



# UTAH VALLEY

## - Model A Club -

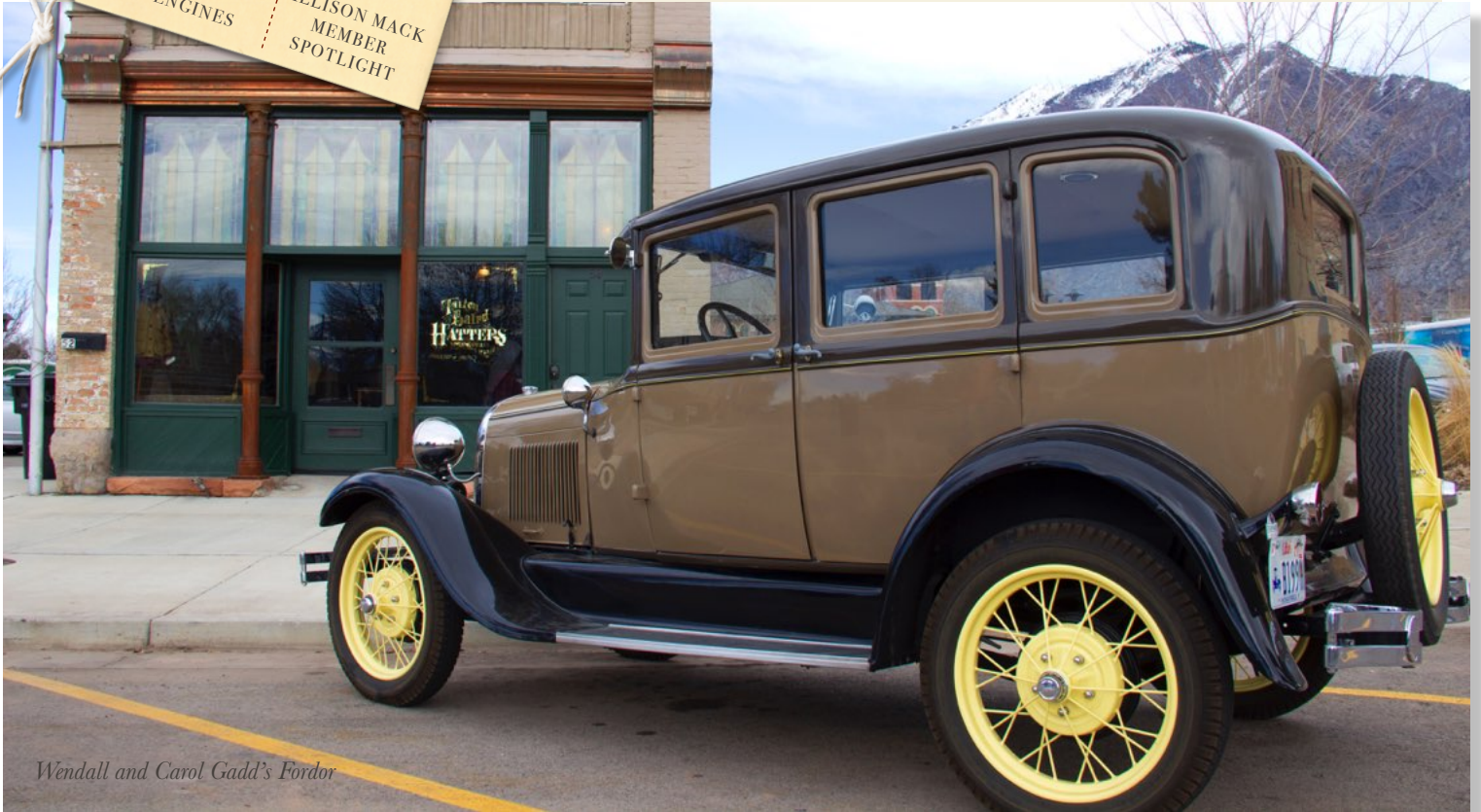
May 2016

IN THIS EDITION:  
**GARAGE & LADIES DAY**  
"Ah-oog-ah"

Model A Emergency Kit

ONE CAR  
MANY  
ENGINES

ALLISON MACK  
MEMBER  
SPOTLIGHT



*Wendall and Carol Gadd's Fordor*

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The purpose of the club is two-fold:

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

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

### THANKS ALFRED, PEPPER POTS AND OBI-WAN!

Movies have always been a favorite past time of mine, in every movie there is the main hero, but then there is the unsung hero. Batman had Alfred, Iron Man had Pepper Pots, Spiderman had his grandmother, Luke Skywalker had Obi-Wan, Superman had his Mother. Every one of these super heroes' has a special person behind the scenes that provide support, love, and caring. They contain the patience that seems near impossible. They will never give up on their hero, in some cases they will give everything that they have to assist, protect, and sometimes even lay their life on the line. They hold the key advice that will provide success to our hero. Yet they never acquire the recognition that they deserve.

My mother is my Alfred to my Batman, my Obi-Wan to my Luke. She is always there for me, working hard behind the scenes, to help with my success. She as been there with me late at night helping with math homework. She was the first one that wanted to hear about how my date went, and the one to wipe my tears away, and mend my broken heart when things didn't work out. My mother has made numerous sacrifices for me, that I will never know, or understand. I want to thank her for her love and support, which she continually gives me!

In our club, the main focus is, activities, food, and our cars. We couldn't be so successful if it weren't for the ladies in our lives. These women are our support systems, our silent cheerleaders. They allow us to continue spending money to keep our Model A's up and running. They are our Alfred's, Pepper Pots', and Obi-Wan's. Make sure to thanks the women in our lives, let them know how much we love and appreciate them. Unlike the movies, please give our unsung hero's the recognition that they deserve.

