

# UTAH VALLEY

# HAPPY NEW YEAR

Vol. 5

No. 1

January 2017

IN THIS EDITION:  
**ANNUAL CHRISTMAS LIGHT TOUR**  
 Planning a Reproduction  
 Outfit

ENGINE  
 KNOCK

2016 MAFCA  
 AWARDS  
 BANQUET



*Thompson, Stilsons, and Justinson from the Sanpete Branch of the UVMAC*

*Don't think about the 12 inches of snow in our front yards. Instead think about a nice sunny, warm, summer day, to reminisce about, or to look forward to in 2017. We'll build on our past successes and make 2017 even better!*

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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.

### 2017 Club Officers

**CLUB OFFICERS**

Director of the Board	Nicholas Mack
President	Reid Carlson
Vice President	Greg Mack
Secretary/Historian	Howard Eckstein
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

### HAPPY NEW YEAR!

Dear Model A'ers,

I think our club has something like an electoral college to ferret out a new president. We have had some great club presidents in the past, and I so appreciate the legacy that they have provided to each of us. My objective is to try and keep the momentum going, but it can't be done without all of your help. I think we all like our cars, but the thing that really cements our club is the friendship that we have formed with each other.

As we welcome in 2017, we need to realize that the oldest of the cars we love and cherish will celebrate their 90<sup>th</sup> birthday (but not the limited 1903 version). The first Ford Model A was completed on October 29, 1927 and the first sale occurred on December 2, 1927. For a 90th anniversary, the appropriate gemstone due our cars is the combination of a Diamond & Emerald. I propose that we have a contest to design an appropriate emblem or patch to celebrate this. I do not know of any 1927 Model A's in our club, so we have some time to put something together. We have a few 1928 Model A's, so we can roll that new item out towards the end of the year and have it ready to honor those cars in 2018. As the other Model A's reach their 90th birthday, they will be appropriately honored as well.

Well, the holidays are over for another year and now the winter season is upon us. I know that one of your New Year's resolutions is to enhance your dedication to the little Model A sitting (or soon to be sitting) in your garage. Your Model A is like a muscle; it is much better to exercise it than to let it rest. Some of our Model A's are not operational right now, but let's help each other get them all road-worthy by June 2017.

*continued on page 3*

## 2017 Calendar of Events

### January

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

### June

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

### October

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

## 2019 Calendar of Events

### October

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

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### President's Message Continued

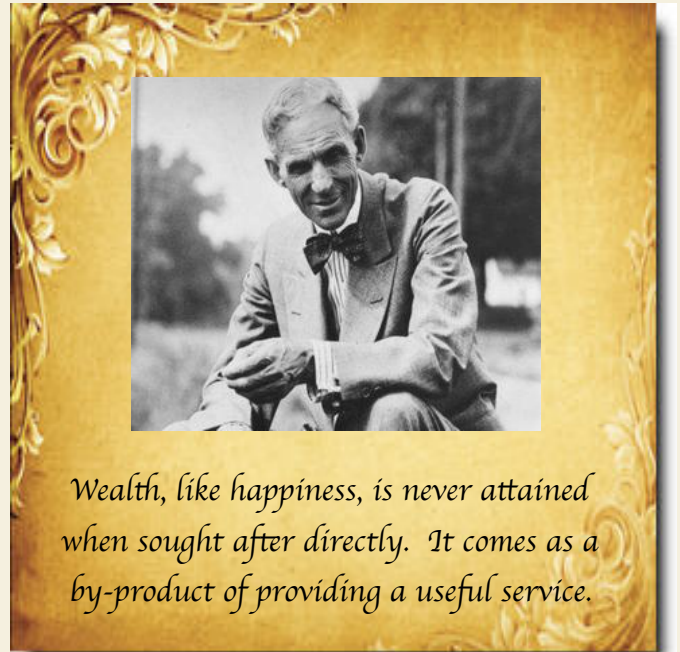
In addition, our car BETSY has issued a challenge for our club. BETSY would like to have at least one activity where **all the Model A's in our club** can be together and have a celebration photo. Now the cars can't do this without our help, so let's all commit to make this happen. We will hear more about this during the next quarter. Come to the next meeting on Thursday, January 19, 2017 with some ideas on how to make this happen.

So to reiterate, here are three challenges to our Club:

1. Get all cars roadworthy by June 2017.
2. Develop an appropriate 90<sup>th</sup> birthday celebration/ gift.
3. Have at least one club activity with 100% of all cars present for a photo.

President Reid Carlson

## The Wisdom of Henry Ford



*Wealth, like happiness, is never attained when sought after directly. It comes as a by-product of providing a useful service.*



Jenn Munson - January 18  
Tim Eckstein - January 24





# December's Annual Dinner

### Attendance:

Bob Anderson, Bill and Colette Thompson,, Karl and Diane Furr, Howard and Gemma Eckstein, Tony and Jan Jacobs, Fernando Salazar, Margaret, Griffes, Brim and Diane Brimley, Clyde and Jenn Munson, Greg, Becky and Robert Mack, Pat and Brian Hansen, Josh Jackson and his fiancé, Katie, Ernie Chao and his wife, Richard and Olga Burr, Dale Bench, Reid and Elaine Carlson, Ron and Ellie Sessions.

