



UTAH VALLEY

- Model A Club -

THE MOTOMETER

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No. 5

May 2018

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FASHIONS

2017 MAFCA Newsletter of Excellence
2016 MAFCA Newsletter of Distinction
2015 MAFCA Newsletter of Merit



Photographer Greg Mack



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UVMAC Mission Statement

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 Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are held on 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.

2018 Club Officers

CLUB OFFICERS

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Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

APPOINTED POSITIONS

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Introducing the Burnell Family, article on page eight.



A Message from Our President

BY CLYDE MUNSON



The internet is a wonderful technological marvel, but it is full of mis-information. This can be as simple as hearsay being given as an answer on an online forum. Or, it could be extremely easy for someone to make up a quote, add a photo to it and post it to the internet. Suddenly, someone says something they never said. This can have a dark side, or it can be fun, or a profound statement can be given additional weight by giving it a famous voice. One instance of this is the quote attributed to Buddha, “the problem is, you think you have time.” As he lived over 2500 years ago I cannot verify this statement but it has appeared over and over again on the web.

It does illustrate a problem with our perception; we generally feel we always have time to do the things we want to do. A couple of years ago I passed on going to a concert of a favorite band thinking they would tour again. After they completed the tour, they announced they were retiring. It is important to take the opportunity to do the things that are important to us as soon, and as often as we can. So, go tell someone you love them, ask them to go for a ride in the Model A, and go get an ice cream. Do it now there isn't much time.

Practice What Clyde Preaches

A great way to “take the time” is to join in the activities offered by the club..

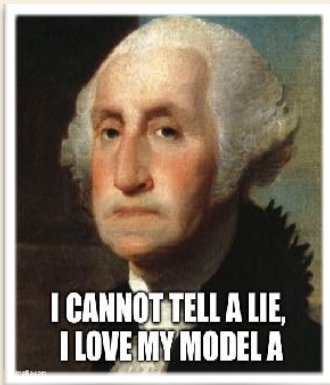
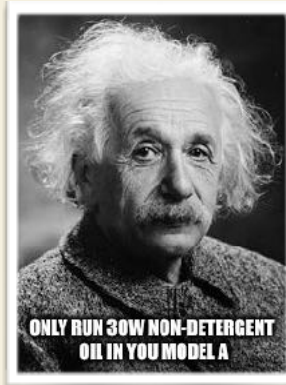
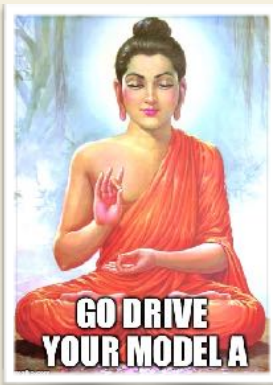
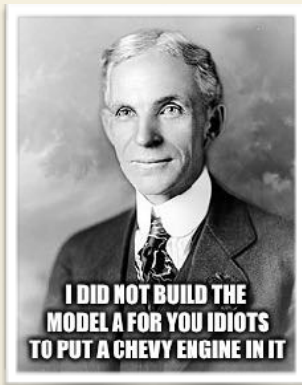


This month we have a great opportunity to spend some time enjoying our Model A's, friends, and the beauty of our great state. Come with us to Spring City on May 26th. Everyone who went last year enjoyed the the trip and much as the destination.

Each year the “Friends of Spring City” spotlight different homes. So, most of the historic structures open to visitors will be new to us this year.

We will be meeting at 7:30 a.m. at the Shopko parking lot, and leaving at 7:45 a.m.. We will leave together and will have several “Model A mechanics” with us in case of trouble. Last year we made it down and back with no problems.

After a fun filled day, we will return to Utah Valley at 5:00 p.m.



2018 Calendar of Events

May

- 17th — Club Meeting, 7:00 p.m. Larry H Miller, 1995 N. University Avenue, Provo
- 18-19th UVU Car Show and Swap Meet, UVU campus
- 26th — Spring City Heritage Days, meet at the Spanish Fork ShopKo parking lot at 7:30 a.m. we will leave at 7:45 a.m. We will visit historic structures during the day. A \$15 entrance fee. There are a couple of restaurants in town or take advantage of their turkey BBQ fundraiser at the rock church.

