



UTAH VALLEY

- Model A Club -

THE MOTOMETER

Vol. 5

No. 1

February 2017

IN THIS EDITION:
ARMCHAIR MODEL A'ER
 Make the Most of Model A Experience

LET'S
 EAT! MAFCA
 CHALLENGE

WHAT'S INSIDE

- 2 President's Message
- 3 Calendar of Events
February Birthdays
- 4 January's Club Meeting
- 7 Heard it Through the Grapevine
- 8 2017 UVMAC Activities
- 9 Let's Eat!
- 10 1900-1930 The Years of
Dangerous Driving
- 17 How to Make the Most
of Your Model A Experience
- 18 Men's Fashion Journal
- 21 Armchair Model A'er
- 22 MAFCA Challenge
- 23 Message from Happy Begg
- 24 "Now a Word from
Our Sponsors"



Joe Fazzino's SW Townsend in Long Canyon, Photographer Greg Mack



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. We meet the 3rd Thursday of each month at 7:00 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo

2017 Club Officers

CLUB OFFICERS

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

LET'S RISE TO THE CHALLENGE

Dear Model A'ers,

I've noticed now in my life that each month carries with it a theme. February for me is the month of "Love." Valentine's Day certainly brings that to the forefront as we think of the people around us we love dearly. This gives us an opportunity to acknowledge that. February for me is also about the anticipation of the coming spring and summer (my favorite seasons) to be outdoors in our beautiful state. It is also a time when BETSY can safely get out of the garage more and recover from her cabin fever.

As I mentioned last month, I sincerely want to help to get all our Model A's road worthy in the coming year. Don't be shy about asking for help from me or any other person in the club. We are blessed to be in a club that has many skilled and knowledgeable mechanics who love to rescue Model A's in need. Let us help you!

For part of your Valentine celebration this year, our club is sponsoring a watch, help, learn, and eat dinner with a skilled chef. It will be on Saturday, February 11, 2017 at 5:00 PM at Choa's Asian Market (329 No. State St. in Orem). Ernie Silva will be our chef and will teach us how to make Tonkatsu (pork loin chops) with all the trimmings. Delicious! Remember to RSVP Howard when you get your postcard invitation. Everyone come to enjoy this dinner event and, as always, Model A's are welcome.

At our meetings we have a number of TechTalks planned for the coming year, as well as a number of fun activities throughout the year. We also plan to have some of those activities with other Utah clubs. This will be a good year to have fun with your Model A as we all serve as ambassadors for our club.

President Reid Carlson

2017 Calendar of Events

February

- 11th — Cooking Class, 5:00 p.m. Chao's Asian Market, Orem, see page nine for details
- 16th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, water pump repair by Clyde Munson

March

- 16th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, rebuilding a distributor by Tony Jacobs
- 24-25th — Central California Regional Jamboree, Porterville, CA

April

- 20th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, brake rebuild by Pat Hansen

May

- 16-20th — Northern California Regional Meet, Lodi, CA
- 18th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, replacing window glass by Roger Davis
- 19-20th UVU Car Show, UVU Campus
- Provo Canyon, Heber Valley Tour, ride Weber Creeper w/ Salty A's.

June

- 5-9th — Omaha Regional Meet, Omaha Nebraska
- 15th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TalkTech, rebuilding transmission top tower, Clyde Munson
- 22-24th — North West Regional Meet, Coos Bay, Oregon, Hosts: The Myrtlewood A's

July

- 15th — Steel Days Grande Parade w/ Mayor JH Hadfield
- 20th — Club Meeting, 7:00 p.m. Larry H Miller Ford
- 24th — Mapleton Pioneer Day Parade 9:00 a.m.
- 30th — Henry Ford's 153rd Birthday

August

- Lindon Car Show
- 24th — Club Meeting, 7:00 p.m. Larry H Miller Ford

- Ely, Nevada Tour, ride the Nevada Northern Railway with Salty A's.

September

- 21th — Club Meeting, 7:00 p.m. Larry H Miller Ford
- 24-29th — MAFCA National Tour, traveling Pacific Coast Highway, visit Half Moon Bay, Big Sur, Golden Gate Bridge, Monterey Bay, Carmel and San Francisco
- International Model A Day/Vintage Iron Chef

October

- 26th — Club Meeting, 7:00 p.m. Larry H Miller Ford

November

- 14th — Club Meeting, 7:00 p.m. Larry H Miller Ford

December

- TBA — Annual Christmas Dinner



Happy Birthday!

Cliff Godfrey – February 1
 Dick McCulloch – February 8
 Olga Burr – February 13
 Joe Fazio – February 17
 Janell Todd – February 18
 Allison Mack – February 25



January's Monthly Meeting

Attendance:

Reid and Elaine Carlson, Howard Eckstein, Tony and Jan Jacobs, Clyde Munson, Mark Layton, Greg Mack, Pat Hansen, Nicholas Mack, Karl Furr, Diane Brimley, Karl Pope, Richard Judd, Dick and Anise McCulloch, Bob Anderson and Robert Mack.

Club Business:

President Reid Carlson presided and conducted the meeting.

Introduction: Mark Layton introduced himself to those who didn't know him well. He has had every body style through the years. He bought a 1928 coupe when his parents weren't around and brought it home. A group of kids were polishing it up when his parents arrived home. He currently owns a 1927 Model T Touring Car.