The Annual Christmas Dinner took the place of the regular meeting. But, no one complained, and why would we when we got to eat as much as we wanted. We met at the Golden Corral in Orem. While people were eating, a slideshow, prepared by Greg, was showing in the corner. It was nice to reminisce about the activities and camaraderie we shared as a club this past year.

When the dessert plates started to appear, that was the cue to begin presenting the awards.

### Club Awards:

**Technical Presentation Awards:** Those who gave technical presentations during the year were give nice framed certificates. Those awarded were:

- Cliff Godfrey — Rebuilding a Front End
- Howard Eckstein — Model A First Aid Kit and Sludge
- Clyde Munson — The Oil Pump and Eliminating Manifold Leaks
- Vern Cope — Horn Maintenance
- Jenn Munson — Model A Era Cosmetics
- Nicholas Mack — Rebuilding the Gas Gage
- Reid Carlson — How I Improved Engine Performance

**Special Guest Awards:** We had two guests who went out of their way to contribute to the success of this year's activities. They were:

- Josh Jackson — Wonderstone Trip Guide
- Ernie Cho — IMAD Manifold Cook-off Judge

**Howard Eckstein** was presented an award for his efforts as Director of the Board.

**Pat Hanson** received a special award for his engineering genius creating a manifold cooker for the Model A.



### New Officers:

The new slate of officers for 2017 are as follows:

- Director of the Board — Nicholas Mack
- President — Reid Carlson
- Vice President — Greg Mack
- Treasurer — Diane Brimley
- Secretary/Historian — Howard Eckstein
- Activity Coordinator — Clyde Munson

Appointed positions are as follows:

- Facebook — Clyde Munson
- Webpage — Greg and Nicholas Mack
- Instagram — Fernando Salazar
- Newsletter — Robert Mack

Fred Mertlich sent Christmas ornaments with Model A renditions inside. They were \$5.00 each. If you would like some, call Robert (801) 489-9808 and he will get you some.

### Conclusion:

The night ended with Nicholas giving a few remarks. He appreciated the support he received this past year from so many members. He also expressed the hope that the club would support the new president with the same enthusiasm they did him.

Following Nicholas, Reid stood and expressed his hopes for continued club growth in both numbers and expertise.



Nicholas bequeathed the gavel to Reid, who closed the meeting.



# The Annual Christmas Light Tour

BY HOWARD ECKSTEIN

This year's Christmas Lights Tour turned out to be a great success. We had eight Model A's drive the course. Most were decked out in colorful lights, attracting the curiosity of passers-by who pulled into our staging area to snap some photos. You might call this an after-dark, impromptu, frozen, illuminated car show.

Folks from the north part of the valley met at the Provo Allen's. This is where the Brimleys and their grandkids, Clyde, and Ecksteins met at 7:00. In the mean time, the parking lot of the Springville Allen's was filling up with five Model A's. These cars were occupied by Robert & Greg Mack, Reid & Elaine Carlson, Pat & ReNee Hansen with a carload of their kids, Roger & Gena Davis, and Stevan Davis with some grandkids in tow. Also traveling with us were Dale Bench and his touring companion Debbie, driving an SUV (whose brand must never be mentioned).

An event of this magnitude can't be reported on without mentioning details of a particular nature; viz., the gas pump that dispenses non-ethanol gasoline at the Conoco in Mapelton was acting badly. Three of our intrepid motorists from that town all reported the same vexing problem. As soon as the nozzle was opened to dole out gas, it would shut off, making everyone either milk the thing for several minutes before frustration

found its boiling point; before driving over to the pump that dispenses gas diluted with moonshine.

A new driver joined us on this adventure: Stevan Davis who was driving his dad's Coupe. This was likely Stevan's first outing of any considerable distance with the car. Our hats go off to him for choosing a frozen December night for a maiden cruise in a Model A he was unfamiliar with. Stevan embarked upon a voyage of discovery evidenced by his observation that the Model A gets anxious about driving too slow. This reporter believes Stevan is a natural with the Model A, as he didn't stall, break down, or require roadside driver training on this trip.

We shoved off from the Springville Allen's parking lot at about 8:00 and stayed together in a brightly-colored line through town onto Highway 89 south to Spanish Fork. This is where the Festival of Lights is located. The city has put up a nice drive-through light display that seems to improve each year.

You'd think that eight Model A's, dressed in festive colored lights passing through the entrance and paying the toll of \$7.00 each would be impressive to the cashier, but all the young girl in the booth had to say was "Lights off and do not get out of your vehicle."