June

- 3rd-8th — Midwest Regional Meet, Springfield, Missouri. For more information, contact [Lance Burton](#), 816-809-8648
- 16th — Northern Utah Auto Swap Meet, 3300 S. 1000 W., Ogden; 6 a.m. to noon, in conjunction with the West Haven Car Show.
- 21st — Club Meeting, 7:00 p.m. Larry H Miller
- 24th -29th — Reno-Sparks, Nevada, MAFCA National Convention, to read more about it visit their webpage at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>

July

- 4th — Provo Freedom Grand Parade
- 19th — Club Meeting, 7:00 p.m. Larry H Miller
- 21st — Mapleton Pioneer Day Parade

August

- 6th — Lindon Car Show
- 16th — Club Meeting, 7:00 p.m. Larry H Miller
- TBA — Monthly Activity

September

- 22nd — International Model A Day, a world-wide celebration of the Model A Ford. Its goal is to give the public a chance to see these amazing snip-its of history.

Automotive History in the Making

MAY

- 1st 1954 American Motors Corp formed
- 2nd 1918 Chevrolet becomes part of GM
- 3rd 1949 Packard celebrates 50th anniversary by producing 2000 gold Packards
- 6th 1928 Chrysler introduces the De Soto
- 14th 1969 Last Chevrolet Corvair built
- 17th 1868 Horace Dodge born, Niles, Michigan
- 19th 1903 Buick Motor Co incorporates
- 22nd 1929 Debut flight of the Goodyear Blimp
- 24th 1883 Brooklyn Bridge opens to traffic
- 27th 1937 Golden Gate Bridge opens to traffic
- 29th 1946 First Kaiser-Frazer produced
- 31st 1927 Ford builds last Model T

Courtesy of Roger and Geena Davis, source — Hemmings

Q: WHAT IS THE TECHNICAL NAME FOR A POT OF COFFEE AT WORK?

A: BREAK FLUID



Connie Durrant — 6th
Karl Pope — 7th
Aniece McCulloch — 8th
Becky Mack — 20th



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

What's happening out there? The club members would like to hear from you. Let us know by sending an e-mail to: mack4759@yahoo.com.

Bill and Colette Thompson had an engine installation party when Bill's new engine arrived. The delivery was a scary one however. When it arrived, it looked like FedEx dropped the crate and broke it open. Once they got it installed though, it started right away. According to Collette, it brought a big smile to Bill's face.

Stevan Davis reported at this month's club meeting that Ross, his father, passed away last September. They are selling his coupe. They are asking \$15,000. If you know of an interested buyer, have them call Stevan.



Wayne Atkinson and Bill Thompson photographers.



News from Bob and Jannel Todd say they are doing well and enjoying their mission in Tahiti. I can see why, the photo below is not a commercial photograph, it's one Bob took. They invite us all to come and visit. Lodging rates are very low right now; \$240 a night instead of \$700 per night during peak season.



Patient Roster

Diane Brimley: Doctors still do not know what is causing the pain in her knees even after scoping them. She will have to go to a nerve doctor now.

Lloyd Barker: in January Lloyd had pneumonia and was in the hospital with fluid on the lungs. He then came home and was doing well. But, three weeks ago collapsed because of low oxygen and went to the hospital again. He was in intensive care for three days. Lloyd is now back home, but on oxygen.



April Club Meeting

Attendance:

Bob Anderson, Wayne and Jan Atkinson, Brim and Diane Brimley, Richard Burr, Vern Cope, Syd Crockett, Roger Davis, Stevan Davis, Howard and Gemma Eckstein, Pat Hansen, Tony Jacobs, Richard Judd, Clyde Munson, Greg and Robert Mack, Karl Pope, Ron and Ellie Sessions, Ernie Silva, Bill and Colette Thompson, and Mike Turley.

Club Business:

President, Clyde Munson, presided and conducted tonight's meeting.

Treasure's Report: Diane Brimley reported that we have \$2,223.84 in savings and \$257.48 in checking. Greg reported that both Bratton's and Bert's Model A contributed \$50 each this year. Please support the businesses that support us.