2017 Board Members and appointees:

- Nicholas Mack — Board of Directors
- Reid Carlson — President
- Greg Mack — Vice President
- Howard Eckstein — Secretary/Historian
- Diane Brimley — Treasurer
- Clyde Munson — Activities Coordinator
- Greg/Nicholas Mack — Website
- Robert Mack — Newsletter

Dues are Due: Dues are currently \$20.00 per family. If dues are not paid before March 1st however, they are increased to \$25.00

Member health status:

- JH Hadfield's situation is stable, but he is still undergoing both radiation and chemotherapy.
- Cliff Godfrey has about 17 months to go with his chemotherapy regimen.
- Diane Furr is doing much better. Karl reported that the pacemaker doctors want shirts.
- Joe's knee is giving him problems. He is getting around, but is having good and bad days with it.
- Vern's knee surgery is complete. This month, however, he goes into surgery for his back.
- We are saddened to report that Philys Barker has passed away after a long illness. Our sympathies go out to Lloyd and Kelly and their family.

**YOUR
MEMBERSHIP
MATTERS**

- Ross Davis' stroke has cost him much of his memory. It is doubtful he will return home. Stevan, his son, is caring for Ross' Model A at the moment.

Other Business:

Howard Eckstein reported on the MAFCA 2016 National Awards Banquet that was held in Reno, NV. Howard, Gemma, Greg and Robert all attended and received awards.

JH Hadfield will not be seeking re-election this year. Now that he and Howard have finished his Model A, JH would like to escort the grand marshal this year in his car. He has requested that all club members be present at the Steel Days Grande Parade on July 8th or the 15th (there is conflicting info as to the proper date) to help chauffeur the parade dignitaries.

The top is on! Dick McCulloch has the top on his coupe. All he has left to do is work on the carburetor and it is ready to hit the road. Congrats Dick!

Carburetors seem to be the topic of interest lately. Joe and Clyde have rebuilt four carbs in the last few weeks; one for Syd, and JH and two for Howard. Clyde announced that it is possible to get a Model A running without a venturi. Don't ask him how he knows.

Wayne Carlton and Howard are now starting to work on Wayne's car. They would like to have it ready for this year's spring and summer activities.

2017 Club Goals:

President Carlson has outlined four goals he would like us to strive toward:

1. Get everyone's car running and on the road before the end of June.
2. Have an activity where everyone's car is in a club photograph.
3. Develop a 90th anniversary/celebration gift for the Model A's as they each turn 90 years old.





2017 TechTalks:

Reid read a list of topics that would benefit the club members and the group decided on a schedule to follow:

- February — water pump repair by Clyde Munson
- March — rebuilding a distributor by Tony Jacobs
- April — brake rebuild by Pat Hansen
- May — window glass replacement by Roger Davis
- June — transmission top tower re-build by Clyde

Other topics not assigned yet included;

- Body repair and priming demonstration
- Engine removal and transmission discussion
- How to adjust valves
- Engine timing and points.

T-shirts:

- Some members have not received theirs yet. They should contact Vern.
- Greg still needs pictures for cars to prepare the t-shirt logos. If you have not turned in a photo of your car, the sooner you do that the sooner you can get your t-shirt for the spring and summer activities.

MAFCA Chapter Touring Award:

- This year we are striving for the Chapter Touring Award. This award is given to chapters who have driven their cars an average of 800 miles each during a calendar year. To accomplish this, Howard has created a spreadsheet and will keep track of the mileages driven for each car this year.
- Please report your current odometer reading to Howard as soon as you can.
- If your speedometer doesn't work we can still record your mileage. Participating on a club activity will be easy to track. If you use your car to go to the grocery store, record the mileage with your modern car and keep track of the times you use your "A" to get groceries.
 - At the end of the year, the ending odometer reading will be recorded (or the mileage for other A's) and the total miles driven will be divided by the number of the cars participating. If the average mileage is over 800 miles for each car, we will receive the award.

Refreshments:

A sign-up sheet was passed around for monthly refreshments. Elaine provided refreshments tonight. Thanks Elaine!





Heard it Through the Grapevine

OUT & ABOUT WITH CLUB

Bob and Janell Todd, who were serving as Palmyra Temple Missionaries, have completed their mission. They will return sometime this month.

Diane Furr gave us all a scare when she had a heart attack last December. They almost lost her several times. Doctors inserted a pace-maker. She is doing better now.

Vern Cope had his surgery 2 weeks ago. They upped the date a month early because he was having so much pain. He had a whopping rough surgery. He is home and resting. He will not be able to do much for a while.

Jim Spawn, the editor of MAFCAs *The Restorer Magazine*, has let us grace the pages of that great publication again! As you peruse its pages, you will start with a short comment on the "Letters to the Editor" by Robert Mack, followed by Howard Eckstein's *Sludge* article on the following page. On page 13 is a report of the MAFCAs 2016 awards banquet that highlights the winners of various awards, including Howard and Gemma for the Best Fashion Article, Greg for the

Website of Distinction and Robert for the Newsletter of Distinction. Greg is credited as one of the banquet's photographers.

On page 38 Trudy Vestal, the Chapter Coordinator for 2017 congratulated the newsletter, website and service award winners. There is pictured the Motometer with a picture of Clyde's car going down Red Canyon as well as a picture of our website, the work of Greg and Nicholas.

As you continue through the magazine to the a last page, you will find the work of our 2017 club president, Reid Carlson. His picture of Betsy in Zion National Park adorns the back cover.

Congratulations to our members for their hard work!





2017 UVMAC Activities

A FUN SUMMER AHEAD!

