put his machining skills gained there to good use.

After months at Flower & Brothers, Henry moved on to the Detroit Dry Dock Company. The company pioneered iron ship production and Bessemer steel.

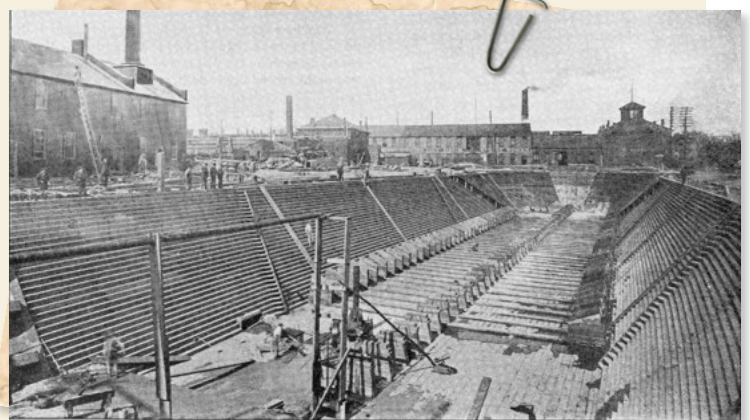
Now this is interesting because throughout his lifetime Henry would primarily claim Detroit Dry Dock as his first employer. However, written records and overwhelming family and associates recollection establishes Flower's shop as the first. Who knows why this is. Did he have a dispute with someone at Flower's? His father and the Flowers' were mutual customers. In fact his father met personally with Flower in the presence of Henry at the shop itself. Maybe there was a father-son thing going on there? Maybe, later in life, he wanted to present an image of making it totally on his own, which is silly as how can anyone minimize his hard work and accomplishments.



Era Machine Shop

Thomas Alva Edison would spend his down time in one of the city's libraries.

So it was amongst this flurry of activity that Henry soon went to work for James Flower & Brothers Machine Shop. It was a small factory with a good reputation for workmanship and training. David Dunbar Buick, a success in plumbing fittings before turning to cars, was also an apprentice there. "It was a great old shop," recalled one of Henry's workmates Fred Stauss. "They manufactured everything in the line of brass and iron - globe and gate valves, gongs, steam-whistles, fire hydrants, and valves for water pipes....They made so many different articles that they had to have all kinds of machines, large and small lathes and drill presses....They had more machines than workmen in the shop." Our father of the Model



Detroit Dry Dock

Maybe he just forgot? Who knows? And lest we get the wrong idea, Henry respected his father and was considerate and generous with all his family. There was not some major riff going on. In fact, during his employment in Detroit he would return home to the family farm in the Fall to help with the harvest.

While working at the Detroit Dry Dock Company Henry paid \$3.50/week for room and board. His wage was \$2.00. He made up the difference with the watch repair skills by taking in evening work from jeweler Robert Magill cleaning and repairing watches

through the back door as he feared his customers might doubt the workmanship of somebody so young.

Working two jobs did not tire him much. His thought about quitting time at Dry Dock was, "...the



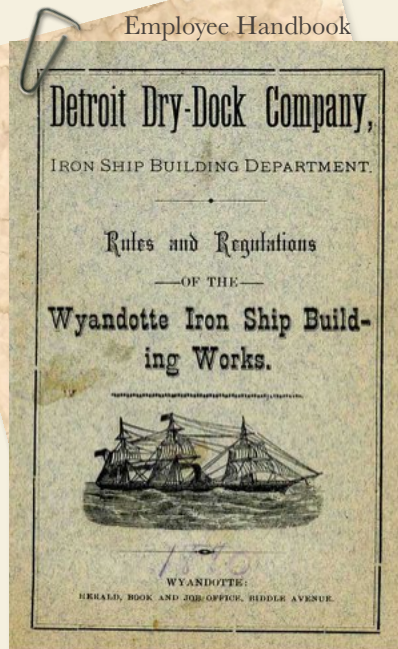
Detroit Dry Dock Machine Shop

whistle is only a signal to start thinking..."

Those thoughts led him to consider going into business - the watch business. He worked out that he could build a good timepiece for about 30 cents, he said, if he built about 2,000 a day. But in the end he could not see himself trying to sell over a half million watches a year and gave up the idea.

Sometime in 1882, and still only 19, Henry completed his mechanical apprenticeship to his satisfaction. He decided to leave the city and return to the farm. He would stay until he was 30.