-Nicholas Mack



## 2016 Calendar of Events

### May

- 2nd - Board Meeting
- 7th - UVU Auto Expo and swap meet. UVU campus
- 19th - Club Meeting, Larry H. Miller Ford, Provo
- 21st - Rock Hounding Trip, west of Utah Lake

### June

- 6th - Board Meeting
- TBA - Hill Air Force Museum
- 16th - Club Meeting, Larry H. Miller Ford, Provo
- 19th-24th - Model A Ford of America's National Meet in Loveland, CO.
- 25th Veteran's Car Show and Cruise, Payson. All proceeds go to the Veterans Christmas Fund.

### July

- 11th - Board Meeting
- 16th - Wallsburg Hill Climb and Steam Show
- 21st - Club Meeting, Larry H. Miller Ford, Provo
- 23th - Mapleton Pioneer Day Parade and Car Show

### August

- 1st - Board Meeting
- 18th - Club Meeting, Larry H. Miller Ford, Provo
- TBA - Salty A's trip to Richfield, Bryce and Escalante

### September

- Labor Day — Payson Onion Days Car Show
- 10th - International Model A Day, Cook-off and Camping, Granite Flats Campground, American Fork Canyon
- 12th - Board Meeting
- 15th - Club Meeting, Larry H. Miller Ford, Provo

### October

- 3rd - Board Meeting
- 20th - Club Meeting, Larry H. Miller Ford, Provo
- TBA -Progressive Dinner

### November

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

### The Wisdom of Henry Ford

*Thinking is  
the hardest  
work there  
is, which is  
probably  
the reason  
why so few  
engage in it.*



**HAPPY BIRTHDAY!**

**CLARK CHRISTENSEN - MAY 6**  
**ANIECE MCCULLOCH - MAY 8**  
**BECKY MACK - MAY 20**

## April's Monthly Meeting

**Attendance:** Bob Anderson, Kelly Barker, Diane & Brim Brimley, Richard Burr, Clark and Teresa Christensen, Vern Cope, Gemma and Howard Eckstein, Joe Fazzio, Pat Hansen, Tony Jacobs, Greg, Nicholas and Robert Mack, Ray Nelson, Karl Pope, Ron and Ellie Sessions, Bill and Colette Thompson, and Richard Tucker.

**Conducting:** Vice President Vern Cope conducted this month's meeting.

**Finances:** Diane reviewed our financial status. We have \$1445.42 in savings and \$166.00 in checking.

**Minutes:** No changes were made to the minutes after they were read.

### Club Business:

1. Ray Nelson met with Clyde since the last meeting to look at Ray's tower. Vern and Joe both offered him a replacement.
2. Continuing with the discussion from last month, Clyde has a sign-up sheet for those who want t-shirts. You can pick from either blue or orange. Clyde visited with several vendors and found that they, a) can't do it, or b) it would cost the same as we are currently being charged.
3. Bill looked into the possibility of having short sleeved or denim shirts embroidered. He has a relative that can do embroidery if we can get the image digitized. Greg did research on patch digitizing and found costs varied from \$15 (China) to \$50 (US). The cost of embroidery would then be added to digitizing. Our current supplier of t-shirts can also supply us with embroidered items, but a jacket would cost \$180.
4. We need a minimum of 25 to get the best rate of \$15.95 each (\$2 more for 2X and larger sizes). A jacket (minimum 25) would be \$43 each (\$5 more for 2x and larger).

### Presentations:

1. May's activity is a rock-hounding trip west of Utah Lake. Howard asked our guide, Josh, to come and prepare us for what is in store. We will be meeting at the Spanish Fork Shopko at 9:00 a.m. and caravanning to American Fork to pick up the north contingent at 10:00 a.m. We will then continue to Vernon and the site.







Plan on bringing water for both you and your car (if needed), snacks, sunscreen, a hammer or other prying tool as well as some containers in which to take samples home. There are two restroom stops along the way. The round trip will cover 130 miles, with 2 ½ on a good dirt road. Gemma modeled some jewelry that Howard made from specimens picked up at the site.

2. Robert gave a slide presentation recapping our adventures with the Photo Scavenger Hunt.

#### Club Activities:

1. This Saturday (April 23<sup>rd</sup>) we will hold our first Garage Day and Ladies Day. We will meet at Jenn and Clyde Munson's home. Ladies will be making era hats. The women coming should bring a yard of fabric; cotton, linen or other organic fabric and matching thread. Men, you should bring a carb if you have one. We will look over them to see what they need.
2. Rock hounding trip around Utah Lake will occur on May 7th. Those in south county will caravan together from the Spanish Fork Shopko parking lot at 9:00 a.m. Those in north county will meet at Hart's Gas Station 10:00 a.m. We will have a trouble trailer with us.
3. UVU's car show is now at UVU not at Thanksgiving Point. May 21<sup>st</sup>.
4. Cedar Hills Car Show June 1<sup>st</sup>.
5. The Rat Fink Reunion in Manti will be on June 2nd – 4<sup>th</sup> this year.
6. August 1st Lindon Car Show.
7. August 10th International Model A Day and Camping
8. Progressive dinner is on Vern's birthday this year.

**Refreshments:** Cookies and drinks were provided by Richard Burr this month. Thanks Richard!



# Member Spotlight

ALLISON MACK



When I was young, I had no interest in cars; this sentiment coming from a daughter whose father LOVED and LIVED for cars. In fact, my parents bought a new car every few years for a total of 21. I did enjoy their 1967 9-Passenger (bench seats) Chevrolet because the back seat faced backwards. We loved waving or making faces at the on-coming cars – it made car travel so much more interesting.

Our parents bought us three kids a 1966 Pontiac. According to Dad, “it had one of those new overhead cam engines.” Dad boasted that Robert could get 24 miles per gallon. My sister and I named the car Jeremy (we were in love with Jeremy Bolt from the TV show, “Here Come the Brides”). Sadly, that car was hot-wired and stolen. The police found Jeremy at the Salt Lake Airport.

My first car purchase was a classic 1966 Mustang. It was bright red, with mag wheels, dual exhaust, and glass-packs. My proudest moment came when I raced my boyfriend down 9<sup>th</sup> East in Provo and won!!!

