



UTAH VALLEY

Model A Club

August 2016

IN THIS EDITION:
WALSBURG HILL CLIMB
Even the Petals!
Fashion - Egyptian Enthusiasm

HENRY THE
FARM BOY
PT 5/6

UTAH'S MOST
SCENIC BYWAY
TOUR



Photographer Allison Mack

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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

THE MEN IN MY LIFE

As I sit here at the Lindon car show, behind our arsenal of 9 Model A's, I see all walks of life. As the families approach you can hear the grandparents reminisce about the good ole' days. The phrase "back in my day" is uttered many, many times. They tell their grandchildren about the dangerous situations they got themselves into. How a pair of pantyhose got them the last 10 miles to home. About how "cheap" they got it for \$200, but back then that was a decent amount of money. How the Model A was found in a field with horses using it as a feed trough. The amount of money, hard work, and family bonding that accrued because of the restoration process brings back a flood of memories. It seems like the conversation usually ends with the phrase, "I wish I still had that car."

Patrons stand in front of a Model A and visit with a club member about their memories and experiences of having or knowing someone that had a car "just like this one." Club members converse among themselves as if they have been lifelong friends, and Clyde is always so kind to make minor adjustments on any Model A. Stories are shared, and laughter is heard everywhere.

Yet, as I watch the news on a nightly basis; the majority of the broadcast is focused on turmoil, hatred, and violence through-out the world. But, when I step back, I realize that good people, who are trustworthy, and wonderful friends, surround me. Our Model A Club has become such a wonderful community to me and many others. I want to thank everybody for being such wonderful examples to me.

President Nicholas Mack

2016 Calendar of Events

August

- 1st - Lindon Car Show
- 8th - Board Meeting
- 18th - Club Meeting, Larry H. Miller Ford, Provo
- 25-28 - 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
- 16th - MAFFI Museum Model A Day 8:00 to 5:00

October

- 3rd - Board Meeting
- 8th - Progressive Dinner
- 20th - Club Meeting, Larry H. Miller Ford, Provo

November

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

December

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

2017 Calendar of Events

June

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

The Wisdom of Henry Ford



There is joy in work. There is no happiness except in the realization that we have accomplished something.

HAPPY BIRTHDAY!

PHYLIS BAKER - AUGUST 15
ALAN JUSTESEN - AUGUST 17
LLOYD BAKER - AUGUST 19
ROBERT MACK - AUGUST 22

July's Monthly Meeting

Attendance: Ellie and Ron Sessions, Alan and Pat Justesen, Chris and Richard Tucker, Bud Durrant, Clyde Munson, Tony Jacobs, Karl Pope, Karl Furr, James Hatfield, Greg, Nicholas and Robert Mack, Howard and Gemma Eckstein, Bob Anderson, Vern Cope, Collette and Bill Thompson, Brim Brimley

Conducting: President Nicholas Mack conducted this month's meeting.

Minutes: Reviewed and approved.

Treasurer: Brim went over the club's financial status. We have a total of \$1669.78, with \$224 in checking and \$945.78 in savings.

New Members and Guests: Howard brought one of his two Chinese exchange teachers with him. Her name is Yanni and she will participate in Saturday's parade with us. Clyde also brought a guest with him; one he has talked about often – his dad, Ron.

We met Tim Isaksen for the first time. We hope to be seeing more of him. Also the Manti group brought with them Ed and Sharon Stilson. The Manti group is getting bigger and bigger as the months go by.

We were told that Mark Layton is in the hospital. We hope he has a swift recovery.