Part 3 will continue next month. If you can't wait until then, you can read more of Henry's story by Danny Enos by visiting the Queen City Model A's webpage: <http://www.queencitymodelclub.com/>

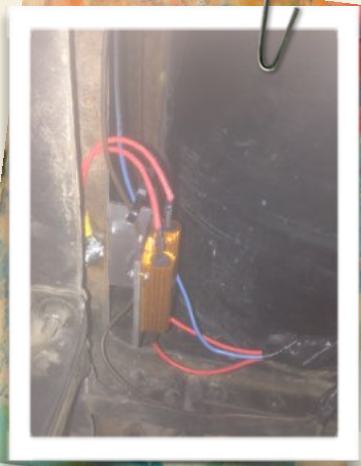


for fifty cents a night. The jeweler had work for him every day, including week-ends, but had him enter

Golden Wrench Award

BY CLYDE MUNSON

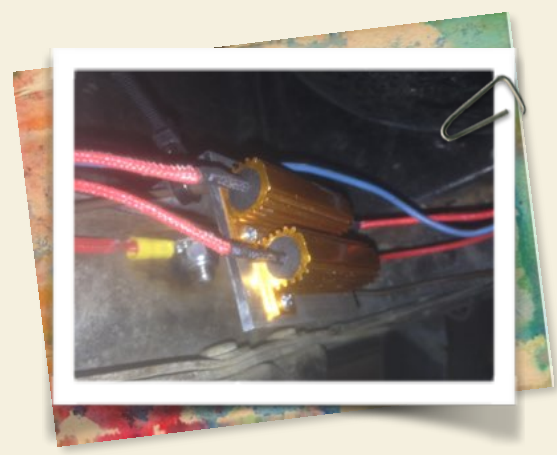
Thanks to the kindness of some of Santa's elves, I received some LED taillight lenses this Christmas so I went to work installing them. They plug into the existing bayonet sockets in the tail lights but the rims do need to be filed out to fit the lenses.



These lights are really bright so I decided to eliminate the auxiliary turn signals that I had added under the rear of the car. The LED lights do require resistors to flash correctly and they are available

from the normal suppliers for \$10-\$12 a piece but I ordered some from Amazon.com for about \$5 each.

I mounted the resistors on a bit of aluminum angle under the rear of the car, wired them in and



now I have tail lights and turn signals that are much brighter than before and I feel my car is more visible and safer.

Editor's note: I'm surprised, I thought Santa only bright presents to good little boys and girls!



Left turn signal with lights on.



Right turn signal with neither brakes or lights on.



Left turn signal with brakes on.

The Ladies Fashion Journal

JAZZ IT UP

by Harriet McNeill
courtesy of MAFCA
fashion committee

Have you been to a Model A meet and entered fashion judging? Maybe you are putting together an outfit that you plan to have judged at the next National Meet. Have you looked in the MAFCA Fashion Judging Procedures Manual and seen the forms that have to be filled out? Hopefully you forged ahead and said—"I am still going to enter fashion judging in spite of the forms and descriptions that I have to undertake!"

You will receive a sample page to follow along with the fashion judging forms once you decide to enter fashion judging, but it only gives the very basics needed. It would be beneficial to have additional, descriptive information on your entry form. Look at the sample in the MAFCA Fashion Judging Procedures Manual, Section 2, Forms, Page 4. Be imaginative.

A more complete description draws the attention of the judges to the finer details of the item. Here are some ideas to 'spice' up your entry description. Rather than just saying "a dress with a full skirt!", add some pizzazz! It could say "a soft, circular, flowing skirt to match the curved lines on the collar." By broadening your description, the judges have a better understanding of the beauty and authenticity of the item being brought before them.

Look in catalogs and magazines and you will find that they give great descriptions. You can almost picture in your mind exactly what the ensemble looks like with a detailed description.

The example below has lots of room for a description....separate matching jacket, blouse attaches to the flowing skirt, comfortable for walking, flared cuffs on the jacket sleeves, self-belt trimmed with a buckle (if you know what the buckle is made of,

include that in your description), and an eye catching ruffle on the blouse. Be creative!



23W7445—Rose.
23W7446—Light Blue.
23W7447—Oreoid.
No—we made no mistake on the price—only \$2.98 for this Misses charming dressy Frock. Light and Summery-looking, yet its fashionable fabric makes it an ideal choice for all your 'round. Hasn't it quite the daintiest cape collar you've seen—of crew lace trimmed with the material itself, softly gathered at front with a dainty flower? The modest flared skirt is cut all-round in smart pointed sections.
Misses' Sizes: 14 to 20 (to fit 32 to 38 bust). See Scale of Sizes on page 14.

Major Garment: *Late afternoon blue and tan chiffon dress with a bertha collar.*

Suggestions....

Collar is daintily tucked.