News and Updates:

- Syd expresses her appreciation for all those who helped work on her car.
- Richard Judd scratched up his paint trying to get his door hinge pin out; he is looking for some place that can match the paint.
- Vern has a bolt in his flywheel housing which is locking up his flywheel. A magnet on a stick could not fix it.
- Ross Davis passed away in September – his car is now for sale. Stephen is still enjoying the car and is not in a hurry to sell it, but it is available for around \$15k.
- Clyde put the new hybrid distributor in his car. It is an A/B distributor with automatic advance. Retard it to start the car and it advances the timing on its own from 10 to 18 degrees.
- Clyde visited the Salty A's workday, only two Model A's were present, one being worked on, and the other one driven there by Clyde.
- Wayne Atkinson is installing the body on his roadster on Wednesday April 25th at 10:00 am. 516 S 560 E, Orem, Call Wayne or Jan if you can help.

Bill's Minute: Bill received his engine from Antique Engine Rebuilders, but the engine had been dropped and broken out of the crate by the freight carrier. Bill shared his experience and showed pictures. He was awarded the club's first *Crying Towel Award*.

Garage Day Recap: Great turnout, a lot was accomplished! Mack's car was rewired (it only took a week). Syd had signals and LED brake lights installed, starter repaired, halogen lights, alternator and electronic ignition repaired and installed. Carlton's installed a new distributor. Chad Burrell got his horn wired up, as did Roger Davis. Nicholas was left out and had to go home with his still broken speedometer. Many things were taken away from this garage day, camaraderie, self-accomplishment and a bunch of happy Model A'ers. Clyde, however, came out with the knowledge that nobody checks their point gap.



Activities:

April

- April 21st – Historic Provo Tour – each car will receive a tour book with map of all of the historic locations. Meet at 10:00am at the State Hospital on Center Street. Depart by 10:30 a.m., take pictures of your car in front of each building that you choose. We will meet at Sizzler's in Orem at 12:30 p.m. to collect everyone's pictures. An award will be given to the one who has the most pictures taken.

May

- May 26th – Spring City Heritage Days – not doing the Ephraim parade this year. Meet in Spanish Fork at Shopko and head for Spring City to join the Utah Model T Club. Each year different homes are on the tour, \$14 dollars for tickets.
- May 19th – Salty's doing their dust off tour.
- May 19th – UVU swap meet.

July

- July 4th – Provo Freedom Festival Parade; we will be able to drive the parade route as a group. Everyone is invited to write a short blurb about the history of their car for the announcers to use to fill time.
- July 14th – Summer Bash at the Provo Town Centre Mall, live music, fireworks, vendors, food trucks, car show. Indoors 9 cars or more if some were outdoors; public will judge on 3 cars and provide awards. Time frame is open for suggestions. Members expressed some interest, concerns about safety of car. Will discuss in more depth later.

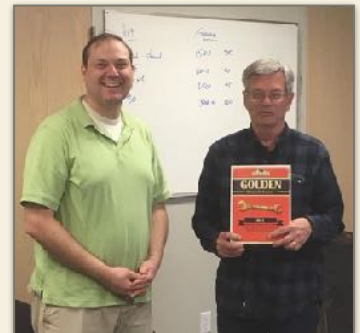
UVU Trade Class

Vern is taking a metal shaping class at UVU. He showcased some of his work and invited members to sign up next semester. For those 65 and over it is around \$200 +/- with lab fees for the class. Under 65, members have to pay regular tuition.

Tech Talk:

Howard showed the Laurel and Hardy movie, “The Music Box.” This short movie was filmed in 1931 and released in 1932. It won the first Academy Award for live action comedy short film in 1932.

We were treated to a feast tonight. Collette and Bill brought ice cream, for Wayne’s birthday. Jan and Wayne brought cupcakes, watermelon and four different cheeses. Gemma and Howard brought popcorn to eat during the movie. It was great!



Ed Stilson and Bill Thompson each received a Golden Wrench award for installing a window in Ed's Sport Coupe



Tony Jacobs received two awards for his Tech Talks; one on distributors and the other on drag links.