Club Business:

1. **Caution Banners:** Greg showed everyone the tour "Caution, Slow Moving Vehicles Ahead, Pass With Caution" banners. It was an idea Clyde proposed after seeing them while they toured with the Salty A's. There are two sizes, a small one for the trunk of a Model A and another larger one for a trouble trailer. He also showed everyone banners made for touring that gave the name of the club.
2. **Mileage Badges:** Clyde got a list of those needing Mileage Badges. It looks as though it is only Howard's Coupe and Mack's Phaeton.
3. **Pioneer Day Parade in Mapleton:** Be at the Mapleton Junior High School by 8:00 a.m. It is on 1200 N. and 400 E. Afterward there will be the usual car show for about one to one and a half hours. Around noon we will head to Sonic for lunch.
4. **Salty A's Southern Utah Trip:** Clyde reminded everyone about the trip starting October 22nd and encouraged everyone to come. Karl Furr and the Macks were interested in attending. No others expressed interest.

5. **Lindon Car Show on August 1st:** The show runs from 4:00 to 9:00 p.m. at the park on State Street. Come when you can. Someone will save us a nice shady spot so come when you can.

6. **International Model A Day/Manifold Cook-off.** It is scheduled for September 10th. Brim and Howard explained that the cook-off would be judged similar to last year, using the same judges. Cooking times would have to be altered in order to make up for the longer drive time to Granite Flats Campground. If you were planning on camping overnight make sure you let Brimleys know so they can have a site reserved for you.

2016 Convention: Howard showed a short video showing Gemma walking down the runway while the “MC” made comments about her dress. She also read a short “bio” of Gemma. Gemma received First Place and probably would have taken another award. Had she been wearing period hosiery.

Robert played a five-minute YouTube video of the convention and the fun we had while there. <https://www.youtube.com/watch?v=v1gCUZg73DE>.

Technical Presentation:

Tonight’s technical presentation was given by Vern Cope. He brought several horns in various stages of disassembly. He went through the steps of taking a horn apart, cleaning and replacing worn parts and oiling the felts so that the horn would perform as new. Vern had some good tips when cleaning the horn.

1. Oil the felts at least yearly. If you use the horn often, oil them every six months.
2. Use a portable drill to turn the motor and lightly touch the sand paper on the armature to clean it.
3. Make sure the brushes are completely insulated from the motor frame. Use a circuit test to make sure this occurs. For once, you don’t want a completed circuit.

Closing:

1. Budd has new aprons for a 1931 Model A for sale. He is asking for his purchase price.
2. Ed Stilson is looking for a 21” spare tire.
3. Nicholas provided refreshments again this month. Thanks Nicholas!



Wallsburg Hill Climb

BY GREG MACK

It was a beautiful albeit blistering July day in Utah. The sky was blue and the sun was shining brightly. It was a calm day despite the knowledge of the much anticipated and hyped up race that was to occur the following day in Wallsburg. There was debate on attending, but the honey do list was growing longer as was the unmown lawn. Despite this inner torment of doing the 'right' thing, things were quite peaceful.

That was until the phone rang at the Munson's home. Trash talking and club bashing ensued on the other line; it was Bill Poele of the Salty A's telling Clyde that our club was unworthy of driving Model A's and that this state was not big enough for both clubs. The only way to prove our worthiness was to show it at the track. (Please note that details of this conversation may have been modified, altered or certain truths omitted or exaggerated for the sake of building reader's interest.) With the hammer being thrown down, Clyde had no choice but to defend his and the club's honor, so he accepted the challenge. Plus Clyde had been longing for the day he could put Henry's new engine to the test and see what it was really made of.

The early morning hours of race day were spent preparing, not only the cars, but also mentally; visualizing the shifts, feeling the engine, and becoming one with the car. Upon arriving at the 'track', tech and safety inspections were performed. Cars were appointed to their appropriate classes ranging from stock Model A to freaky fast how can that be a 4-cylinder engine class. There were some very impressive cars, some with cool custom bodies and suspensions, others with unbelievable engines and power and even some that impressed you that it would even make it down the track. Building up the ante it turned out that Bill and Clyde were the only two competing in the semi stock class. Clyde wondered if he should have stayed in his original class of peasant



Clyde Munson





On any other day the smell of exhaust, burnt rubber, spewing antifreeze and unburnt fuel would be a serious concern, but for the spectators at the track it was a wonderful aroma. The sound of screeching tires and revving engines as they flew by was a symphony for all to hear. The next four hours were filled with nonstop racing and excitement. It was a lot of fun to watch Bill and Clyde race and throw friendly jabs at each other, but the real spectacle was between Denny Sprecher and his contenders.