After experiencing visual overload, we retraced our tire tracks back to the highway and went our separate ways with the goal of defrosting ourselves in our cozy homes after driving 30 MPH through 21 degree clear weather in our drafty cars.

On the way home to the north of the valley, Clyde and the Ecksteins stopped at the Riverwoods, a nice outdoor mall, where each enjoyed fine Italian dining at the only occupied table at the Marconi Grill which happened to still be open by the time we arrived at 9:30.

At last we all arrived home with big grins on our countenances and happy dreams after a successful Model A outing. All that is, except Reid and Elaine Carlson who had to be pushed into their cul-de-sac and driveway.

When we split-up to go our various ways, Carlson's and Mack's headed west. They got halfway home when Betsy started acting up. It was either a gas or a carburetor problem. Betsy would travel 25 to 50 feet and start to choke. Reid would try and give her more gas, but often she would stall. He'd get her started up and she would go another 25 or so feet before she would falter. A couple of times we resorted to pushing her. When she sensed that she was headed home she traveled about a mile on her own before dying at the entrance to their cul-de-sac. The last few yards to the "finish line" were not under her own horsepower but two human-power. She made it home, however, and all was well.

Next year will be an even bigger and better event! Let's freeze our fingers, toes and other extremities again at the close of 2017!



# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

Here's a sneak preview of **Jan and Wayne Atkinson's** new roadster. This is what Wayne said about the new arrival, "Here are a few pictures



of the 29 Roadster. It is now safely tucked away in the garage. There are many boxes of new parts that I have not looked at yet. I saw the newly re-nicked headlights in a box. New water pumps, new carb, etc. We are excited to get started on this."

A lot of progress has been made on **JH Hadfield's** Tudor. He and Howard Eckstein have the body on the chassis, the body blocks in and the exterior painted. Next comes the interior.

**Diane Brimley** threw a party for **Brim's** 70th birthday (what a way to rub it in). Not only did the cake taste good, it was done in good taste! Happy birthday Brim!



We received bad news from Stevan Davis. **Ross Davis** had a stroke. He is out of the hospital now, but is in a rehab center to regain the use of the right side of his body (if my recollection serves me correctly). He probably won't recognize you, but would still appreciate a visit.

Ross isn't the only one in the hospital. Joe Fazzio reported that Karl's wife, **Diane Furr**, is in the hospital. Her heart stopped 3 times on December 23rd. They thought they were going to lose her. They have her stabilized now. A call to Karl or a visit with Diane may be appreciated.

# Henry The Farmboy, Part 13

BY DANNY ENOS

*Continued from November 2016 issue*

It's now August of 1898. Henry Ford has left his job at Edison Illuminating Company to become the mechanical superintendent of the newly formed Detroit Automobile Company. The company is well capitalized with \$150,000 by several of Detroit's leading citizens and businessmen.

The company already had an automobile that could be put into production. It was the same car that Henry Ford had driven William H. Murphy in on the triangular 65 mile trip to Pontiac and Farmington, Michigan and back (ref: Part 10).

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

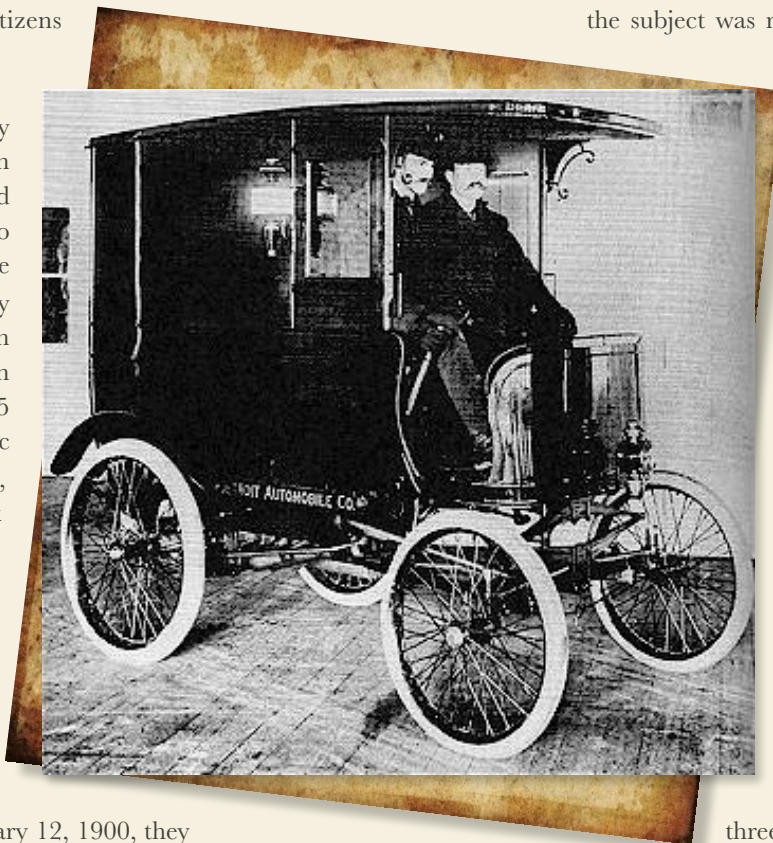
Henry really wanted a better passenger car. That's the dream that floated his boat. The investors on the other hand wanted a return on their money. Offering a vehicle that was to be marketed to business, who might be willing to see and use the vehicle as a productive tool,

made more sense to the investors than trying to sell an expensive novelty to private citizens.