Clyde, our activities director, has been working hard coming up with a list of activities for the year that will interest everyone in the club. He has come up with a rough schedule, which will be “fleshed-out” as the year progresses. He has done such a good job; we have more activities than time. Here is a sneak peek of what is in store for 2017.

Two trips we have planned include railroads. One is a trip to Ely and the Nevada Northern Railway with possibly a stop at Great Basin National Park and Lehman Cave. The other is a run up to the Heber Creeper just as we did with Cliff two years ago.

Everyone who participated enjoyed the photo scavenger hunt we conducted last year. This year they might even throw in a twist to spice it up.

Cooking is making a comeback this year with two activities. The annual Vintage Iron Chef/IMAD will find us driving to a new destination. The competition will be just as intensive however. A new activity will be a cooking class with Ernie Chao.

There is talk of trying some new activities like a poker run, a WPA tour/rally or a photo contest using period clothing and historic buildings in the county.

Some of the tried and true activities will continue like the murder mystery dinner, the Mapleton Parade and the Lindon Car Show.

The second long tour for the summer will be a weekend in Manti. We had so much fun we don't want anyone to miss it this year.

There is talk about taking in the Cedar City Heritage and Livestock weekend in Cedar with a stay in a period style B and B.





Let's Eat!

BY HOWARD ECKSTEIN AND ERNIE SILVA



An Evening out Cooking up some Tonkatsu

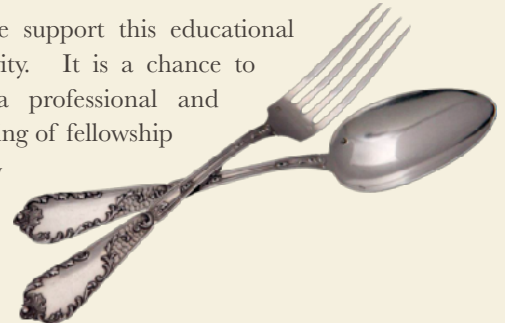
Tonkatsu is a favorite Japanese dish of fried pork loin chops breaded with light panko crumbs. Ernie Silva of Chao's Asian Market will teach us how to make it.

Then we eat!

Saturday February 11 at 5:00 p.m.
at Chao's Asian Market
329 North State Street Orem
\$20 per person at the door.
RSVP required by 2/7/17.
Call Howard at 801-226-2366

We are capitalizing on what our club does best — EAT! Our first activity of the year will be held at Chao's Asian Market in Orem. Ernie will first teach us how to make the ever popular Tonkatsu. This will also serve as a fund raiser for the club. Some of the money collected will be used to fund club activities.

So, please support this educational and fun activity. It is a chance to learn from a professional and enjoy an evening of fellowship with fellow club members.



1900-1930 The Years of Driving Dangerously

BY BILL LOOMIS OF *THE DETROIT NEWS*

The very first gasoline-powered vehicle driven on the streets of Detroit was built by engineer Charles Brady King in 1896. It went as fast as 20 miles per hour, which was described in the newspaper as "tearing along the street at a lively rate, dodging people and teams."

The transition from the horse age to the motorized age would prove to be very dangerous. At first speeding vehicles were not a big problem, with only a few of them on Detroit streets, but the situation grew serious quickly.



As early as 1908, auto accidents in Detroit were recognized as a menacing problem: In two months that summer, 31 people were killed in car crashes and so many were injured it went unrecorded.

Soon thousands of cars jammed Detroit streets, driven by inexperienced drivers. The city would lead the nation in managing this chaotic, enormous problem:

In many ways, Detroit was the first city to transform the streets and the minds of people from the age of horses to the new, fast-paced age of motor vehicles, but it was a battle that took decades to win.

Is the car inherently evil?

In the first decade of the 20th century there were no stop signs, warning signs, traffic lights, traffic cops, driver's education, lane lines, street lighting, brake lights, driver's licenses or posted speed limits. Our current method of making a left turn was not known, and drinking-and-driving was not considered a serious crime.

There was little understanding of speed. A driver training bulletin called "Sportsmanlike Driving" had to explain velocity and centrifugal force and why when drivers took corners at high speed their cars skidded or sometimes "turned turtle" (flipped over).



"An automobile containing a bridal couple, several wedding guests, three children, and many bottles of liquor rounded the corner from Labelle Avenue onto Woodward Sunday evening and turned turtle going at least 40 miles an hour." - Detroit Free Press, June 29, 1914



Early vehicles were terrifyingly loud for horses and their owners, compounding the problem as their numbers grew quickly. Statistics kept by the nascent Automobile Club of America recorded that in 1909 there were 200,000 motorized vehicles in the United States. Just seven years later, in 1916, there were 2.25 million.

Politicians, police and judges debated how to control them: What was the law of the road, and who was guilty or innocent in cases of lawsuit and litigation?

"The Law of the Automobile," a book first published in 1906 by lawyer Xenophone P. Huddy, discussed the legal ramifications of new concepts such as "speeding," the purpose and function of the street, and the rights of pedestrians and unprotected children who played in the street (there were no such things as children's playgrounds at that time).

Serious debate was held in courtrooms and in editorials over whether the automobile was inherently evil. The state of Georgia's Court of Appeals wrote: *"Automobiles are to be classed with ferocious animals and ... the law relating to the duty of owners of such animals is to be applied However, they are not to be classed with bad dogs, vicious bulls, evil disposed mules, and the like."*

Autos everywhere in Detroit

In 1917, Detroit and its suburbs had 65,000 cars on the road, resulting in 7,171 accidents and 168 fatalities. Three-fourths of the victims were pedestrians.