Most of these racers were from out of state and had come to Utah to give Denny a run for his money. His biggest rivals were the Moores. This husband and wife team have remained undefeated for quite some time and they were determined to keep it that way. When Denny set the best time on the track, the racing became fierce! All racers in his class tried to knock him off of the board and no one held back. They pushed their cars to the limit! After each run, a little tweaking would occur here and there in an attempt at finding that sweet spot to give them that extra advantage. No matter how hard they tried though, they were never able to dethrone Denny. He managed to take home the king of the hill trophy, a great way to end his racing career.

Unfortunately for Clyde however, he was unable to close the gap of a couple of seconds needed to surpass Bill. An afterthought revealed that if Clyde had of taken out the 500 pounds of spare parts he keeps in Henry, he might have had a better chance of winning. Fortunately for Clyde though, Bill was not present at the awards ceremony so being the noble man that Clyde is, he received the award on Bill's behalf. It was a win win as both competitors now had their moment in the spot light. In the end a good time was had by all, and Bill acknowledged that there was indeed room for both clubs after all.



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MOTOMETER

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Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

We missed **Mark Layton** this month at the club meeting and found out why. He has been in the hospital! Apparently he is home now recuperating. We wish him a fast recovery.

It was nice to have **Mayor Hadfield** back with us after having endured cancer treatments. He is looking for help putting the gas tank welting in his car. If anyone has had experience with this, he would appreciate your input.

Ed and Sharron Stilson have a new car. They passed around a picture of the car "before and after." The changes they've made on the car have much improved its appearance! The Stilson's aren't the only ones with a new car. **Ron and Ellie** also have a new Model A in the garage. They now have his and hers cars. Congratulations!



Ed & Sharron Stilson's Sport Coupe

Here are some excerpts from a letter we received from the **Carlsons**:

"We are living at the camp, on the shore of Seneca Lake, where most of April was cold and rainy. Elaine wonders if it will ever be warm here, but today, there are signs of spring

coming with flowers blooming and some trees are starting to show buds and a few are blossoming.

Elder and Sister Mathews & Wendell have become our very good friends. We have had a lot to do to get the camp ready for the many people that will soon come, starting this weekend. On May 14th, we will host a tree-planting event for over a 1,000 trees and bushes. We will have six local stakes coming in to help with the event.

We live in Seneca County, which has more cows than people. We love the rural atmosphere and interaction with all the local farmers. There are a number of Amish and Mennonite groups here as well.

We are enjoying our time here. Elaine's transportation at the camp is her own little John Deere Gator with a dump bed. She likes the green color. Elaine also rides a "Grass Hopper" to mow the lawns (zero turn riding mower). Reid follows a "Billy Goat" and pulls a "Brush Bull" with a tractor. The camp needed something to get between trees to take care of the heavy brush. The best piece of equipment we found that works well for this is called a "Billy Goat". Reid told Elaine that he was going to town to get the Billy Goat. Elaine was happy that we are going to have a camp mascot. She was a little disappointed when we returned with a 15 HP walk behind grass/weed/brush cutter. "

We also hear from **Todds**, "Wednesday Bob was a Birthday Boy; we had a real party! Ben, Afton and their four kids arrived to celebrate with us. The joke of the evening was when Janell tried to light the birthday candles; we discovered we had no matches! But Ben and Afton came to the rescue! They had one very "tired" lighter in their camping equipment; they managed to get a spark out that saved the day! We were watching an excellent movie entitled, "Little Boy" when Ben walked in with candles flaming and we all sang as Bob blew out all of his candles! Ben brought the movie, and we highly recommend it,...but be forewarned. It WILL make you cry. It's a special heartwarming story about a little 8 year boy learning about, and practicing, faith."