Photographer, Clyde Munson



Member Spotlight

CHAD & MARCY BURRELL

I have always loved old cars and trucks. Before I was old enough to reach the pedals, I remember driving/steering our Old Green Truck in the hayfield while my dad and brothers would load. One particular hayfield was in Lehi right where Thanksgiving Point is located. The field has long since disappeared. The truck was a 1969 Dodge truck with a 4-speed manual and slant 6 engine. It has long since disappeared as well, and all we have left is the bed which was converted into a truck bed trailer. Those old trucks would really crawl when they were in granny gear but could still send an older brother who was stacking hay over the cab when you mashed on that middle pedal.

When I got old enough to drive, I inherited the old family wagon, a two-wheel drive 1976 GMC Suburban. My parents bought it new, but stripped it down in Texas when my dad was attending Texas A&M. It was fun to drive because it was the same age I was. It was also fun to drive, because by the time I got it the 6-cylinder engine had been replaced with a 327 out of a Corvette, and the half-ton rear-end had been replaced with an 8 lug 4:10 rear-end. The combination made it easy to burn rubber. The only challenge is you had to carry a 5-lug spare tire for the front and an 8-lug spare tire for the rear. I remember when my dad trusted

me for the first time to change the oil in the old Suburban. I got my pan and wrench and climbed underneath and opened the first plug I could see; boy was that oil thick, and it even had metal shavings in it. Dad was a little upset when he discovered I had drained the transmission instead of the engine oil; he did agree once he cooled down that based on the condition of the transmission oil it probably needed to be changed anyway. I drove that Old Blue Suburban till I left to serve an LDS mission when I turned 19.

I think our Old Green Truck and our Old Blue Suburban set me on a path, and it can be argued whether that path was good or bad. Since that time, I have owned 37 vehicles of various ages, makes and models. I had great dreams for some of them and couldn't wait to get rid of others. I have learned so much over the years, pulling engines, replacing axles, packing bearings, and the list goes on. Over that time, I never owned anything older than a 1947 Chevy Truck, one that I had great dreams for but it needed more work than I had time and money to put into it so

it never made it back on the road and I sold it. But the dream of having an old car that I could fix up, work on and drive has always lingered.

My Wife Marcy and five kids: Sidney (daughter 19), Lance (son 16), Logan (son 14), Spencer (son 12), and



(l to r) Lindsey, Logan Alex, Chad, Marcy, Lance, and Spencer



Alex (son 9) moved to Kamas in 2014 and in 2016 we built a home on some farm property we owned. Our life slowed down a little and I had a little money I could throw at a “midlife crisis”, which consisted of me finding an old car. I did have some guidelines in my search for a car. I could not afford one that was in mint condition, nor could I afford a 1960’s era muscle car like my 4 sons thought I should get (they are fans of the Dukes of Hazzard). I wanted to find a car that still needed some work and that I would not be afraid to drive, get dirty, yet would still be a piece of history. The history around the invention of the automobile has always fascinated me, specifically all that Henry Ford did for the car industry. I honestly love the old Model T’s but felt I needed to at least step into a Model A if I was planning on having something that I could drive regularly in varying weather conditions and teach my kids to drive, as its controls are closer to a modern car, (I hope I did not offend any Model T owners with that comment). So, my search began for a Model A.

I searched for months on-line for a Model A. I began my search for a truck because I am a farm boy and love trucks, but I realized that one reason for getting this car would be for my family to enjoy, so I better get something that has a little more seating room (I am still looking for a truck however!). I therefore narrowed my search for Tudors. I finally found one in Chicago,;the owner sent me loads of pictures (I hate buying cars based on pictures). He also told me the story

behind the car and that he had every receipt on what was done with it.