Detroit differed from New York City and the east coast, where most automobiles were driven by uniformed chauffeurs hired by the wealthy. In Detroit everyone from nearly all incomes was driving.

One family was driven around Detroit by their 11-year-old son. It was common for light truck delivery wagons to be driven by 14-year-old boys who were constantly badgered to get deliveries done by driving faster.

One young woman was detained by a policeman after driving on a Detroit sidewalk and killing several people. It had been her 26th arrest for reckless driving. She said she suffered from blackouts.



Streetcars, which ran up the center of the streets, were becoming the most dangerous place in the city for pedestrians. Disembarking streetcar riders had to run a gauntlet of racing cars, trucks, motorcycles and horse-drawn buggies to cross the street safely. Pedestrians often could not judge how close a fast-approaching car was to them and scrambled like squirrels to get out of the way.





The most appalling tragedies were the number of children struck and killed by autos as they played in the street, many times in front of their own homes. In the 1920s, 60 percent of automobile fatalities nationwide were children under age 9. One gruesome Detroit article described an Italian family whose 18-month-old son was hit and wedged in the wheel well of a car. As the hysterical father and police pried out the child's dead body, the mother went into the house and committed suicide.

"Five children, ranging in age from 2 to 9 years, were injured when a red touring car crashed into the group of little folks ... while they were playing in the street on Saturday afternoon. ... When [the driver] crashed into the group of children he apparently stalled his machine, but he leaped out, cranked it and sped away east on Monroe leaving the injured children in the street." -- Detroit Free Press, June 22, 1919.



Speed demons and the law

The main cause of motor vehicle accidents was seen as excessive speeding. Until 1909 there was no regulation of street traffic in Detroit. The courts and police decided to address the problem with a simple approach: Set the speed limit to match the pace of horse-drawn wagons,

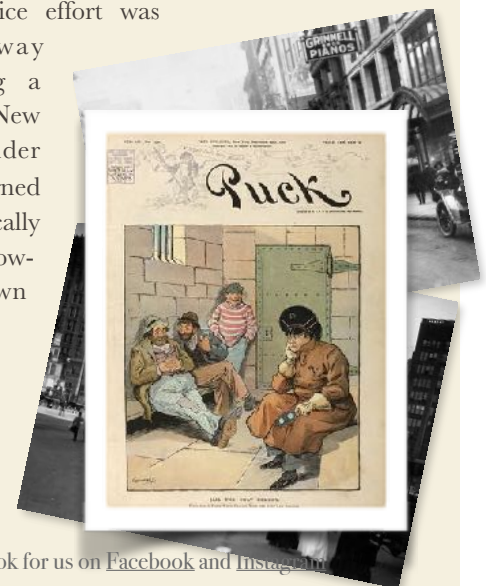
such as 5 miles per hour. Make the streets as slow and safe as they were before cars.

After all, the automobile in the 1910s was not yet considered an essential mode of transportation, and it was their speeding that confused pedestrians, frightened horses and tore up the roadways. But the "normal" speed from the horse age was so slow that automobile owners had difficulty keeping their cars from stalling out.

(An extreme solution was enacted in England, where in small towns the law required the automobilist to notify a village constable, who would walk in front of the car waving two red warning flags while the driver followed slowly behind.)

If drivers broke the law, the punishment was severe, with heavy fines, jail sentences, and charges of manslaughter and murder when pedestrians were hit and killed. In one afternoon in 1911 police hauled in 450 people before Recorders Court Judge John Connolly on speeding charges.

However, the weakness of this strategy became clear as traffic got "thicker and thicker" as it was described, and the police struggled to keep even major streets safe and slow. The initial police effort was called the Broadway Squad, copying a program started in New York City. Nine older policemen were assigned to help people, typically elderly, cross the now-treacherous downtown intersections.





This was abolished and replaced with the Traffic Squad — one sergeant and 12 officers who rotated in four-man shifts at Woodward and State Street. They devised a signaling method to unravel traffic "tangles" and "blockades," both terms from the horse and buggy days.

As Detroit Traffic Superintendent William Rutledge described in an annual report, "The upraised hand is the signal to stop, and the swinging hand across the body the signal to start."

The signaling officers drew crowds of pedestrian onlookers.

"The drivers who happened to notice the signals of the officers did not seem to understand what was wanted and drove by, making it necessary for the traffic officer to run after them and explain the meaning of the signal. The officers had to show considerable patience." — from "Story of the Detroit Police Department, 1916-17," published by the City of Detroit

killed in the first 24 days of May. Zeana Coatley, 4, was struck in front of a post office — the eighth child killed that month.

Soon the police admitted publicly they could not keep up with traffic and could not afford to add more men to street safety. The city was losing the war against reckless driving.



Tolling bells and safety parades

After World War I, as accidents continued to soar, drivers were being labeled in newspapers as "remorseless murderers," their danger to public safety likened to an epidemic disease. In Detroit and other cities angry mobs were dragging reckless drivers out of cars.

One notable example in Detroit was John Harrigan, a wealthy 26-year-old from Grosse Pointe who, while driving drunk, hit and killed a city street worker. He was convicted of manslaughter and paraded in handcuffs by police in the Safety Parade of 1922.

The Detroit Safety Council in 1919 had bells on fire stations, churches, schools and City Hall ring twice a day in memory of the street auto fatalities. Teachers



By 1916, one-fourth of the entire Detroit police force — 250 officers — was now used for managing traffic. On May 25, 1920, Detroit was second in the nation after New York to start a traffic court. It was announced the same day that the 17th person had been



and sometimes police officers would read to school classes the names of children killed and how they died. Other cities printed "murder maps" showing locations of automobile deaths. Maudlin posters for "No Accident Week" showed young mothers covered in their child's blood and beckoning to heaven.