Ron and Ellie Session's Sport Coupe



Mapleton Pioneer Day

BY ROBERT MACK

What do you get when you cross eighty-year-old cars, patriotic parades and veterans? A great time with fun for all!

On July 23rd, eleven Utah Valley Model A Club Members shared their love of Model A's (and a Buick) with several thousand people in Mapleton. Their appreciation was evident with all the compliments we received along the parade route and afterward at the car show.

The whole intention of having the cars in the parade was to escort the dignitaries, but many spectators were just as inspired by the cars as they were with the veterans within the cars.

Where else in today's society will we find eighty-year-olds capturing the attention and adoration of the

younger generations. During an age where time-saving devices complicate life and use-up the time we are supposedly saving, the simplicity of life eighty years ago when things moved more slowly and sitting on the porch watching the sun set becomes more appealing.

That's what parade-goers saw as our beloved ole' cars trundled down the road.

The veterans seemed to enjoy themselves as well. One spectator ran up to a vet and asked him how he felt riding in a car as old as he was. It turned out that both he and the car were born in 1929.

Following the parade the cars were lined up along the edge of the park so those celebrating pioneer day in Mapleton could get a closer look at these basics of transportation.





Probably the most common interaction of new technology and old is that of visitors pulling out their smart phones and taking pictures of these old beauties. The focus isn't on the camera in the phone, but the car.

After about an hour we moved the car show to Springville's Sonic Drive In. The Model A's, lined up on both sides of the island brought in the crowds there as well. While we were enjoying our food and chatting among one-another, on-lookers were enjoying our cars.

Is it the limelight we enjoy? The attention our cars get? How about the questions curious passersby ask? What is it that we enjoy most? I think it is two-fold: 1) the camaraderie we develop with other club members who have the same passion we do for our cars, and 2) the opportunity to share a piece of history we have been entrusted with during the lives of our cars.

Yes, I know. I'll get off my philosophical soapbox so you can enjoy the photos.



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by Danny Enos
compliments of the
Queen City Model A Club

Henry the Farmboy

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...

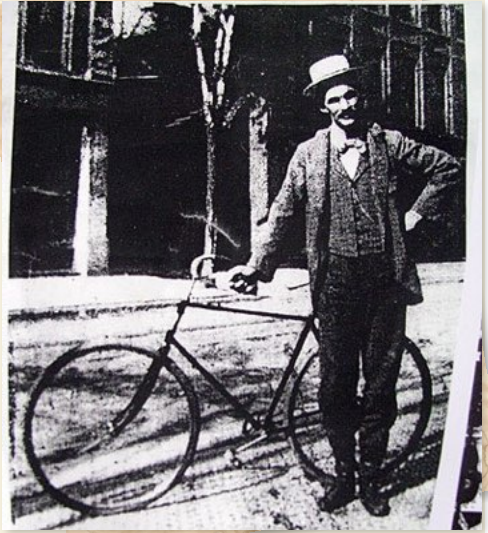
Continued from the July issue of Motometer

Henry Ford, now about 30 and a father, seemed to catch on fire professionally. He performed his work of steam engine repair and maintenance at the main powerhouse of his employer, the Edison Illuminating Company with such excellence that he was permanently transferred there. His salary was raised to \$75 a month. Soon afterwards he was promoted again. This time to chief engineer at a salary of \$100. Also, around this same time he was hired to teach evening classes for machinists at the Detroit YMCA.

The popular notion that Henry Ford, tired of the rigors of farming in 1891, left Dearborn for Detroit with the express idea of



developing a horseless carriage just does not square with reality even though his first horseless carriage ended up not being long in coming. On the farm in Dearborn, he had occasionally given thought to developing some sort of self-propelled tractor to replace



horses. The farmboy was evidently still thinking in rural terms. He told an interviewer in 1926, "The idea of a (horseless) carriage at first did not seem so practical to me as the idea of an engine to do the harder farm work....a tractor to attend to the excessively hard work of plowing." "I felt perfectly certain," he said, "that horses, considering all the bother of attending them and the expense of feeding, did not earn their keep....To lift farm drudgery off the flesh and blood and lay it on steel and motors has been my constant ambition."