So the company's new mechanical superintendent publicly presented the new vehicle to public and press. Normally rather shy, and by no means a public speaker, Henry Ford was surprisingly at ease with the press. If

the subject was related to cars he would

sit and answer question after question. The following exchange occurred between him and a reporter from the Detroit News-Tribune during a test drive



“Would it take long to learn how to drive it?” the reporter wanted to know.

“In a few days, maybe a few hours”, replied Ford, “there's little to know”.

“But that puffing! Isn't she liable to blow up?”

“Nothing to blow up.”

“But we're sitting on three gallons of gasoline!”

“That's nothing. It's

perfectly safe. There is no fire about here. And then, we are in open air.”

As they drove past a harness and saddle shop, Henry declared with some satisfaction, “His trade is doomed.”

The test drive made a big splash in the next day's paper. That's exactly what Henry wanted and it helped the Detroit Automobile Company get off to a good start in February 1900. The company had plans for other cars besides the delivery van and in fact manufactured a dozen vehicles. This was not enough. By November 1900, barely a year after the company was founded; the Detroit Automobile Company ceased trading. About two months later it was officially dissolved. cars besides the delivery van and in fact manufactured a dozen vehicles. This was not enough. By November 1900, barely a year after the company was founded; the Detroit Automobile Company ceased trading. About two months later it was officially dissolved.

Henry blamed his backers. They were "a group of men of a speculative turn of mind", he'd later complain. He wanted a better motor car, which required his "perfectionism," while his backers were interested in a quick buck. Ford would say, "and being without authority other than my engineering position gave, I found that the new company was not a vehicle for realizing my ideas but merely a money-making concern."

It should be noted that his investors were hardly fly-by-night characters. Between August 1899 and

November 1900, they had lost over \$86,000 of their original \$150,000 before they threw in the towel. In fact, Henry Ford himself showed greater lack of commitment than the investors.

Henry just never got into it. Not too long after beginning work with the new company he apparently decided that he should have had a better deal and started dragging his feet. He withheld designs and was literally absent from the shop much of the time.



This was extraordinary behavior for a 41 year old man who'd left an excellent job, and had a company specifically built around him and his skills. This would prove to be a pattern throughout his career, as he was not above dropping out of a critical or difficult situation if he did not get his way.

It's a mystery as to why Henry did not voice his concerns to his backers more forcefully. His backers don't seem to have been that unreasonable. In fact, William Maybury personally lost tens of thousands of dollars yet chose to back Henry on another project less than a year later.

It would be mastery of detail and ability to mass produce quality that would eventually separate the tinkerers from the carmakers. Henry Ford would definitely become a carmaker – just not with the Detroit Automobile Company. *(part 14 next month)*

# 2016 UVMAC Awards

BY CLUB MEMBERS

This was an exciting year with the Utah Valley Model A Club. Members earned awards, badges, patches, and plaques in numerous activities and events.

All of these are a result of hard work and diligence. Congratulations to all for a wonderful year. I apologize if I missed anyone.

## TECHNICAL PRESENTATIONS

- Cliff Godfrey — Rebuilding a Front End
- Howard Eckstein — Model A First Aid Kit Sludge
- Clyde Munson — The Oil Pump Eliminating Manifold Leaks
- Vern Cope — Horn Maintenance
- Jenn Munson — Model A Era Cosmetics
- Nicholas Mack — Rebuilding the Gas Gage
- Reid Carlson — How I Improved Engine Performance

## GOLDEN WRENCH AWARDS

- Ron Sessions — Spring Work
- Tony Jacobs — Rebuilding Steering Column
- Clyde Munson — Installing LED Lights
- Karl Furr — Rebuilding a Front End
- Tony Jacobs — Ignition System Repair

## BENT ROD AWARDS

- Clyde Munson — Leaky Carburetor
- Howard Eckstein — Engine Rebuild
- Cliff Godfrey —
- Karl Furr — Chevy Didn't Make it Home
- Pat Hansen — Fan Against the Radiator
- Howard Eckstein — Boiling Engine Dry

## CAR SHOWS

- Bill Thompson — (2) Sanpete County Fair
- Ed Stilson — Sanpete County Fair
- Tony Jacobs — Cedar Hills

- Bill and Colette Thompson — Lindon

## MILEAGE AWARDS

- Nicholas Mack — 500 Miles
- Bill Thompson — 500 Miles
- Greg Mack — 1000 Miles
- Robert Mack — 1000 Miles
- Howard Eckstein — 1500 Miles
- Clyde Munson — 2000 Miles