Safety parades, started in the 1920s, became an emotional relief valve for public loss. The busiest downtown Detroit intersections were labeled with giant "A," "B" or "C" cards to remind people to "Always Be Careful." Thousands watched as hulking wrecks of cars were towed down Woodward with placards that read "He tried to make 90!" or "Follow this one to the cemetery."

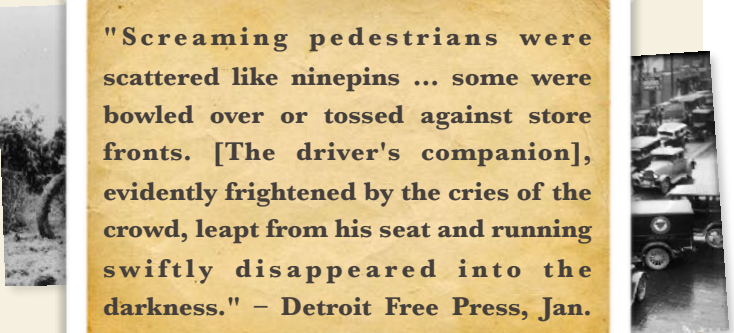
Some wrecks featured mannequin drivers dressed as Satan and bloody corpses as passengers. Children crippled from accidents rode in the back of open cars waving to other children watching from sidewalks. Washington, D.C., and New York City held parades including 10,000 children dressed as ghosts, representing each a death that year. They were followed by grieving young mothers who wore white or gold stars to indicate they'd lost a child.

Detroit's better ideas

In addition to the dangers drivers were creating, nuisance issues of parking and blocked streets were also a concern in Detroit. Multi-storied commercial buildings had no parking spaces and there were no laws or even rules of etiquette for parking; people simply stopped their cars in front of a building and left them for hours.

In residential neighborhoods homes had no garages or even driveways, so streets were blocked with cars as well. Derogatory names emerged; inconsiderate drivers were dubbed "fliverboobs" by the American Automobile Association. Other new terms were born, such as "hit and run" drivers. "Joyriders" stole open cars and took off at reckless speeds, typically abandoning the vehicle or destroying it in an accident. "Road hogs," "speed maniacs" and "Sunday drivers" began appearing in the newspapers. "Juggernauts" were cars out of control that plowed through crowds of people waiting for a street car:

"Screaming pedestrians were scattered like ninepins ... some were bowled over or tossed against store fronts. [The driver's companion], evidently frightened by the cries of the crowd, leapt from his seat and running swiftly disappeared into the darkness." - Detroit Free Press, Jan.



By 1915 the automobile had become an essential method of transportation in Detroit, so it was now impractical to tell people to drive at 5 mph. The city also was staking a claim as the center of the motor vehicle



industry; therefore, something had to be done about the gruesome daily publicity and the public's fear and anger at the automobile.

In some cities the courts had begun to consider implementing engine-mounted governors to limit a vehicle's speed – a bete noir to the auto industry, since the strongest sales appeal of autos was their speed. And as long as pedestrian deaths were attributed solely to drivers, the automobile industry had a huge public relations problem. In Detroit, one of their own stepped up to find solutions: former Ford Motor Co. executive James Couzens.



Couzens was a short, cigar-chomping Canadian who was considered one of the most pugnacious executives in the auto industry: He quit his job as Ford's vice president of finance after years of friction and a final shouting match with Henry Ford. He resigned in 1913 with stock worth \$38 million, and became Detroit's commissioner of street railways, and later its police commissioner, mayor and, eventually, U.S. senator.

Couzens attacked the problem of poor driving and increasing numbers of vehicles in two ways. First, he insisted that at least adult pedestrians were just as guilty as drivers of causing accidents through careless street crossing and jaywalking. He insisted that pedestrians

cross at designated corners. This caused pushback from people who hated the cars. City Council Alderman Sherman Littlefield fought Couzens, remarking, "They dog the people enough as it is. I'm not in favor of trying to herd people into certain places to cross streets."

The second approach Couzens and others began to develop was a way to manage the streets without direct police interaction, which had become impossible citywide. They sought out new ideas using new technology for the streets. By the mid-1920s Detroit would be recognized as one of the most innovative cities in the country for traffic management and safety. Couzens' bulldog personality got changes implemented.

Very basics of driving were not taught nor understood, such as the left turn. Many accidents and pedestrian casualties were caused by "corner cutters" — drivers who did not make a left turn by driving through an intersection and then turning left into the far, perpendicular lane as we do today. Corner cutters made quick left turns the same way we make right turns, hitting unsuspecting pedestrians and other cars.

Detroit police implemented "silent policemen" -- cement pylons emblazoned with a sign that read "Stay Right" to force drivers into a proper left turn.

More Detroit 'firsts'

Most irritating were drivers who parked wherever expedient, which frequently meant in intersections or in front of fire hydrants. Couzens noted in an article published in Automobile Magazine that some buildings with 500 offices had only 10 parking spaces. Detroit police drew national attention for using tennis court line marking equipment to establish "crossing zones," "safety zones" and "no parking" areas. The first centerline on a U.S. highway appeared in Michigan in 1911.