His first motorized vehicle, the Quadricycle, was quick in coming even by today's standards. The Quadricycle would roar to life by mid-year 1896. We'll explore more of that next time.



After the birth of Edsel, Henry did not purposefully set out to build a self-propelled passenger vehicle but fate, his relationships with other mechanical minded men, and his own ingenuity led him that way. In 1895, Henry made contact with Oliver Barthel and his employer, Charles Brady King. Both men, particularly King, were enthusiastic, open-minded tinkers and experimenters. King had achieved commercial success by developing a pneumatic hammer, a steel brake beam, and other devices. However, by the mid 1890's King and Barthel were now set on building a horseless carriage. It was during a visit with King that Henry read two copies of The American Mechanist magazine that contained articles on how to build simple engines from odds and ends. Oliver Barthel recalled Henry saying, "I want to build one of these". King and Barthel would beat Henry to the



punch by about 3 months however. They literally fitted a four-cylinder engine onto a wooden wagon and on March 6, 1896, and became the first horseless carriage on the streets of Detroit. The vehicle was heavy at 1,300 pounds and could barely do five miles per hour. Cycling along side King on the test drive was Henry Ford.

Henry then teamed up with three friends from work and eventually got down to the serious business of building a motorcar himself. The three men were electrician George Cato, James W. Bishop, and Edward S. "Spider" Huff. The four of them made a good



mechanical team and initially tinkered and experimented at their work place. As the project became more involved the work moved to a shed at the Ford home at 58 Bagley Avenue.

Unlike today, Ford and his helpers Cato, Bishop, and Huff had to build everything for their machine themselves. And unlike King and Barthel, Henry chose to think out his machine in a more innovative fashion. He was determined to produce a lighter vehicle that did not require as much power. They took a scrap of pipe from an old steam engine, reamed out the inside to a bore of about 2 1/2 inches, then cut the pipe into two eleven inch lengths - and there they had their cylinders. Gasoline was delivered to the manifold by gravity, and power was transferred to the wheels by ten-foot length of chain. Called the "Quadricycle", its spindly frame was like two bicycles set side by side, and had thin tires.



By the beginning of June, 1896 the Quadricycle was nearly ready. Clara remembered later that near the end Henry worked nearly around the clock in the shed. Finally, in the small hours of June 4, 1896, it was complete. Clara was there (she often stayed up to keep her husband company) along with Jim Bishop. Jim was to be the outrider as Henry had been with Charles King. As the two men readied to push the Quadricycle from the shed Henry Ford realized a ridiculous mistake. They had been so intent on building and testing that they did not realize that the door was too narrow for the machine.

Henry got an axe,

demolished a portion of the door frame, and knocked out a few courses of brick in order to make room for the Quadricycle. No doubt that at this point he'd have torn down the whole structure if need be.

A light rain was falling as Clara wished him luck. Henry turned on the current from the battery, adjusted the gas, placed his thumb over the choke, turned the flywheel and the engine fired off.

The Quadricycle sprang to life and made a good 20 mph. The machine did humiliatingly break down in front of the Cadillac Hotel. However, Ford and Bishop installed a new valve-stem nut and spring and the engine came right

back to life.

Henry improved the

Quadricycle to make it reliable enough to visit family in Dearborn with it. And soon Ford would receive a helping hand in the form of financing

for a second vehicle.



Even the Pedals!

BY TOM ENDY, FROM THE SANTA ANITA A'S

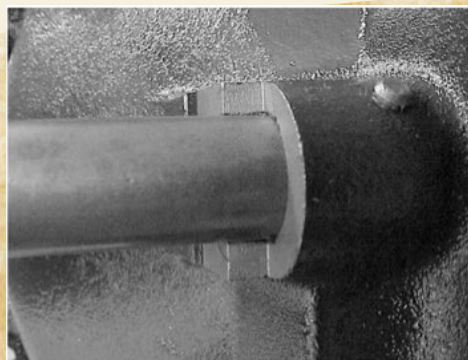
It is quite common to find that the brake pedal and the clutch pedal on a Model A Ford do not return to the upright position so that they are even with one another. One pedal may sit lower than the other. This is caused by wear on the bell housing brake pedal stops, the clutch and brake pedal stops, and the clutch pedal collar stops.