The car was a 1931 Model A Tudor. It came from Wisconsin and had been put in storage in the 70’s in a barn where the owner paid to store it but never did anything with it. It sat there for 10 to 15 years. Finally, in the 80’s, Lenny, a cousin of the barn owner contacted the car owner and the owner agreed to sell Lenny the car for \$1250. Lenny took the car completely apart and sandblasted every part, primed and painted it. He continued to replace worn parts that he purchased via mail order (no internet back then) and what he could find at swap meets. Lenny had the engine rebuilt in 1988 by Richard Fallucca. After I bought the car, I actually called Richard and talked to him because I found the actual receipt from the rebuild of the car and Richard still rebuilds engines. The engine was rebuilt in 1988 with poured bearings and was very tight when Lenny installed it in the car, he had to run the motor a bit to finally get it loosened up. Then life went on for Lenny and the car sat for almost 30 years in his garage unfinished.

In February of 2017, I decided to make the trek back to Chicago and look at the car, and purchase it if I felt inclined. I got my oldest son (15 years-old) and my younger brother to go with me so we could alternate





drivers while the others slept. It didn't work too well because who can sleep when a 15-year-old is driving! We made the trip in about 24 hours straight pulling a car haul trailer. Lenny showed us the car and we were able to get it running and actually drive it onto the trailer even though it had 2 flat tires. We then proceeded to load the cab with all the spare parts he had collected over the years and we were on our way.

I spent the next couple months working on the car with my boys. As the main body of the car had been painted 30 years ago and was still in pretty good condition, we focused our efforts on fenders, bumpers and trim as far as body work. I am not good at body work. I had the rims sand blasted and powder coated yellow, as close to an original color I could find. I bought new tires from Coker. I looked up on line how to adjust brakes and everyone laughed when I showed them my jigsaw cut piece of 1x4 that I fashioned to wedge between the seat and the pedal to achieve final adjustment. I installed a couple of windows and did the best I could with replacing the roof wood and re-stretching the vinyl (best done when it is hot outside; I ended up with some wrinkles). We had some fun when it came to rewiring the car. As I was running wires up to an electric wiper motor I could not figure out which pole was the ground and which was positive, and as the car has a positive ground, we caught things on fire twice before we figured it out. My son Logan decided it was best for him to be on hand with a

fire extinguisher before we finally figured things out, replaced burned wires and got it connected properly.

Once the car was mechanically sound and safe (by what I could determine). I decided to get it licensed, insured and legal so I could start driving it, even though to this day it still needs some cosmetic work and final touches. The day I licensed it, it left my wife

and I stranded right in front of the mechanic shop in town. The mechanic is my friend and he had to laugh because he admitted he didn't have any idea how to help me with the car not starting, he did however, offer to tow me home; which turned into a photo op! I looked up the Utah Valley Model A Club online and eventually was able to get with Howard Eckstien

who was a great help in teaching me how the ignition circuit works on my car and how to use the process of elimination to determine what is wrong and how to fix it; and most important what spare parts and tools are good to have on hand.

My car has been on the road for a year now. I have put about 1600 miles on it. I occasionally drive it from Kamas to where I work in Park City. It gets a lot of looks. In March 2018 I ventured to take it down Provo Canyon to meet fellow club members in American Fork to convoy to Mapleton for a garage day. My old car made it there and back with no problems and I was able to get help and parts from club members to get my horn working. One step closer!





Safety on the Road

BY RAY HINNANT OF THE BRAZOS VALLEY MODEL A CLUB

If you are planning a road trip, there are some things you need to remember. Remember that your speed will be slower than the modern cars on the road. The slower you go, the faster the car driving 80 will come up behind you.

The following table will help you determine this risk.

Your speed (mph)	Their speed(mph)	Closing time for 1/4 mile
40	60	0 min 45 sec
40	70	0 min 30 sec
40	80	0 min 22 sec
52	60	1 min 53 sec
52	70	0 min 50 sec
52	80	0 min 30 sec

Watch Rearview Mirror

Even in the best weather and light driving conditions and you are driving 40 mph, the approaching driver going 80 mph only has 22 seconds to make a decision to pass or slow down if you have just gone over a small hill and there you are enjoying your Model A. This is why I watch my rear view mirror constantly when driving the Model A. Now, add night driving and rain and 20,000 Aggies coming back to school after Thanksgiving break.