## OTHER AWARDS OR PRESENTATIONS

- Colette Thompson — Super Sleuth
- Grant Eckstein — Cook-off Winner
- Gemma Eckstein — 1st Place Fashion Award, 2016 MAFCA National Meet
- Howard/Gemma Eckstein — *The Restorer* Fashion Literary Award, MAFCA 2016
- Greg/Nicholas Mack — Website of Distinction, MAFCA 2016
- Allison, Greg and Robert Mack — Scavenger Hunt Winners
- Clyde Munson — 2nd Place Stock Class, Wallsburg Hill Climb

## SPECIAL RECOGNITIONS

- Howard Eckstein — three articles in *The Restorer* magazine
- Clyde Munson — article in *The Restorer* magazine
- Greg Mack — cover photo in *The Restorer* magazine
- Greg Mack — photos in *The Restorer* magazine
- UVMAC Motometer Newsletter — Newsletter of Distinction, MAFCA 2016

# Engine Knock

BY LYNN SONDENAA

COURTESY OF THE VOLCANO A'S

Sometimes in a Model A the engine will develop a slight knock. If the rod bearings and main bearings are tight, consider the camshaft and its components for the source of the knock.

First, the camshaft thrust plunger (A-6275) and spring (A-6276) should be replaced with new American made units (Fig.1). These need to be well lubricated when assembled. Old units can have wear and weak springs. The original units are hard to test, due to the lack of specifications. A weak spring or worn plunger allows the camshaft to move back and forth making an engine knocking noise. This noise can be mistaken for rod or main bearing knock. (Fig.2). A side note is that the movement of the camshaft will cause wear on the oil pump/distributor drive gear (A-6551).

Second, check the backlash between the timing gear and the crankshaft gear. This is measured with a feeler gauge and should read between .003" and .005" (Fig.3). If you are getting excessive backlash you can use an oversized gear, either .003" or .005".

Third, stock timing gears are fiber and they tend to run quiet. If the fiber timing gear was replaced with an aluminum or bronze gear, they tend to be noisy due to

the fact that you have metal on metal contact. The metal gears are stronger and will last longer than the fiber units.

Fourth, the camshaft center journal with the drive gear should have a diameter of 1.557" or larger, with no pits and good teeth along with no wear. Excessive wear on teeth or incorrect tolerances will cause a knock between the camshaft and oil pump/distributor drive gear, or the camshaft and block. The fix can be so-so (cheap) or very expensive. The cheap fix is to purchase an oversized oil pump/distributor drive gear in either .004" or .010." The teeth are wider to compensate for the camshaft wear. The expensive fix is to purchase a new camshaft and maybe have the block machined for camshaft journal sleeves/bushings. (Fig.4).

Remember that the Model A engine block is made from cast-iron with many hollow internal passages. This provides a very good source to resonate sounds. If you use an automotive stethoscope (much like a medical doctor's stethoscope) to probe for the knocking noise, you can usually pin point the general area of the source of the noise. ( Fig.5). A safety note is to keep the stethoscope probe away from the spark plug connectors, coil, fan blade & belt, plus the moving pulleys.



# 2016 MAFCA Awards Banquet

BY HOWARD ECKSTEIN

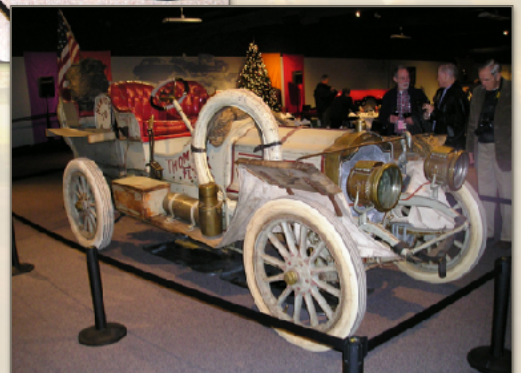
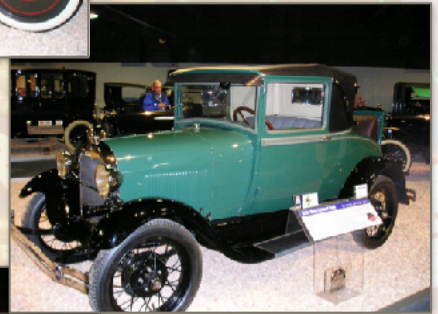
Every December, the Model A Ford Club of America holds a week-long gathering that is culminated by the awards banquet where the new board of directors is announced and literary awards are given for winning submissions to *The Restorer* magazine. In addition, awards are given for chapter newsletters and websites.

This year our little chapter hijacked the whole thing and came home with about 1/3 of the awards presented.

But first, let me tell you a little about the activities of the week. Bus tours were organized to take those who signed up on a tour around Reno and Sparks, Nevada where the events were hosted by the Sagebrush Model A Ford Club. The tour included a visit to a private military vehicle museum which is owned by one of the late Bill Harrah's sons. During our stay, the caretaker of the museum came and gave us stories about the items on display.