There is a very easy way to correct the problem and it is best accomplished when a complete restoration of the bell housing is being done. The restoration should include a new pedal shaft, a new clutch release shaft, new bushings in the bell housing, and new bushings in both pedals.

To even the pedals up, you should begin with a new clutch pedal collar, p/n 7507-C, that has no wear on it. Slide the brake pedal onto the pedal shaft and pull it up against the stop on the bell housing so that it is in the full upright position. This will be the reference point for adjusting the clutch pedal to be even with it.

Slide the clutch pedal onto the pedal shaft and install the clutch pedal collar and insert the locking pin. Pull the clutch pedal up to the full upright position with the pedal stops against the collar stops. The clutch pedal will probably be sitting lower than the brake pedal if you installed a new clutch pedal collar.

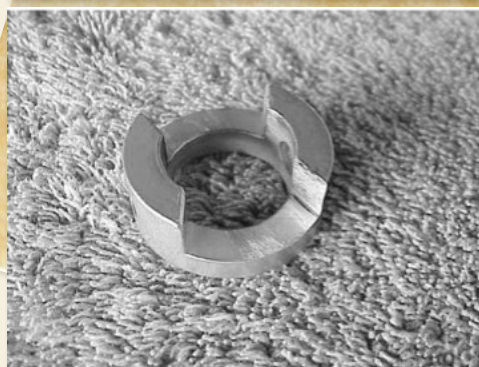
Carefully note where the clutch pedal stops are sitting against the collar stops. With a marking pen, mark the location of the two collar stops that are in contact with the pedal stops. There are four stops on the collar, but you are only interested in the two you marked. Place the collar in a vice and carefully file material off both marked stops. Try to do it evenly. It is a trial and error fit process. As you remove material from the two collar stop positions, the clutch pedal will



Bell housing brake pedal stops



Brake pedal stops



Clutch pedal collar, with stops, p/n A7507-C

start to move up even with the brake pedal. When the process is complete, both pedals will be even regardless of the orientation of the clutch pedal collar. It can install on the pedal shaft two ways, but it won't make any difference in the pedal height.



Utah's Most Scenic Byway Highway 12 Tour

BY ROBERT MACK

Are you ready for some fun in southern Utah? In just two weeks members of the Salty A's, Beehive A's and the Utah Valley Model A Club are all congregating in Richfield for a two-day tour.



We will start in Richfield and climb to the top of the Fish Lake

Plateau and then drop into Loa and pass through the small towns along U24. If there is time, you can try a piece of Black Bean or Pickle Pie in Bicknell.

From there we will skirt the shoulders of the



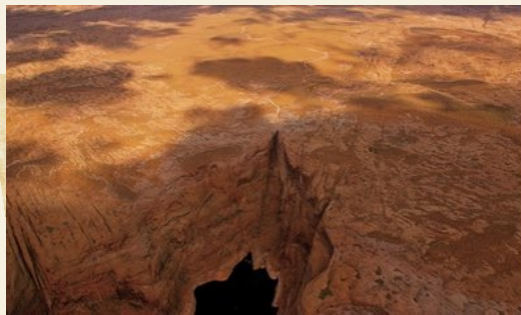
Aquarius Plateau (Boulder Mountain). There are several viewpoints where we can look down on North America's largest monocline, Capitol Reef National Park. On the

northern edge of Boulder Mountain, in the tiny town of Boulder you can visit the Anasazi Indian Village.

They have rebuilt several dwellings and marked the archeological sites of others. There is a nice museum on the property as well.