Oh, and also add just one small taillight that is much smaller, dimmer, and lower than the average driver is used to seeing on the road, and your stress level will definitely increase. Add to all this cell phone usage and texting, you really do need to drive defensively. I realize that a Model A was not designed to run modern speeds

although some will do that all day. So, what can we do to make night driving (and daytime driving) a little safer?

Importance of Speed

Keeping your speed as close to the speed limit as possible will give the approaching vehicle a few more seconds for their minds to realize that an antique automobile is ahead and going slower than they are. Be sure and keep your steering, tires, and brakes in as good a shape as possible.

Improve Lighting

Second, improve your lighting. Headlights can easily be improved by converting to 12 volt or adding halogen lights. This will help oncoming traffic, but remember that the ones behind you pose more of a risk than the ones in front, assuming they stay in their lane. Most of the Model A parts dealers carry a special brake light that you can add by strapping it to your spare tire. This helps since the brake light on a Model A is amber and folks are definitely looking for a red light when someone stops. The add-on brake light is good, but you still have the single or double standard Model A tail lights. These lights are a foot or lower than the average car on the highway and fairly small compared to new modern cars.

Enjoy your Model A and get it out on the highway. It's great fun. See you down the road.

Keep looking in the rearview mirror for oncoming cars. It could save your life!



80-year Reunion

BY ROBERT MACK



Coming home from work in 1930, the average American would pull their new Model A into the driveway of their \$7,145 home and up to the one-car garage. Twenty of us revisited those days a week ago, although our cars cost more now than the house did then. Our goal was to pull up in front of as many old, historic homes as possible and take a picture of our Model A's in front of the home. We had 1 1/2 hours to accomplish this. The homes ranged in age and significance. The oldest building on the list was the Provo West Co-op, built in 1866. The newest home was

the Fred Taylor home, built in 1945. We also visited many of the iconic buildings that define Provo's heritage, such as the Provo Tabernacle (now the City Center Temple), the Brigham Young Academy (Provo City Library), and the Knight Block on University Avenue and Center Street.

Reid Carlson, Davises, Clyde Munson, Atkinsons, Hansens, Turleys, Thompsons, Brimleys, Crocketts, Ecksteins, and three of the Macks participated. Richard Tucker, Karl Pope and Mark Layton met at the staging area to send us off. In total we had 25 members join in the fun.

All through the historic portion of town, Model A's could be found roaming the streets. Several times, kids playing in their yard were heard to say, "Look, there goes another one!" as another Model A turned the corner.

After 1 1/2 hours, members rendezvoused at Sizzler for lunch. But, unlike 1930, it didn't cost 38 cents for lunch.



Photographer, Howard Eckstein



UTAH VALLEY

MOTOMETER

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Special Thanks to photographers: Roger Davis, Jan Atkinson, Diane Brimley, Howard Eckstein, Greg Mack, Tim Crockett, Clyde Munson, ReNae Hansen, Bill & Colette Thompson and Robert Mack



Lake Tahoe — MS Dixie II

SPARKS, NEVADA, JUNE 24-29, 2018



“Considered one of South Tahoe’s most entertaining and affordable water activities, the Daytime Scenic Cruise on Lake Tahoe has been voted “Best Cruise in Nevada” by Nevada Magazine. This 2.5-hour scenic daytime cruise offers fabulous photo opportunities, sunshine, and fresh Lake Tahoe air, which has a way of invigorating everyone around. As you cruise to Emerald Bay, you’ll learn how it was formed, some of its fascinating history, and enjoy a special video presentation. With plenty of room to spread out and get comfortable, you’ll quickly settle in and find the best place on-deck to snap magazine-worthy photos.”

Professional photos (taken upon boarding) will be available for purchase at the end of the cruise. For our

passengers' comfort, smoking is not permitted aboard our boats. Personal picnics are not permitted aboard the M.S. Dixie II. However, lunch and complete bar services are available for purchase once on-board the boat.

The M.S. Dixie II departs from historic Zephyr Cove, Nevada, just 4 miles north of State-line on Hwy. 50. Please check-in 30 minutes prior to departure time to receive boarding passes.”