I’ve had three Mustangs: the classy 1966 model, a 1974 Mustang Ghia, and a 2008 coupe. Mustangs have become a family tradition, with Greg and Nicholas having owning a few of their own.

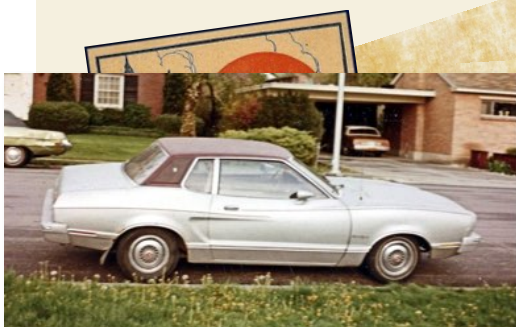




After my last Mustang was totaled by a semi, I fully intended to buy another one just like it when I was reminded that a Mustang would never make it through the snow-packed roads I could encounter with my work, I bought a 2010 Ford Escape. Of course, my two Mustang-loving nephews were appalled with my decision and considered disowning me.

I've also owned three Pontiacs: a 1980 Sunbird, a 1990 Grand Am SE Coupe, and a 1997 Grand Am GT. I recently inherited my mother's beautiful 1990 Cadillac Eldorado. We loved that car, and never more than when our mother drove it. Our dad would say, "There goes a classy-looking lady in a classy-looking car."

When my brother asked me if I would like to join the Model A Club, I was thrilled. I have really enjoyed the club members and the events and look forward to years of good times to come.



# Can You Guess?

**MYSTERY SLEUTH**

## Whose Car is This?

This month's mystery is a deluxe model. We have two of these cars in the club. Whose is it?



Last month's secret was Wendall and Pat's 1929 Fordor. It was present at the Tatton Baird Hatter's activity.



## Trophy Case

### Club Awards

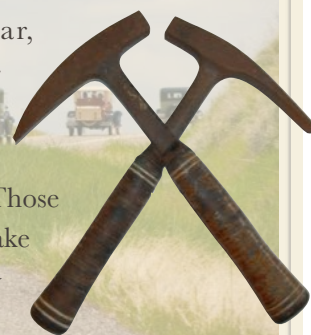
**Tony Jacobs**  
**Golden Wrench**

**Clyde Munson**  
**Golden Wrench**

**Nicholas Mack**  
**1000 Mile Award**

**Don't forget!**

Our rock hounding trip is coming up quickly. It is on **May 7th**. As mentioned at the club meeting, bring snacks, a hammer or other type pry bar, sunscreen, and water for you and your car (if needed). Plan on having a great time. Those who drove around the lake two years ago thoroughly enjoyed it!





# Golden Wrench Award

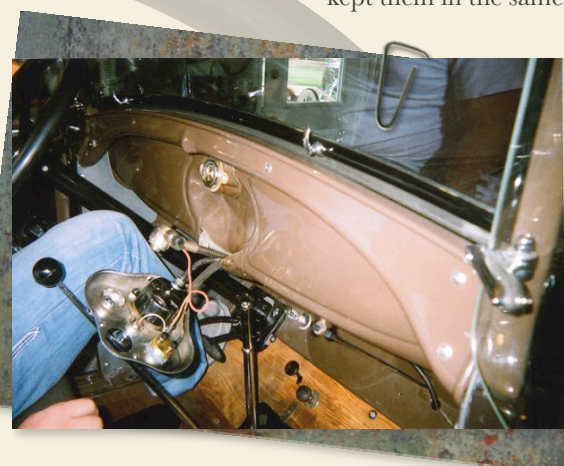
BY TONY JACOBS

Tony has been doing more work on that beautiful Phaeton of his. In December, Howard reported on the work they had done on Tony's ignition switch. Now Tony is working on his steering to tighten up the free-play in the wheel.

He took off the steering wheel and then took out the column and steering box. Since Tony's car is a 1929 Phaeton, it has the "beloved" seven-tooth steering box. He dismantled it, cleaned up the old parts and went through each part to see when one was still usable and what parts he needed to replace. Tony checked the teeth on the steering sector and the worm gear.

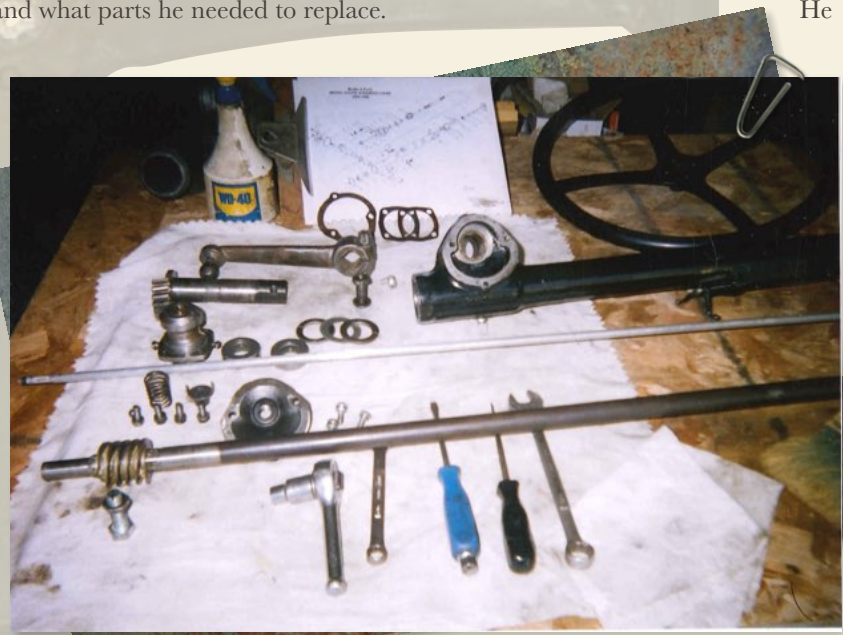
Necessary parts were ordered and then began the process of reassembling everything. To make it easier to reassemble, he laid out each part in an organized manner so he knew which parts

went together. As he cleaned and inspected them, he kept them in the same order.