Collar is edged with lace to match the flared cuffs on the sleeves.

The dress has an uneven hemline which drapes into graceful flowing lines.

The dress has a side-tie fastening that draws the waist in to give a semi-fitted look.

Picot edging finishes the hemline and the neckline.

If multiple fabrics are used, don't be afraid to say that they complement each other.

Headgear/Hairdo: *Hair styled in finger waves with a rhinestone hair clip.*

Suggestions....



Hair is short and styled in tight finger waves.

Shape of the hair clip—large or small

If you are wearing a hat, describe it in detail such as...

Self-bow at the side adding flattery

Bow completes the crown beautifully

Close fitting crown or

Cleverly scalloped brim with blue and white ribbon trim

Coordinated Apparel: *Outer garment-Long coat*

Suggestions....

All wool coat with unique sleeve detailing

Type of wool could be described

Stitching on the cuffs and belt matches the stitching on the face framing collar

Belt is of same fabric and has the same flattering stitching and is accented with a gold buckle

If by chance you are wearing a shawl, give information as to the fabric, where found, length of fringe and/or length or width of shawl. Maybe you could even say it matches perfectly with the color of shoes or the major garment.



Accessories: *Clear crystal 2 strand necklace...*

Suggestions....

Give the type of fastener on the necklace

You might say a brilliantly becoming necklace of clear crystals

Matching silver and clear crystal drop earrings with screw backs

Leather Purse....

Suggestions....

Lining, color or fabric

Compartments

Type of handle or if it's a clutch,

Is there a back strap?

Design on the flap



Whiting and Davis blue and tan purse complements the color of the major garment

Describe the handle or the type of opening or if there is a lining (or not)

Give the shape of the compact if one is inside or if it is to be judged



C1. Steel cut beads on an all metal frame. The lining of French silk has pocket for small coin purse. Montgomery Ward, F/W 1928

Illustration from MAFCA Fashion Guidelines



Footgear: *Blue satin one-strap pump with a Cuban heel*

Suggestions....

Attractively cut out sides

The strap and buckle gives new beauty to the instep

Tell the color of the seamed silk stockings

Round garters rolled above the knee.

The blue satin looks beautiful with the blue in the major garment.

Additional information: *Hair and nails done in era fashion.*

Always be sure to include what you have done to go above and beyond to achieve the look of the Model A era. Be sure to bring dated documentation of items not pictured or described in the MAFCA Fashion Guidelines. You can find documentation in catalogs and magazines dated through the Model A years.

It also is helpful to add the MAFCA Fashion Guidelines reference to the section, page and item that closely resembles your item. A judge can flip to the page and see the item thus reducing time and stress in the judging room.

Illustrations from *National Bellas Hess Co Inc* Spring & Summer 1931 and Fall & Winter 1928-1929

#####

2016 MAFCA National Convention

JUNE 19-24; LOVELAND, COLORADO

Editor's Note: For the next few months we will be highlighting the activities scheduled for the 2016 National Convention. It's not too late to register. You will be glad you did!

SEMINARS

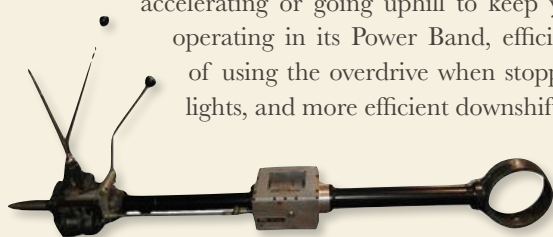
Shocks and Shackles

"Stan and Keith will provide an overview of the items to look for when judging shocks and shackles as they were on Model A's when they left the factory. This will address the different changes as incorporated based on the year and month of the vehicle"



Model A Overdrive

"Steve Mitchell will present the seminar that will cover the obvious reason for installing an overdrive in your Model A, but will also address the different Overdrive Ratios (26% or 36% over) available, the factors to be considered when selecting the correct ration for your vehicle and application, an overview of the installation procedures, and some tips on how to take advantage of the overdrive while driving your Model A, to include, using the overdrive as between 2nd and 3rd gear when accelerating or going uphill to keep your engine operating in its Power Band, efficient method of using the overdrive when stopped a traffic lights, and more efficient downshifting."



The Three Digit Model A

"The focus of Dean's Three Digit Seminar is to explain the "Early 1928's" section of the Judging Standards with a power point presentation, show some of the early parts for inspection. This will allow Dean to not only describe and demonstrate the parts unique the early vehicles, and possibly could have an early Model A on display so attendees can actually see the parts as installed on a vehicle. His niche is the identification and procurement of ve28 and e28 parts."