That night we "Put on the Ritz" and wore our glad rags to the National Automobile Museum where we saw the remnants of the old Harrah's auto collection. This is an outstanding selection of cars notwithstanding many were sold off years ago. After looking through the several galleries, we sat down to a fine dinner with a fashion show and musical entertainment.





On the next day, Robert and Greg arrived and attended three seminars with us. This first was about the minutiae of the different Zenith carburetors built during the Model A production. The details would be useful for a judge or a points-car builder. Interestingly the questions asked weren't so much about the minor differences in the castings of the carburetor bodies which was the subject of the seminar, but were about tuning and operational problems that vexed those in attendance.

Following that, we attended a very interesting seminar comparing the similarities of the lives, accomplishments and ambitions of two men from two centuries: Henry Ford and Elon Musk. We all know the former. Elon Musk is the creator of the Tesla car. He also created SpaceX which sends rockets into space at a fraction of the cost of NASA.

The last seminar was about the history of the Lincoln Highway. Parts of that original road are still extant in Utah.

That evening we went to a buffet dinner and play. Showing was *Miracle on 34<sup>th</sup> Street*. It was pretty good. The singing and acting were fine. It was really helpful to have seen the movie first because the climatic happy ending scene was done in about 15 seconds. Afterwards the cast and orchestra led a 30-minute Christmas carol sing-along.

The last day found us on a bus to Virginia City. This is an old mining town like Park City. The main road still maintains its old-time look and feel. The weather that day was cold and windy. In fact, it was so windy; I saw a chicken lay the same egg three times.







That night was the evening of the big show; the Awards Banquet. Greg, Robert, Gemma & I shared a table. I thought they were over-dressed to be eating gristly New York Steak, but as the evening rolled out, it became apparent as to why they looked so dapper.

Robert's name was announced as the winner of the newsletter award, Greg was next announced as the winner of the website award and Gemma & I received a fashion literary award. Robert and Greg never said anything about winning any awards beforehand. We just thought they wanted a chance to get away from the store. When I asked why they never mentioned that they were winners, they said they wanted it to be a surprise. Now I know why they showed up in their best bibs and tuckers. They wanted to look good when their photos are run in *The Restorer*.

It was fun to be with some of the other members of the big club. Many recognized Gemma due to her showing in the fashion contest last June. I was walking down the hall of the hotel and was hailed by Doug Clayton, the publications director for MAFCA. We were also on a first-name basis with many of the other board members. All in all, it is clear that the MAFCA board knows who we are and is aware of the escapades of the Utah Valley Model A Club.

After all, we took home the lion's share of their awards.



# Ladies Fashion Journal

## PLANNING A REPRODUCTION OUTFIT

By *Anne Neely-Beck*

courtesy of MAFCA  
fashion committee

In this article I will talk about how to prepare a reproduction outfit to be judged but with a “twist.” The “twist” being, I entered fashion judging at the MARC National Meet last June in Williamsburg, VA. I thought if MARC was going to be judged by MAFCA guidelines at the World Meet in Dallas this year, then I should be able to prepare myself to be judged by MARC guidelines. Living in the Southeast, most of us are members of both MAFCA and MARC.

### The Plan

I studied the *MARC-Model A Fashion Standards* from front to back several times. I took it with me if I was going shopping.

### Major Garment



My major garment was to be an evening gown made from a 1931 reproduction Vogue pattern. I had this dress made for me when I was a few pounds lighter, and I loved it, so I decided to have it made again.

I found some beautiful dull satin on sale at Hancock Fabrics, I bought an extra yard and a half, which turned out to be a good idea.

If you can’t sew the item yourself, you have to trust your seamstress. Show her the pictures of what a reproduction seam and other construction details should look like.

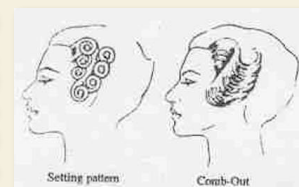
These specifics can be found in both the *MAFCA Fashion Guidelines* and *MARC Model A Fashion Standards*.

### The Fitting

My seamstress, Sara Key, made a mock pattern of the top of the dress as I am larger than normal through the bust. Unfortunately she didn’t take into account that my mid-section and waist are much smaller than my bust. The first fitting was a disaster. She altered the mock pattern and made it out of the satin. The second fitting didn’t go well, either. Mrs. Sara had to go back to the “drawing board” and make more alterations. Thank goodness I had bought extra fabric as the top part of the dress had to be made twice. The moral of the story is always buy extra fabric if available.

### Headgear/Hairdo

With an evening gown, a hat is not required, but the proper hairdo is. I wanted finger waves. I decided to follow the directions for making them in the *MAFCA, A Book of Fashion Facts*, (Pages 233 and 234). Let’s say I was less than successful in that attempt. The next step was to find a beauty salon in Williamsburg who would do finger waves. I got online and went to the Yahoo yellow pages and called around without much success. As it turned out, I was also looking for a florist. The florist hooked me up with the beauty salon.