Once reinstalling all the parts, adding new gaskets and replacing worn gaskets, he then filled the steering box with 600w oil and reinserted the steering column.

Next Tony reattached the light switch and body. Then he attached the column to the car and connected everything back up.



He received assistance from Clyde to make some of the final adjustments. Tony now has a car with tight steering. Probably very similar to steering characteristics of cars initially coming off the assembly line.

Congratulations Tony!

## One Car, Many Engines, and Many Times Removed

My dad bought my car in 1986. It had been parked for 20 years. As we pulled it apart to begin the restoration, one of the items addressed was the engine. The oil pan was pulled to inspect the Babbit bearings and it was a sad situation. I was unaware up to that point that Babbit came in powdered form but there it was. Needless to say this engine was shot and many would assume that it was the engine that was original to the car but it wasn't. The gentleman we purchased the car from told us of buying the car in Salt Lake and on the drive home to Ely, it used so much oil that as soon as he got it to Ely, he replaced it with a Model A engine rebuilt by Montgomery Ward, and it was that engine that was in the car when I received it and was in such a sorry state.

While we were restoring the



Before



After



car, my dad came across a Model B engine and it was decided that it would be used in Henry. A cut down Model B pan was found and into the car the engine went and almost immediately had to be pulled back out when it was discovered that the transmission would not stay in second gear. A sloppy cluster gear was fixed and the B engine went back in, but it was not meant to last as the engine was a leaky mess. A crack in the water jacket allowed anti-freeze to escape and the rear main would allow oil to run out at an alarming rate. My poor little car was parked and only driven in parades and for longer trips, I would drive my '29 roadster.

It was not long until another solid Model A engine came along in the form of an air-maze compressor set up.



As it turned out, this block was an after production diamond engine cast in 1936.

This engine was rebuilt by Arvil Parcell in Salt Lake and ran great for a time but it was pulled out of the car twice before it finally gave up. It was removed and replaced once for a rebuilt transmission to be installed and then once more for a lightened flywheel to be added. The clutch/brake shaft was replaced at the same time.

I also pulled the head on this engine 3 times while it was in the car; once to add a high compression head. Later a Bill Stipe camshaft and adjustable tappets were added and the head had to come off so the valves could be lifted to clear the lobes as the camshaft was slid into place. Finally the head came off one more time to replace the pistons and rods when the Babbit on the latter failed. This only lasted a short time as the poorly designed pipe dippers came out of the rods and ruined the crank.

Luckily, my dad had picked up an old worn out engine that our friend Wally Birch had



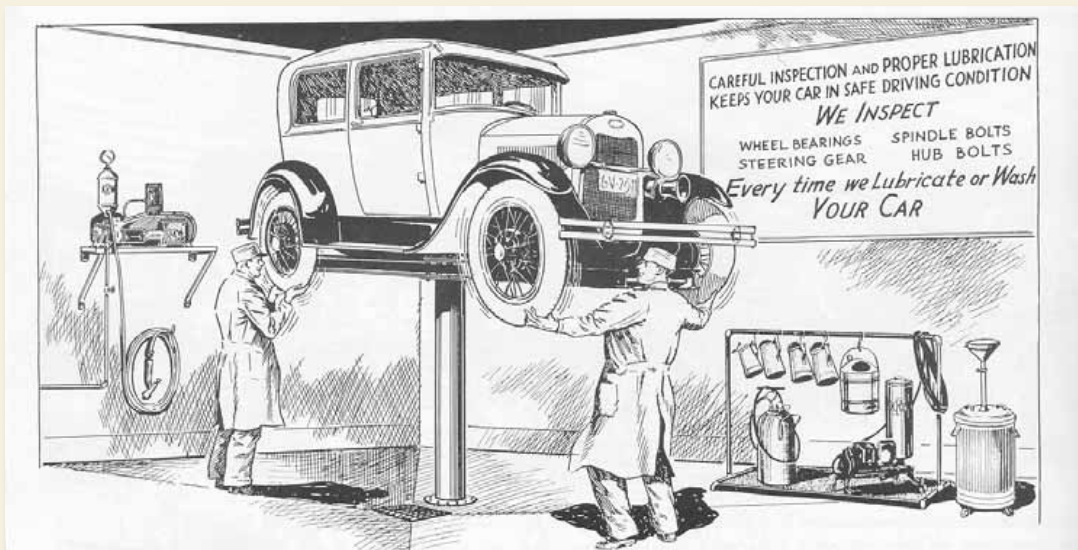
pulled from his car when he had a new rebuild installed during a restoration on his sport coupe. This engine had many miles on it and leaked a bit, but I hoped it would get me by until I could get my engine rebuilt again. Although this engine did not hold on as long as I had hoped, it did serve me well for a period of time. Unfortunately, it finally gave up during the trip Greg and I took to Ely with the Salty A's, forcing me to get the diamond engine rebuilt again.

I recently got my diamond engine back from Antique Engine Rebuilding and so far it has been running great. Hopefully it will last a long time as I am growing weary of pulling engines out of my car. In the 30 years I have owned Henry, it has had 4 different engines in it (5 actually if you count 2 versions of the same block). Add to that the 3 times the engine was pulled and replaced for other reasons and I have had the engine in and out 8 times.

*Written By Master Mechanic,  
Clyde Munson*

# This Inspection May Prevent a Serious Accident

BY PETER CROSBY, MAPLE "A" NEWS



Now that summer is here, we will be getting the old cars out for some tours and activities. The State of California does not require owners of antique automobiles have an annual state inspection. What this means, you are solely responsible for the condition of your antique car. Now how would one become a responsible and prepared motorist? It simply means you must performed the necessary inspection and preventive maintenance to prevent any unfortunate occurrences. You might ask, what should I look for during an inspection of my Model "A"?