How to Get Started in Era Fashions

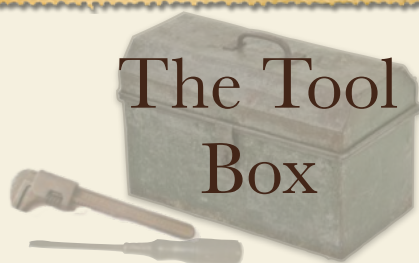
"Are you interested in Model A era fashions but unsure of how to get started? Do you open The Restorer and go to the fashion articles and wish you could find something like what is pictured on those pages? Do you want to find the perfect outfit but don't know where to go to find it? Are you unsure of the right look for the era? Have you been told not to bother because those clothes are too hard to find? If so, this is the seminar for you."



Creating an Era Image Hat

"This seminar is an introduction to hat conversion techniques, demonstrating how you can create a contemporary banded straw or horsehair hat into a retro era image style hat."





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 arcing machine** — still collecting all the parts necessary to operate it - Mack's
- **Spring Spreader** - Greg
- **Borescope** - Dale
- **King Pin Reamer** - Bill

Classified Ads



- One 19" wheel with new Sears tire \$100.00 Call Tony (801) 796-0396. **NEW!**
- Six 5.25/5.50-17 wheels \$100.00 Call Tony (801) 496-0396 **NEW!**
- Karl knows of a 28/29 chassis with hydraulic brakes, rebuilt motor and tranny for \$3,500. Give him a call if you would like more information.

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

UVMAC Mercantile

The Used Car

30 minute DVD;
only four left
\$10.00



Club Logo Sticker

\$2.00

License Plate Toppers

\$10.00



The price of t-shirts and jackets has gone up so we want to do a group order to cut the cost as much as we can. More info. will follow.

Current t-shirt pricing:

25+	\$15.94
12-24	\$18.84
6-11	\$21.74
4-5	\$24.64
1-3	\$28.99



Club T-shirts and Jackets

Your car on club logo. Contact Vern for details.



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



Spring is just around the corner and Chapters across the country are planning tours, picnics, and activities. My own calendar is filling up with local, regional and national events beginning next month. It also means time in the garage preparing the car for touring – lubrication,

tire pressure, and safety checks.

The MAFCA store features a New Magnetic Reflector; it significantly increases visibility at night and lets you proudly display your membership. They are 10" x 12" and will not scratch paint (see box on lower right). These are very popular items, so order one soon for the touring season.

Preparations for the National Convention in Loveland, Colorado, June 19th to 26th are continuing. Registrations are coming in at a good pace for what promises to be a great event in the beautiful Rocky Mountains. Forms were included in the January / February issue of The Restorer or can be obtained on the Mile High A's website or you may call the office for a copy.

We recently introduced Constant Contact with MAFCA for Chapter Newsletter editors and others. This feature provides information approximately once every three weeks about upcoming events, articles of interest, clip art, and other tools to assist newsletter editors. Thanks to Directors Happy Beggs, Trudy Vestal, and Jay McCord who created the MAFCA Digital News for us.

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 boatload 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

October 2019: National Tour, National Parks, Kanab, UT

2016 Membership Roster

NEW MAFCA Magnetic Reflectors - Think Safety First. State of the art reflective surface, removes for safe storage in seconds and will not scratch paint. 10"x12" \$19.99 Visit https://mafca.com/cart/index.php?show_price=yes



“And Now A Word From Our Sponsors...”

get into the **new** sales event



0% APR FOR 60 MONTHS
PLUS
\$2,000 TRADE-IN ASSIST CASH*
ON 2015 FOCUS / 2016 FUSION & ESCAPE

*On approved credit. 60 months at \$18.67 per month. Special Trade-In Assist Cash is available to customers who currently own or lease a 1995 or newer vehicle. Customer must have owned or leased the trade-in vehicle for a minimum of 30 days prior to the sale date of the new vehicle. Not available on electric, hybrid and Fusion Energi models. Take new retail delivery from dealer stock by 2/1/16. See dealer for details.

Larry H. Miller
Ford Lincoln PROVO
Driven By You.

ARROWHEAD
UPHOLSTERY



954 E. 100 N Payson, UT 84651 * 801-609-8744

BEST OF STATE
COLLISION
AUTO BODY
MARTINS
PAINT
REPAIR
OREM SALEM

Maple Mountain Insurance Services



15 N 1600 W, Mapleton, UT 84664 * (801) 489-1357

The CAR DOCTORS

Ty Mackey

554 W State Rd

Pleasant Grove, UT 84062

801-876-0453

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

Robert Mack