### Makeup

Makeup was easy. I studied *MAFCA’s A Book of Fashion Facts*, (page 382.) Then I practiced so I would be able to do my own makeup the day of the fashion judging.

**Coordinated Apparel**

Outer garments

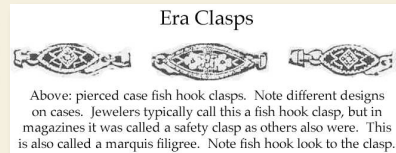
This part of fashion judging was the easiest to me. I decided on a shawl made out of the same fabric used during the Model A era. I found a pure silk shawl with rolled seams on the Internet and black cotton gloves with gores that were a tad too short. The gloves were the best I could do at the time. I planned to keep looking.

Undergarments

I found some beautiful silk tap pants circa 1939 on the Internet. For my bandeau, I decided to wrap my breasts as they needed to have a flatter appearance to look like the Model A era.

**Accessories**

This area was easy for me also. I used the pearls my husband gave me when we were married. The necklace closure is a clasp like that of the era. The clasp is called “pierced case fish hook clasp” and is found on page A-19 in the *MARC-Model A Era Fashion Standards*.



My earrings were bought at a “home” jewelry party and were pearls with “German back wires” as found on page A-26 *MARC-Model A Era Fashion Standards*.

I wore a wedding band with ten small diamonds similar to one shown on page A-24 of the *MARC-Model A Era Fashion Standards*. I had several purses to choose from that I had collected over the years.



In May I found the perfect purse at an antique mall. It was constructed with seeded pearls and made in Czechoslovakia and looked similar to the one on page A-10 in the *MARC-Model A Era Fashion Standards*.

**Footgear-Shoes**

I decided to wear black pumps with leather soles. I had read in the *MARC-Model A Era Fashion Standards* (page F-18) that bows were often added to shoes for evening to dress them up. I decided to add black velvet bows.

**Stockings-Socks**

I had a pair of NOS stockings that ran as soon as I put them on. I bought reproduction seamed stockings from the Internet along with some rolled garters I found on Ebay.

**Additional**

My additional items included a corsage I had made in Williamsburg. I found the florist via the Yahoo yellow pages. The florist hooked me up with the hair salon.

I faxed a picture of a “shoulder trailer” pictured on page A-17 of the *MARC-Model A Era Fashion Standards*. I asked them to duplicate the corsage with real flowers that would have been used during the era. The corsage was beautiful but too big. I also had a pure cotton hankie in my evening bag along with a key that would have been used in a front door during the era.



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### **The Trip**

The whole trip to Williamsburg was going to be an experience as we were driving our Model A Roadster, which I fondly call, "The Mistress." She is called that because "she" took a lot of money to be restored and "she" continues to take a lot of money to be maintained. The trip was to take us up the coast of North Carolina and through the Outer Banks. Carrying my formal dress was my biggest concern. We removed the rumble seat and use the space the best we could by securing objects with bungee cords so they would not slide. When we met our group 120 miles into the trip, I planned to transfer the dress to the backseat of our friend's Tudor Sedan.

Well-laid plans don't always work. It was impossible to get the dress out at that point because of all the shifting that wasn't suppose to happen. It would have to wait until we stopped for the night in North Myrtle Beach, SC. The dress was transferred to Abbie and Brenda's car successfully. The trip was great and very scenic. I kept a diary along the way expressing my feeling of nervousness. We left on Wednesday and arrived in Williamsburg on Saturday night. On Monday we did a trial run to the beauty salon and then on to the convention center. On Tuesday I am sure my anxiety was getting on everybody nerves. I tried on my outfit in the hotel to see how it all came together and how long it took me to dress.

### **Judgment Day**

I woke up nervous as could be and tried to eat and get ready to go to beauty salon. It was raining; the only day it had rained the whole trip. Was this a "sign" of things to come for the rest of the day? The hairdresser was a sweetheart and went right to work on my hair. My hair is fine and straight but I have lots of it, which turned out to be a problem with the rain and humidity. My hair would not dry! Finally after two hours it dried and just in time because we just had enough time to get to the convention center and get dressed before I was scheduled to be judged. The corsage had been delivered to the beauty salon and wow, was it bigger than I thought it should be.

We arrived at the convention center and my friend Sam (Samantha) was there to help me get dressed. She pressed the dress for me and helped me get into the dress. Boy was I nervous, so nervous that when I had to get my picture taken I forgot to take off my modern glasses. It was now time for my entrance.

### **The Judgment Room**

I was very uneasy, being that I am a MAFCA EFC member, entering a room full of MARC judges who are going to form an opinion of my ensemble. The judges were very nice and tried to make me feel at ease, right away. They asked questions and I answered them. I had documentation of my dress pattern but had failed to put the end of the bolt of fabric with the fabric content in my suitcase. I had noted the pages in the *MARC-Model A Era Fashion Standards* for my jewelry, purse, and trailer corsage. I had no idea what my score would be, but I knew I should have brought the fabric content of the dress.