- Horn, does it work and work every time you push the button?
- Lights, do all the lights work including the brake lights and directionals if you have them installed?
- Wiper, does the wiper work and is (are) the blade(s) in good condition?
- Tires, are they fully inflated and in good condition? Are the warning bars showing? Are the front tires wearing unevenly? Are the tires weather checked? Spare full of air?
- Brakes, jack up the car and check brake adjustment using the stick method. Does the parking brake hold the car on a hill?
- Front end, While the car is on jacks check the front end for any loose parts. If there is excessive play in the king pins replace them. Check pitman arm tie rods, wheel bearings and steering wheel for excessive play.
- Battery cables and terminals should be cleaned and secured.
- Rear end, Make sure the rear wheels have no up or down play indicating a worn hub and bearings. Rotate the wheels and listen for excessive bearing or gear noises.
- Check the exhaust system for holes, leaks, a broken hanger, and exhaust manifold cracks.
- Are there any coolant leaks or excessive oil dripping ?
- Has the oil been changed this year?
- Have you greased the fittings in the front end, rear end, brakes, water pump, clutch, etc.
- Oil the distributor, generator, horn, door hinges and accelerator linkages.
- Check your tools and spare parts that you should carry.
- Check your fan belt and hoses for cracks and swelling.
- Check the clutch for excessive or not enough travel.
- Check your transmission, steering sector, and differential oil. Change it if you haven't done it in a few years.
- Is there any broken glass or lenses that needs to be replaced?
- Headlight adjustment, are your lights searching for the sky or pointing too low? Are the reflectors in clean shiny condition?
- Inspect your fan blade for cracks and belt for tension.

As you can see there are these and other areas on your car that need occasional attention to keep you antique car in top notch condition.

Happy Motoring.

*Peter Crosby*

Reprinted from **Maple "A" News**, Volume 35, Issue 3, May/June 2007, by Peter Crosby.



## “Ah-oog-ah”

BY ALEX AND BOB, DIABLO NEWS — FEBRUARY 2013  
DRAWINGS COURTESY OF PAUL MADLIN, MODEL A BASICS

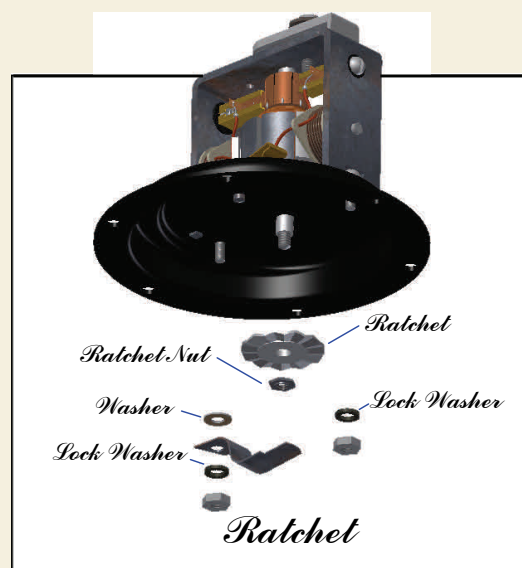
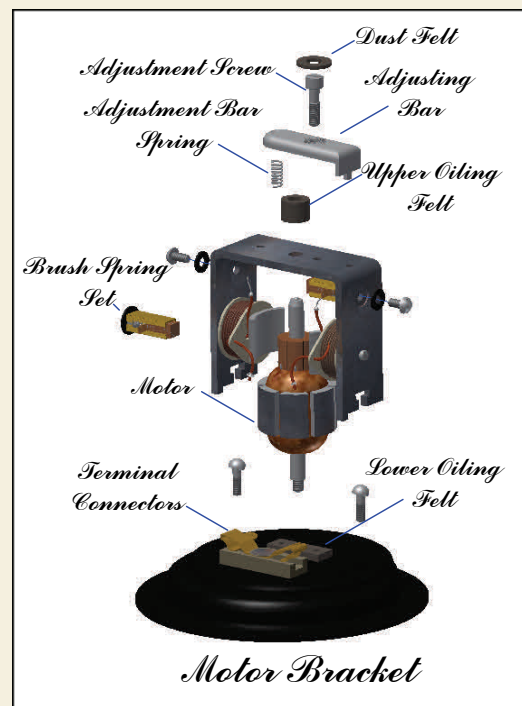
Everyone likes the “ah-oog-ah” sounds of our Model A horns, in parades or just going down the road. The horn is a small DC electric motor. When the button is pushed, the armature rotates and a ratchet wheel on the armature contacts a beveled stud in the center causing the diaphragm to vibrate. The speed of the rotation of the horn motor creates a unique sound.

Most problems with horn performance can be solved with a good cleaning and lubrication. The recommended interval for lubrication and cleaning of the commutator is monthly according to the Service Bulletin! Most of us don’t service our horns regularly and in fact only do something to them when they don’t work correctly.

Regularly remove the motor cover at the rear of the horn and put a few drops of oil in the groove of each end of the armature shaft. Use fine light oil — only a drop or two is necessary. This is lubrication.

Cleaning the commutator is done by pressing the horn button and, with the motor turning, holding a piece of fine sandpaper against the commutator until it is clean. Turning the adjusting screw to the left loosens the motor and lets the amateur turn faster. Then take a small piece of wood (a sharpened popsicle stick works well) and clean the gaps between the commutator segments - do not use metal. Check the electrical connections for good contact and then test your horn. It can be adjusted by turning the adjustment screw left or right to get the desired tone. Reinstall the motor cover.

You and your horn are now ready to hit the road!



# Garage & Ladies Hat Day

**ROBERT MACK**

## The women in the group have revolted!

No longer will we have garage days. They will be garage days and ladies' days. The men will gather to discuss something about the Model A car while the women will assemble to learn more about the Model A era. As you can tell, this revolt is a good thing, not a bad thing. It gets everyone involved and everyone learns something new.

This month the men got together and had a seminar on carburetors. Clyde was our presenter. Jenn was the presenter for the women's forum. They planned to "talk shop" about hats of the era. So, while the women were inside, the men were in Clyde's "man-cave."