The first traffic lights, at the time called Street Semaphores, were invented and developed in Detroit. At first they had to be manually switched, but in the 1920s the city gradually installed automatic electric lights. (Photo: The Detroit News archives)



Also in 1911, Detroit claimed to be the first city to successfully experiment with one-way streets. It began in Eastern Market to improve traffic flow and deliveries, but it also gained popularity on Belle Isle as people cruised around the island. Less successful was the idea of "channelizing" streets — dedicating certain streets to one type of vehicle, mostly delivery trucks or taxi cabs.

The first U.S. stop sign was used in Detroit in 1915, and the first traffic lights, at the time called Street Semaphores, were invented and developed in Detroit. Their success would be known nationally as "the Detroit Plan." The original design was a green metal circle with green light and a red metal star with red light. A policeman stood on a crow's nest platform above the street and manually changed the signal from red to green. The first was set up at Woodward and Grand Boulevard.

The officers in crow's nests had whistles which they blasted ten seconds before changing the signal, but they

also typically whistled or yelled at drivers and pedestrians to keep things safe and moving along. The first electrically operated "post semaphore," an unmanned automated traffic light, was developed in Detroit and set up at John R. and East Grand Boulevard in 1922. For the first time an amber light was added to show a signal was about to change, accompanied by a clanging bell. It cost one-tenth of the price of the old manned crow's nest system.

Illegal parking continued to be a persistent problem. As Couzens wrote for a 1917 annual police report: "Educational methods did not bring about the desired results, so it was deemed advisable to institute a system of intensive disciplinary training." In short, he ordered illegally parked cars towed for the first time. Within six months the new Detroit Towing Squad hauled 10,737 cars to a vacant lot.

As Couzen concluded, "This proved to be something of a shock to the thoughtless and careless, but it proved effective."

By the mid-1920s a national, uniform approach to street and highway safety was formed under the direction of U.S. Secretary of Commerce Herbert Hoover. Automobile manufacturers began to improve reliability and adopt safety features such as turn signals, brake lights, safety glass and standard head lamps. States required drivers to take tests and to be licensed. In the 1930s driver's education began to be required. The days of free-for-all driving were over.





How to Make the Most of Your Model A Experience

BY RAY HINNANT, COMPLIMENTS OF THE BRAZOS VALLEY A'S

Editor's Note: As I look ahead at this year's touring season, and the activities that Clyde has lined-up for us, I'm feeling a little cabin fever. Reading through other club's web-sites, I came across this bit of advice that I would like to share with you. Although I don't share the same confidence he does, he has some good points to ponder.



1. You will never know if your Model A stays in the garage. Start her up, drive her down the road, and enjoy the smiles and waves.



2. Don't sweat the small stuff. Everything (and everybody) at the age of a Model A is going to have some problems. Learn more about how to solve them and maintain your car in tip-top shape and the number of "events" will lessen.



3. Never pass up a good junk store. Even if the junk is proudly on display in the front yard, and even if it is not a store, turn around and check it out.



4. Never let a little or big problem get in the way of having a great time at a Model A tour.



5. Always keep your eyes, ears, and sensory glands working overtime when traveling in a Model A. You will see, hear, and smell things that you will never experience in your modern car.



6. Enjoy a great Model A story. Yea, some will exaggerate 'em a little, but the stories are usually great and enjoy re-telling them.



7. Enjoy every minute you are driving the Model A and every minute that you spend with spouse and your fellow Model Aers; your friends for life.



8. My wish is that every Model A in the club has a bumper sticker that says: IF YOU SEE THIS MODEL A FORD ON A TRAILER - CALL 911 MY CAR HAS BEEN STOLEN.



9. When on a tour, try not to pass up local restaurants. Not only is the food usually very good, but you can meet some of the nicest and most interesting folks. You can eat at Denny's or McDonald's anytime.



10. Every now and then, get off the pavement and onto a dirt road. Some of the most pleasing scenery in the area can be found there.

See you down the road.





The Men's Fashion Journal

FIT AND FASHIONABLE - A GENTLEMAN'S ENSEMBLE



When MAFCA fashion judging is offered at a regional or national meet, a limited number of the male gender tends to participate. Some men say they are busy with conflicting events, others indicate they don't want to dress up and be looked over by a panel of judges. However, if you are thinking about participating in judging, or just want to look the part, here are some highlighted examples of the well dressed man to use as a guide.