Leaving Boulder, Utah we will drive along a slick rock backbone where you can look down off the shoulders of the road 500 to 700 feet on both sides. Some passengers may choose to close their eyes through this stretch if they are afraid of heights!





Mormon pioneers traversed to “Hole in the Rock” as they made their way to establish Bluff Fort.

In Escalante we will spend the night and let both the cars and their passengers rest. Salty A's will be providing dinner and a tour book. There is a \$20.00 charge to cover expenses for the meal and book.



toward Bryce Canyon National Park. As we travel through the small Mormon settlements that have survived from early pioneer days, we will be able to see vistas of Escalante/Grand Staircase National Monument. We will also see the northern shoulder of Bryce Canyon National Park.

If there is time, driving into Bryce Canyon is worthwhile. The main amphitheater of the park can easily be toured by automobile. If you have a “Senior Pass” or “America the Beautiful” Pass you gain free entrance into the park.

We will cross over the Escalante River drainage and the route

As we leave the Paunsagunt Plateau we will drop into Red Canyon and drive through two short tunnels. This road was constructed by the Civilian Conservation Corp in the mid 1930's.



After filling up with gas in Panguitch, we will then travel along Highway 89, passing Marysville, where the first Gold in Utah was discovered, then on to Richfield.

This trip proves to be one of the most scenic tours of Utah. It will also be an opportunity to mingle with members of the other two northern Utah clubs. Please, don't miss this opportunity. By contacting Denny Sprecher you can pay your registration or get more information. He can be reached at: 801-282-8005 or by e-mail at ds6984@msn.com. Hurry, don't delay since the tour is only a couple weeks away!



Photos courtesy of ScenicHighway12.com



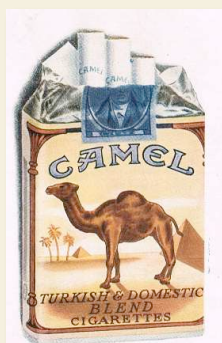
The Ladies Fashion Journal

EGYPTIAN ENTHUSIASM

by Mary Carlson
courtesy of MAFCA
fashion committee

Pssst... Have you heard the rumor that the tomb of Queen Nefertiti may have been located? If this report turns out to be true, we can probably expect a resurgence of interest in all things Egyptian. That is what happened in the 1920's after the tomb of King Tutankhamun was found and opened. You may know that the archeologist Howard Carter along with his colleague the 5th Earl of Carnarvon were responsible for this fantastic discovery. Following the opening of the tomb, many Egyptian themed garments and accessories became available. This trend carried on through the Model A era.

During the Model A era, travel to Egypt was promoted. This ad was in the October 1st 1929 issue of *Town and Country* magazine. Who doesn't love the romance, health, sports, sunshine, history and antiquities that were offered?



Camel brand cigarettes were widely advertised in women's magazines



Romance

With its days bathed in golden sunlight, its mysterious loveliness in moonlight, its wonderful opalescent afterglows which touch the Libyan Hills, the Desert and the Nile with ethereal beauty when the sun has set, Egypt is the Land of Romance. The pageantry of its past, the picturesqueness of its present, its matchless climate and restorative air make it the ideal winter resort. The comfort of its hotels is renowned all the world over. To winter in the wonderful land of the Pharaohs is an experience which once enjoyed is remembered with keen delight until its magic spell compels a second visit.

Season—October to May

Illustrated Booklet, "Egypt and the Sudan," sent post free on request to
EGYPT INFORMATION BUREAU
60, REGENT ST., LONDON, W.1, ENGL.



Thebes—The Ramesses

Sportsmen will find in Egypt excellent opportunities for enjoying Golf, Tennis, Horse-racing and Boating on the Nile.



The Pyramids of Giza

Enquire at any Travel Bureau or Tourist Agency for particulars of tours, tariffs, fares, etc.