Ray, Brim, Bill, Alan, Dale, Richard T. and Robert, as well as Salty A member, Mike Brennan, were present. Nicholas and Greg were there to film and learn along with the rest of us.

Clyde started with a brief overview of what to expect; he then introduced some of the many carbs that were available for the Model A — Zenith, Tillotson,

Sears, Marvel and more. Of course within each of the brands were variations. The goal of this session was to introduce the various components of the Zenith and explain the purpose of each piece, what to expect when cleaning/replacing them and how to reassemble the carburetor.

Nicholas and Greg filmed the presentation so that it will be available to club members shortly. This will allow members who weren't present, or those who want step-by-step instructions when rebuilding their own carburetor to view their own progress.

Some of the important aspects of rebuilding a carb that might not be common knowledge were discussed. One of which was the importance of keeping the original jets if possible. Most of the new jets do not have a "cupped" tip. When Henry first built the Model A, the jets were cupped, which allowed for a smoother running carb and thus, a smoother running car. If an old jet is not reusable, then a reproduction is necessary, or an original replace is advised, if possible. Because the old jets are so much better than repros, it is worth buying an old carb just for the jets if the price is right. If you are





discarding an old carb, don't throw the old jets away! You never know when or who-else will need them.

Another caution he brought out was the importance of having both the main jet and the cap jet standing at about the same height. This concept was tested on Nicholas' car. It didn't run smoothly when it was first fired up and at lower speeds. When checking the jets, they were uneven. Clyde made an adjustment and leveled them with each other. When the carb was reinstalled and tested, it ran much smoother.

Clyde also pointed out that an exception to using original parts verses replacement parts were the cork or fiber gaskets. The ethanol in the gas will eventually eat away at the gaskets. The carburetor kits sold now include neoprene gaskets. These gaskets won't dissolve in today's gas.

The seminar was very informative. It was an excellent introduction for those who want to try and refurbish their own carburetor. I know I'm ready to hit the swap meets and find a carb that I can refurbish as a backup for road trips.

The ladies on the other hand, spent the better part of the day looking at hat patterns, discussing types of

fabric used during the era and extolling the virtues and vices of various sewing machines.

Once patterns were chosen, Jenn tried to print them, but her printer didn't cooperate. After several minutes trial and error, she eventually sent the patterns to FedEx Office to print. When she drove down there she was informed that a big print job had prevented them from having her order ready. Unfortunately she returned empty-handed. The good news is, that those ladies who were not present can still have Jenn print them a pattern so that they, too, can sew an era hat. She will be mailing the patterns to those present, who were Diane (and two grandchildren), Colette and Pat.

Unfortunately, with their activity coming to an abrupt end and the carburetor seminar going longer than planned, the women had time to talk about other things, such as, a new name for their group. Because of the situation, it was brought to their attention that they, again were waiting for the men. Hence the new name for the women of the Utah Valley Model A Club — The Ladies in Waiting. Men, the shoe is on the other foot now!



## 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 April issue of Motometer*

During the first two installments we learned that Henry Ford was born in frontier-like Dearborn, Michigan, to William and Mary Litogot Ford in 1863. At age seven Henry had started tinkering with watches, making simple tools, and demonstrating extraordinary mechanical ability in general. His mother died when Henry was thirteen. Her passing had a definite affect on him.

Shortly after her death Henry encountered a mobile steam engine and was both intrigued and inspired by the machine. Henry left the farm at sixteen for Detroit. He apprenticed there as a mechanic for three years, and repaired watches to supplement his income. At age nineteen, satisfied with his apprenticeship in Detroit, he returned to his father's farm in Dearborn.

So now we pick up Henry back on the family farm at age nineteen and it doesn't take long before he puts his newly found skills to work.

A neighbor, John Gleason, owned a Westinghouse Company portable steam engine that had broken down. Gleason wanted to use it for threshing, sawing, and to rent out. However, the mechanic he hired was not up to the job. So the young Henry Ford took a crack at it. He admitted that he was a little intimidated by the machine, but also remarked about the previous mechanic that, "I have an idea he was afraid of his machine". His training in Detroit at both Flowers Brothers and Dry Dock Company quickly paid off. By the end of the day he had figured out the engine and spent a long and happy summer running it around the country doing work on behalf of Gleason.



*Westinghouse Portable Steam Engine No. 345, Made circa 1881,  
 Photo courtesy of The Henry Ford Used by Henry Ford*

Henry would later reminisce, "I was paid three dollars a day and had eighty-three days of steady work. I traveled from farm to farm, and threshed our own and the neighbors clover, hauled loads, cut cornstalks, ground feed, sawed wood. It was hard work. I had to fire (it) myself and the fuel most generally was old fence-rails, though it would burn coal

the few times coal was to be had. I became immensely fond of that machine.... I have never been more satisfied with myself than I was when I guided it over the rough country roads of the time."



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Many years later, Henry tracked down that machine, serial #345, with the help of Westinghouse. He repaired it and threshed with it again on his sixtieth birthday.

Through his work with 345, Henry came to know the local Westinghouse representative. When the seasonal work for Mr. Gleason ended Henry became the area demonstrator and repairman for Westinghouse Company in southern Michigan. He traveled the

countryside with a bag of tools servicing and operating the company's machines.

It was an ideal job for a man in his early twenties. He was his own master for a while, and got to care for the puffing, clattering engines he loved so well. He was almost a minor celebrity. He'd enter a village and people would crowd around with questions and even invite him into their homes.

As we'll see next time, times were starting to change in rural Michigan, and young Henry would meet young Clara Bryant.

*Continued next month*



*Hugh McAlpine, James Gleason and Henry Ford with Westinghouse Steam Engine No. 345, Ford Farm, Dearborn, Michigan, 1920. Photograph courtesy of The Henry Ford*

# The Ladies Fashion Journal

## THE BUSINESS WOMAN IN THE MODEL A ERA

by Anne Heely-Beck  
courtesy of MAFCA  
fashion committee

There were business women in the Model A era, but most women's magazines did not portray the women outside the house. During the 1920's, one in four women over the age of 16 were part of the work force. They mainly held jobs traditionally thought as female, such as in the fields of nursing and teaching. Thirty percent of women wage workers were involved in clerical and sale work. Clerical work or white collar positions were "respectable" during the era. White women born in the United States largely filled these positions.