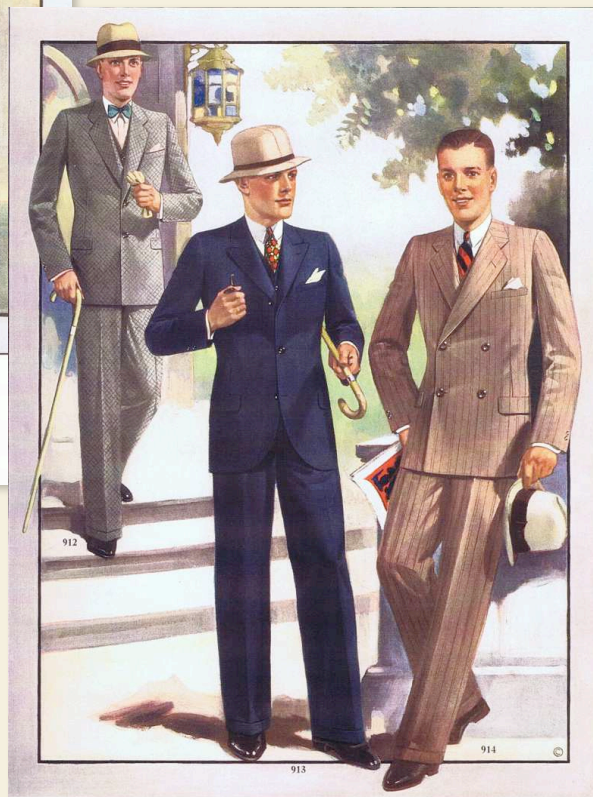
The fit of a man's daytime suit was different than you see today. The cut of the jacket was generally snug and nipped in at the waist creating a defined silhouette. Slight shoulder padding was starting to appear in 1929. Jacket lapels were either notched or peaked with very specific dimensions. Pants were generally straight and came with or without cuffs. Trousers with pleats were popular. Vests came in a variety of styles to complete the suit but were not always required. A wide selection of shirts were available in silks, cotton broadcloth, and chambray just to name a few. Short and long sleeves were featured in plain cloth, stripes, and tasteful patterns. Collars were detached or attached. Cuffs came with buttons or suitable for cuff links. Ties could be a bowtie or a regular standard neck tie usually made of silk, wool or rayon in a variety of colors and patterns. Handkerchiefs were placed in the breast pocket but not required. Hats were an essential part of the gentleman's outfit. The hat styles were widely varied, the homburg, fedora, straw, and derby were all appropriate for a daytime suit. Overcoats were worn but are very difficult to find today as an original garment. The classic double breasted or single breasted coat were typical of the era. Men wore high top shoes, low top shoes, capped and plain toed shoes that were generally made of leather. Toes could be rounded or squared. Wing tip shoes gave a classic look.

There are many details and styling elements to a gentleman's ensemble not mentioned in this article. However, MAFCA's fashion publications, *Fashion Guidelines*, *The Book of Fashion Facts*, and *The Fashion Files* provide a comprehensive guide to all fashion related items to outfit a gentleman. In the *Fashion Guidelines* a detailed description and illustrations are provided for major garments, headgear, coordinated apparel, accessories, and footgear for almost all walks of life. There is also a dress chart suggesting different modes of attire for all kinds of occasions. Publications are available at MAFCA Headquarters or on the MAFCA website and can be purchased for a reasonable cost. All books have been thoroughly researched by dedicated members of the MAFCA community.

Resources: *Styles Correctly Designed for Men and Young Men- Fall and Winter 1930-1931 Bond Street Styles – 1930.*



Model No. 902
Two-Button Sack
Young Men's Model
Peaked lapels
Back as shown unless otherwise ordered



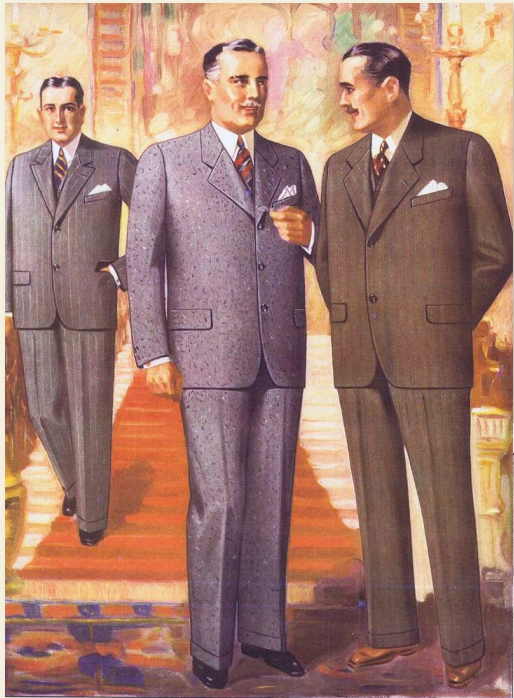
Model No. 912
Two-Button
Straight Front Sack
Young Men's Model
*Back as shown unless
otherwise ordered*



Model No. 913
Three-Button Sack
Young Men's Model
Semi-peaked lapels
*Back as shown unless
otherwise ordered*



Model No. 914
Two-Button
Double-Breasted Sack
Young Men's Model
Open notch lapels
*Back as shown unless
otherwise ordered*



No. 416
Two-Button Sack
(For Over Shoes)
Semi-Notched Lapels
Regular Pockets



No. 417
Three-Button Sack
(For Over Shoes)
Open Notch Lapels
Regular Pockets



No. 418
Two-Button Sack
(For Over Shoes)
Open Notch Lapels
Regular Pockets



Model No. 937
Three-Button Thru Topcoat
Semi-peaked lapels
Welt breast pocket

Made with rope shoulders as shown unless otherwise ordered
Form fitting back as shown unless otherwise ordered

MAFCA Fashion Committee

The Fashion Committee has a series of articles for anyone interested in era fashion. These articles can be found at http://www.mafca.com/ef_articles.html They are highly recommended reading for the fashion conscious, or those who simply want to look the part.



The Armchair Model A'er

BY GREG MACK

During the past couple of years, the Model A hobby (or lifestyle as many refer to it) has worked its way to becoming the front and center hobby for me. When I am not working on the Model A, I enjoy the hobby of model railroading.

In the model railroading community, I am affectionately referred to as an "armchair modeler." I am interested and involved in the hobby, but the majority of what I do is done while merely sitting in the armchair. I browse through photos online and read railroading magazines. I shop for new models to build and look for ideas on how to build a layout. A lot of my time is spent dreaming about what things can become. Although I feel that these steps are necessary in the planning process, I am not getting anything done. Until I actually get out of my chair and start doing something, I will never advance past this step.