EGYPT

for

HEALTH — SPORT — SUNSHINE — HISTORY — ANTIQUITIES

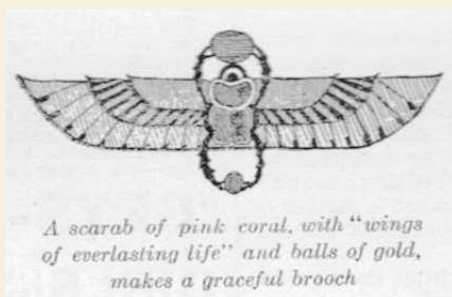


Color names were influenced by the Egyptian theme – such as Nile green, which was commonly seen in dresses, undergarments and sleep wear. The images shown are from Model A era catalogues.



These shades of green were all described as Nile green. The variations may be due to printing of the catalogues or the manufacturers.

Jewelry was created or recycled from antiquities. Thousands of pieces of relics called scarabs were available, making them affordable for the average person. These bits of carved steatite¹, carnelian, emerald, lapis-lazuli, ruby or bloodstone are used as brooches, rings or pendants.



The spectacular dress shown here is from the early to mid 1920's, *shortly before the Model A era*, and clearly shows the Egyptian influence. Note the colors in the dress, the Sphinx and the pyramids. You may remember seeing this garment on a live model during the fashion extravaganza at MAFCA's 2010 International Convention, in Vancouver, Canada.



Note... *Downton Abbey* fans will know that the television series was filmed at Highclere Castle. Did you know that this was the home of the 5th Earl of Carnarvon, [George Edward Herbert] who was a friend and colleague of the archeologist Howard Carter? A book by The Countess of Carnarvon, titled 'Lady Almina and the Real Downton Abbey' may interest you.

Sources:

Lady Almina and the Real Downton Abbey by The Countess of Carnarvon
 Needlecraft magazine of June 1929
 Needlecraft magazine of August 1930
 Town and Country magazine of Oct 1st, 1929
 Modern Priscilla magazine of January 1929
 Frederick Herrschner Inc catalogue for Spring 1929
 National Bellas Hess Co Fall/Winter 1928-1929 catalogue
 The Mentor World Traveller magazine of January 1931
 The fashion extravaganza at the MAFCA 2010 International Convention

¹steatite is also known as soapstone

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 and one 19" wheel with new Sears tire \$100.00 Call Tony (801)796-0396.

- Clark Christensen is selling 2 Chevy barn finds. Clark's got all the info you need (801) 362-0210

- Wanted: Ed Stilson is looking for a 21" tire. Please call Ed at (435) 835-2951 if you have one you would like to sell.



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

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Touring is in full swing and I hope you are getting out on the road with your Model A. The weather has been pretty hot in many parts of the country, but I don't expect it slows us down too much.

Membership renewal notices go into the mail this month along with ballots for the election of your Board of Directors. There are five positions open this year and seven candidates, so your vote is very important. Help shape the future of MAFCA by voting! You must return your ballot by October 15 to be counted, so return it early! We are also offering the opportunity to receive a digital copy of *The Restorer* along with the hard copy for only \$5 more. Dues remain unchanged at \$40, but if you want the extra digital copy it is just a few dollars more and gives you the ability to access the magazine on any of your Wi-Fi enabled devices. Please return your renewal by December 31, 2016 to avoid the late fee.

Revision 4 to the Restoration Guidelines and Judging Standards will soon be available. You may begin pre-ordering with the information in the renewal notices. We are also pleased to offer a new Christmas Card for members featuring the artwork from the 1989 cover of *The Restorer* created by famed artist Norm Sears. Order now, as the holidays will be here before you know it. The renewal packet also contains an order blank for all MAFCA products. They make great Christmas gifts, so plan ahead.

Signups for the National Awards Banquet in Reno, Nevada on December 5 to 8 are flowing in. It promises to be a fun filled event and I hope you will plan to attend. National Awards Banquets are relaxing opportunities to meet with fellow Model A'ers and enjoy a different part of the country without some of the pressures of larger events. Reno usually enjoys great weather this time of year and backs up to the majestic Sierra Nevada Mountains. Take a look at our website for more information and registration forms



MAFCA Calendar of Events

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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