During the 1930's, women workers faced heavy discrimination and social criticism. This was the Depression and it was thought that women were taking jobs away from men and that they were also abandoning their families in a time of extreme need. Most of the media railed against working mothers.

I did find some advertising by Pond's during the late 20's and early 30's that made reference to how a working woman could manage to maintain fresh beautiful skin even while working, if she used Pond's cold cream. It was "believed" that if women worked outside the home, they would lose their charm and delicate beauty.

The business women of the Model A Era, whether she was an executive or a secretary (clerical worker), could be smartly dressed. "The right clothes and smart clothes are part of the business of work, and in the day of excellent copies of originals, the secretary may be as well dressed as her employer." This is a quote from a business woman in the April 1930 issue of *Delineator* Magazine. Articles written in the February and October 1930 issues of *McCall's* talk about the importance of dressing correctly for the work place.

Suggestions were given by several business women on how to plan a wardrobe on a budget. One thought was to decide on a color and stick to it; then add one green, red, and black frock. With these three colors, add one good set of black accessories, bag, pumps, and a hat would complete the wardrobe and do the trick. Another suggestion was to add one piece of good jewelry if it fit into your budget. Also it was suggested to start with a black wool crepe coat with an uneven hem, then add a black skirt and several blouses. The blouses could be white and pastel for variety. If the budget permitted one or two frocks, a black and white print or perhaps a pink or yellow print on black background all with uneven hemlines. Also purchase a plain pair of black suede pumps, black gloves, black hat, and one or two pieces of black and white jewelry.

The *Delineator* article went on to say for the business woman who held an executive position which involved a good deal of social contact, a slightly more elaborate style wardrobe is inevitable. For example the foundation of the outfit might be a tweed costume with a flat jersey or lacy jersey blouse; perfect for so many purposes. Then besides the tweed, a formal wool suit, which would fit right in at a luncheon or a lecture. A one-color coat with harmonizing dresses, such as a black coat with a blue, red, or black dress and black and white accessories would give plenty variation.

The article concludes "Careful planning, better and fewer frocks, colors carefully chosen, interchangeable accessories, common sense, good taste-isn't this a fitting dress platform for a well dressed business women everywhere?" Still quite true today, 77 years after the *Delineator* article was published.





*Business today is demanding and getting the best there is. Dress, behavior, speech are all-important*

## IN THE RÔLE OF A BUSINESS GIRL

By FRANCES BUENTE

**BY** WHAT magic formula for success, people ask, does a business woman lift herself out of the traditional position as the subordinate and helper of men and assume for herself the supposedly masculine place as head?

Any woman who has become a successful executive knows that there is no magic about her upward climb. She will tell you that she did not start out on her career with Success for her goal. Success is a *reward*—not an aim. You can begin to have it from the very hour you go to work and you can keep on having it in bigger and better ways each day, every day, as the natural and inevitable result of conscientious and intelligent work.

When I started work as a junior just out of school, I had no other vision of success than a humble desire to make myself useful to the person employing me. For a young person just starting out in business, this is a very good aim indeed, and one which is almost certain to be crowned with this day-by-day success.

If you are really in earnest about your job, you will soon find many ways of making yourself useful outside the mere daily routine. An alert young person will at once begin to feel an active interest in, and curiosity about, the matters which are passing through her hands. She will ask questions, look things up, read everything about the business she can lay her hands on—not from a mere slavish conviction that it is the thing she ought to do, but because she wants to know for her own satisfaction—it makes her work so much more interesting.

Perhaps it is partly because this interest in and curiosity about impersonal things is more general among boys than girls that young men still so often shoot ahead of young women in our offices.

No matter how earnest, hard-working, and conscientious a girl may be, unless there is something within her which makes her reach out for and grasp with her mind all there is to know about her job, she will never graduate out of the ranks of the

"Success is a reward," says Frances Buente. "You can begin to have it from the very hour you go to work and you can keep on having it in bigger and better ways each day, every day."

A few years ago Miss Buente started at the bottom of the ladder in an office in New York; today she heads her own successful business. Her advice is founded, therefore, on practical experience and will be of interest to all girls.

subordinates. On the other hand, if she does show a broad understanding of the problems of the business in which she is working, her employers will be only too glad to place more and more responsibility upon her and more and more important work in her hands.

Earnestness, conscientiousness, the capacity for careful attention to detail, patience, and all the other virtues of the routine worker, are highly esteemed in business and reap their own special kind of success. But, alone, they are not the qualities that fit a woman for an important executive position.

To climb to a really high place a woman must have, in addition to a special ability for her particular job, something of that passion for "the game" that so many men have—a spontaneous, consuming interest that drives her on in spite of herself, that renders her oblivious to fatigue, hours, and ordinary concerns; and makes the rewards—this elusive and imperfectly visioned "success" which so many people are blindly seeking—of secondary importance.

Before applying for her first job, a girl should try to find out, as far as possible, for what she is best equipped. This will be determined to a very great extent by what she likes to do, but not altogether. It is not easy in the early, unformed years—not even with the new vocational guidance—for a girl to make an analysis of herself that will prove completely right in later years. But in so far as you can form an estimate of your own abilities—your own preferences as to what you want to do with your life—you should follow that in the choice of a job you go after. Just because your friends are happy in a certain kind of work is no proof that you will be, too.

The principal objection to women in business has always been that they are too "personal." There is some truth in this. That a woman should learn to keep her business and personal concerns separate is one of the most important rules for success.

Bring to your job something of the art of the actress. Study your rôle. If, on the stage, you were

[Continued on page 106]



*Like an actress, study your part*

This article, *In The Role Of A Business Girl*, appeared in the February 1930 issue of *McCall's Magazine*. Note that the author, a successful business women herself, stated that dress, behavior, and speech are all important for the role of a business girl. She suggests like an actress, study your part.