I have come to realize that I have fallen into the same category in the Model A world. I have become an "armchair Model A'er." I spend my nights reading *The Restorer*, surfing the internet for pictures of what my car could look like, and spend a good deal of time soaking up all the good and bad information on the online forums. (Even despite Clyde warning me about not believing everything I read on them.) I will occasionally get out to the garage and look at my pile of parts resembling a car and think, "I can do this!" before I turn out the lights, close the door and go back into the house to read up on some more how to's.

If I worked on my car as much as I have researched it, I would have been on the road a couple of years ago. I want this year to be different and am going to try and give it a good push. I like Reid's goal of trying to get every car in the club on the road this year. It is a lofty goal and

may not even be feasible, but as Howard said, "if we get one or two cars running because of it, it will be worth it."

Next year the MAFCA National Convention will be in Sparks, Nevada. In 2019 the MAFCA National Tour will be in Southern Utah. What better motivation can we ask for than to have two national events so close to home? I would love to be able to take my car to either of these two events. I have set a new goal for working on my car and I encourage everybody that is in my shoes who has been losing motivation to work on your car, to also set a goal that will get you that much closer to being on the road. If you need an accountability partner, share your goal with the club so we can all help you reach that goal.

This year, let us not be armchair Model A'ers, but instead take our position in the driver's seat.





MAFCA Challenge

Lets step up to the challenge!

We've decided that we were going to earn the Chapter Touring Award this year. As an extension to this, let's use one of our longer tours to join in the 100,000 mile challenge.

MAFCA's goal is to have all individuals (who are not associated with a chapter) and all members of the various chapters to drive 100,000 miles in ONE day.

The miles don't have to all be driven in the same day, just in one day. It's easy.

1. Pick a day between January 1st and October 31st.
2. Choose one of the longer tours we have already scheduled for this year.
3. Record the miles and send them to MAFCA.

If all the chapter's and individual's miles total 100,000 miles or more, MAFCA will issue a decal to all who participate.

How simple can it get?

Don't forget, we are also striving for the Chapter Touring Award. This award is slightly different. Each club member keeps track of the miles driven in their own cars for the year. At the end of the year, the total



100-K in a Model A

In the spirit of the Million Mile Challenge

MAFCA challenges its members and chapters to drive 100,000 miles in ONE day

- Open to all MAFCA members
- Between January 1 and October 31
- You chose the one day
- You choose your own route
- You Drive your Model A's
- Simply report by email after completing drive
- See www.mafca.com for rules and more info

Join the Fun

If All Reported Mileage Totals 100,000 Miles Or More, MAFCA Will Send Window Decals To All MAFCA Participants

number of miles will be divided by the number of cars that participated. If that averages to 800 miles or more for each car, we will have qualified for the Chapter Tour Award.

Report your current odometer reading to Howard Eckstein and let's **GET OUR CARS on the road!**



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 with great pleasure that I will begin 2017 and MAFCA's 60th Anniversary year as your President. I thank the MAFCA Board for their confidence in me. The 2017 Board is made up of people who live not only on

both coasts of the country, specifically California, Maine, and South Carolina, but also in Illinois and Texas, through the center of the United States. It's good to see Garth Shreading, from Texas, and Jay McCord, from Southern California, reelected for an additional 2 years. Jim Cannon, from Houston, is a returning Board member, having served the membership as Technical

Director in 2014 and 2015. Kay Lee is from Illinois, and David White is from Maine, and they join the MAFCA Board for the first time. All are very enthusiastic about serving you, the MAFCA membership, in 2017!

I am looking forward to 2017 and the planned national events. We have a new Chapter driving program, the 2017 National Tour of the California Coast, and celebrating with the Sooner Chapter their 50th anniversary at the National Awards Banquet in Oklahoma City. Won't you join in the fun?

Please remember that MAFCA is your club. If there is anything Model A related you want to talk about, suggestions to help make MAFCA a better club, please contact me or one of the Board members.

Classified Ads



Wayne Atkinson has just a couple items for sale. He has something for everyone.

- New .060 over positions \$90
- New .060 over piston rings \$35
- New brake rods (6 pieces) \$75
- 30-31 Radiator - looks good
- 30-31 Radiator - may need cleaning and repair
- Generators - unknown condition
- Water pumps, misc. parts and complete
- 4 blade fans
- good used cylinder heads
- Tillotson carbs - unknown condition
- Zenith carbs - unknown condition
- Used Hill ring & pinion - look good
- Misc rear-end parts - housings etc.
- 30-31 steering wheels - not perfect
- 30-31 horn button & light switch rod

- 2 transmissions

You can contact Wayne in Fairview at (641) 390-0870.

Tony Jacobs still has a bunch of parts for sale too.

If you need something for your car, call him before you order a new part. He may have what you are looking for. Tony can be reached at (801) 796-0396.

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

“And Now A Word From Our Sponsors...”

Driven by Good
 FIGHT CHILDHOOD HUNGER
 1 IN 5 UTAH CHILDREN don't know where their next meal will come from
 CLICK HERE TO HELP US FIGHT CHILDHOOD HUNGER AND TO LEARN MORE
 > DONATE NOW </>
 UTAH FOOD BANK

Larry H. Miller
 Ford Lincoln PROVO
 Driven By You.

ARROWHEAD
 UPHOLSTERY

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

BEST OF STATE
 COLLISION
 AUTO BODY
MARTINS
 PAINT
 REPAIR
 OREM SALEM

Maple Mountain
 Insurance Services

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

The CAR DOCTORS
 Ty Mackey
 554 W State Rd
 Pleasant Grove, UT 84062
 801-876-0453

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