### **The Fashion Show and Award Presentation**

The fashion show was held at William and Mary College. I am back into the dress again. My name was called and I went to the stage. My too heavy corsage started to pull the shoulder strap of my dress down. My husband said as I walked across the stage I flipped that corsage back to my shoulder and he cracked up! Good thing I couldn't hear or see him. Of course I don't even remember doing it. The award I won was the MARC Award of Achievement which requires 130-139 points out of 150. My score was 138.6. I was excited to have won an award.

As it turned out after getting my score sheet back and reviewing it, I should have not added the bows to the shoes. The judges did notice my gloves were too short. Also, my bust had not been wrapped tight enough to make the dress blouse as it should. Of course the judges thought the trailer corsage was too big, but I already knew that. They thought there was too much of a contrast between my black accessories and my pink dress.



**Conclusion**

When writing this article and looking back on the experience, I think of it as a great learning experience, and one that I would do again. I will be honest and say it is easier to judge than to be judged. I hope at the World Meet in Dallas later this year, we will have many MARC and MAFCA entrants. We will be following the *MAFCA Fashion Guidelines* with one MARC judge and two MAFCA judges for each area judged. We will have the exciting new category Model A Era Image that was introduced in Oregon last summer and seems to be a big hit. I hope this new category will encourage more people to enter, now that they can combine original, reproduction, and “off the rack” fashions for the Model A Era Image.



**Moral of the Story**

Do your research, and have documentation for any variances from the printed standards for your outfit, whenever possible, whether it is Original, Reproduction, or Model A Era Image. Be prepared, and you will have a successful judging and learning experience.

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## Your First New Year's Resolution!

<p><b>"TO DO IS TO BE"</b> NIETZSCHE</p> <p><b>"TO BE IS TO DO"</b> KANT</p> <p><b>"DO BE DO BE DO"</b> SINATRA</p>	<p><b>To pay dues is to be a member.</b></p> <p><b>To be a member is to pay dues.</b></p> <p><b>In other words, dues are due. Do be a good bee and do your dues.</b></p>
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## Classified Ads



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



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



**Model A Ford Club of America**

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## Model A Ford Club of America



At the National Convention we had a great session where we talked about the future of MAFCA and how to build our membership / chapters. In previous columns I have included some of the suggestions. The following are ideas received from individual

chapters:

Most communities have local car club events or small car shows. These are often hosted by a local restaurant, business or a charity. The event provides an opportunity to meet others interested in the car hobby and offers a good chance to talk to people who are interested, but do not have a car of their own. These are ideal candidates for the hobby. They may not know how reasonable it is to own a Model A Ford or how much fun it is to drive one. Here is a chance to showcase your chapter and the hobby.

Many chapters have a "business card" prepared for their club. It typically provides contact information on one side and a map to the meeting location on the back. These are great to hand out to interested people as a way of inviting them to attend a chapter meeting. All members can carry a few in their wallet or purse and the cost to produce them is minimal.

There are modified Model A's out there in the community. Some chapters encourage them to join and are accepting of these cars as something that appeals to a wider audience. While it may be a "hot rod" it started life as a Model A and still has many of the characteristics. It is an idea for chapter consideration.

### MAFCA Chapter Touring Award

It recently came to light that MAFCA has a chapter touring award. The purpose of this award is:

- To provide recognition to those chapters who regularly drive their Model A's.
- To provide an incentive which will encourage other MAFCA chapter members to drive their Model A Fords.
- To stimulate interest in Model A Fords by increasing exposure to the general public.

Chapters will be recognized and awarded for driving their Model A's. Only MAFCA members' mileage may be taken into account and shall be based on an honor system. Miles shall be based on an annual accumulation of mileage of the chapter and shall begin January 1, and end on December 31 of that same year. Mileage shall be reported to the Chapter Coordinator by the chapter between January 1 and February 15 for the miles accumulated for the previous year. MAFCA members qualifying for the Chapter Touring Award shall receive a windshield decal and have their chapter listed in *The Restorer*

Chapter mileage shall be based on 800 miles per MAFCA family per year.

As a chapter, we would like to  e a r n this award for 2017.



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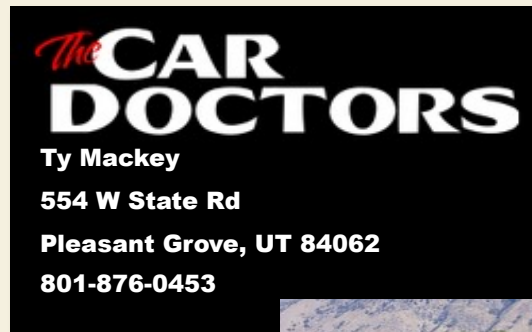
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