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DELINEATOR



Mouque, NY. 30.

In this modern business office, Miss Dorothy Shaver, a brilliant type of the modern business executive, directs a Bureau of Fashion and Decoration

## WHAT SHOULD THE BUSINESS WOMAN WEAR

?

**Lucile Babcock Interviews Three of New York's Most Important Women Executives**

NOT so long ago a woman who comes in contact with a large group of business women said to me: "We all enjoyed so much Delineator's article on 'What the College Girl Should Wear' that I wish you'd do something for the business woman. I know that many of the girls I meet are not as appropriately or smartly dressed as they might be if they gave the subject the study it deserves."

Now, the term "business woman" covers so many phases of activity that for a moment the request was staggering. Obviously it was impossible to give blanket suggestions which would cover the type of thing a woman concerned with the business of selling real estate or coats in a ready-to-wear department of a great store, or acting as a social secretary, might wear. But an attitude towards clothes, a working basic plan for any wardrobe in any season, a clear definition of what clothes skillfully chosen and beautifully worn may do, that I determine to present.

I turned for my information to the

different types of New York's women executives, each a leader in her field, each working daily with a widely varied group of business women.

First I called on Mrs. Stanley Resor, whose name is a synonym for success in national advertising. She greeted me in the very smart office of the great advertising agency where she is a chief executive, and while I was saying "How do you do?" I was mentally cataloging her as we fashion people do.

"Henna flat crêpe . . . a Vionnet model . . . gorgeous color for her brown eyes and chestnut hair . . . simply heavenly lines . . . the topaz beads are a nice accent" . . . and then, having a perfect example before me of the beautifully costumed very feminine type of business woman, I put my question.

"I believe with all my heart that it is essential," said Mrs. Resor, "for the business woman to be of the mode and as feminine as possible without in any way trading on sex. I am glad that the old belief that the business woman should frown on frills and present her case (Turn to page 48)





Miss Dorothy Shaver drives in from the country to the store in a gray and white tweed frock with black accessories

*What Should The Business Woman Wear?* appeared in the April 1930 issue of *Delineator Magazine*. The author interviewed three business women to find out how they planned their working wardrobe.



## 2016 MAFCA National Convention

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

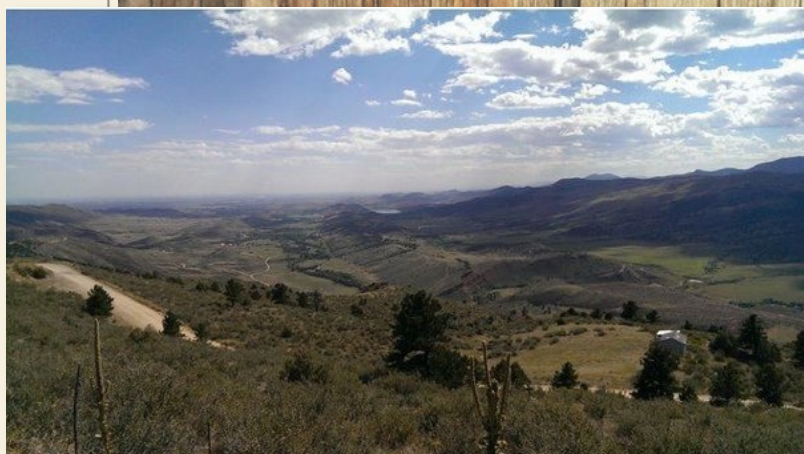
**Editor's Note:** For the next few months we will be highlighting the activities scheduled for the 2016 National Convention. The text comes directly from the Model A Ford Club of Colorado. Come join us!

### Masonville Loop Guided Tour

"Masonville Colorado Town site, now almost a ghost town, started with a gold rush that never really materialized, and is what caused Masonville to be founded in the early 1890's. Speculation was high but actual results were less than spectacular. The rumors were so strong that it is said a preacher in Greeley told his parishioners that he was leaving right after the services to go "hunt his honey" in Masonville.

The drive on Stove Prairie Road northward from Masonville to the Cache LaPoudre River is a narrow, winding road with many turns (some sharp), through the hilly countryside. It is very scenic (as is the rest of the tour) and truly is a "Model A Road".

The Cache La Poudre River headwaters are in the Front Range in Larimer County, in the northern part of Rocky Mountain National Park. The river descends eastward in the mountains through the Roosevelt National Forest in Poudre Canyon. It emerges from the foothills north of the city of Fort Collins. Cache LaPoudre means "Hide the powder" in French. It refers to an incident in the 1820s when French trappers, caught by a snowstorm, were forced to bury part of their gunpowder along the banks of the river. The river is a popular summer destination for fly-fishing, whitewater rafting, tubing, and kayaking. These activities may be viewable as we travel through the canyon."







## 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

- Karl 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 and one 19" wheel with new Sears tire \$100.00 Call Tony (801)796-0396.
- Clark Christensen is selling 2 Chevy barn finds. **NEW!** Carl's got all the info you need (801) 362-0210



## 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



It is clearly touring time, although some areas of the country are receiving some wild weather. I recently injured my knee and it is taking a long time to heal now that I am older. Well, I have been getting my Model A ready for tours, and keep discovering it is

getting older in places too and needs more time to repair. As an example, one of my shock absorber balls required replacement as it had gotten out of round over its 85 years of traveling down the road. As you are getting ready for tours, take the time to look all around your cars and see what may have worn out.

Registrations for the National Convention in Loveland, Colorado, June 19th to 26th are pouring in with over 330 already. Registration forms can be obtained on the Mile High A's website <http://www.milehighcountry2016.org/>, or you may call the office for a copy. Don't miss out on this spectacular event – register soon.

We are working on the Budget and as you can imagine keeping it balanced is a challenge. Dues have remained constant for 10 years, but costs continue to climb. Fortunately, our membership remains strong so no increases are anticipated this year and we are looking at ways to reduce costs wherever possible while continuing services to our membership.

**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

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