There are two convention sponsored tours; one on the evening of Saturday, June 23rd that includes dinner and dancing. The second is a daytime lake tour on Tuesday, June 26th. Snacks are available on this tour, but not included in the tour price. A third option would be to ride the MS Dixie II on your own during “down time.”

Source information and photos courtesy of zephyrcove.com





Flawed History?

BY GEORGE WENTZ, JR.

There was a challenge offered by the dust cover on the May/June 2001 issue of *The Restorer*. It is a photograph depicting a 1931 parade of Model A's in New York, with a comment about whether the celebration was for Armistice Day or for the Twenty Millionth Ford. After examining the photograph with a magnifying glass and doing a bit of research, I have some observations and a possible answer for the parade. Here are some clues revealed in the photograph:

- The weather is sunny and appears to be quite comfortable, with spectators wearing light weight clothing. A sedan in the left foreground has the windshield opened, and the side windows of most vehicles are rolled down. The shadows under the cars suggest the picture was taken around midday. Trees on the left side have small leaves.
- Everyone seems well dressed for the occasion, but no one has any flags or other symbols of a patriotic or cultural nature. There are no noticeable decorations anywhere in the photo. For some reason a person on the far left has a large telescope.
- All of the roadsters have sirens on the headlight bar and are being driven by police officers. The sedans in the foreground are probably municipal vehicles, and all appear to be brand new slant windshield Fordors. There are no deluxe models in the picture. Toward the back of the photo, behind the roadsters, there seems to be a row of AA trucks with a siren or an emergency light mounted above the windshield on each one. In the very last row are three very large vehicles that look like buses.
- The light pole on the right edge of the photo has street signs that are almost illegible, but appear to say "5th Ave." and "Broadway." I found an Internet website that identifies the light pole as a style unique to 5th Avenue (www.forgottenny.com). At the base of the pole behind the policeman, a sign says "Fifth Avenue Bus Alighting Station." The other sign in the foreground says, "Washington Sq. Buses Stop Here." One of four signs on the wall behind the trees advertises some kinds of product as "New 1931 Models," but I think it is coincidental and does not refer to the Model A's in the photos.

These attributes of the photograph on the 2001 magazine dust cover are noteworthy for several reasons, but first I would like to remind you that a very similar photograph was used as the front and back cover of the July/August 1991 issue



of *The Restorer*. In that issue, the photo showed many rows of police Roadsters identified as the "Precinct Motor Patrol," parading in Manhattan. The caption said the parade took place on December 18, 1931. Again, using a magnifying glass to examine the 1991 photograph, the weather conditions, the nature of the spectators, the time of day, and the general composition and photographic style all suggest that the magazine covers in both 1991 and 2001 are images of the same parade. Even the trees pictured in the 1991 issue have the same kind of small leaves on the branches as seen in the 2001 cover photo. The only difference between the two pictures seems to be the location on the parade route, since the photo used in 1991 shows a light pole in the foreground with signs that say "5th Ave" and "and " E 59 St."

One more thing. The 1991 cover photo is the exact same photograph that appears on page 140 of the excellent reference book *The Ford Model A as Henry Built It* by DeAngelis, Francis, and Henry. The book states it is a photograph of the New York Police Department driving 1931 Roadsters in the Armistice Day Parade. In the lower right hand corner of the book photo is a reference number 56695 12-18-31 No 4. This kind of identification is similar to numbers found on other photographs reproduced from the Ford archives.



New let's take another look at the clues in order to put all three photos in perspective. First, an Armistice Day Parade would not take place on December 18. Armistice Day is November 11. The spectators have no flags or other symbols usually present at parades with a patriotic or cultural theme. Second, December 18 is an unlikely date for the parade depicted in the photos because the weather is too nice, there are leaves on the trees, and there is no sign of the holiday season, even though Christmas would be only a week away. Third, while the Twenty Millionth Ford was a milestone for the company, I doubt the city of New York would hold a parade in honor of the achievement and commit the kind of manpower and expense as evidence by the photographs.

I don't think the parade took place on 12-18-31, and I don't think the parade was for either Armistice Day or the Twenty Millionth Ford. For the sake of having fun with the debate about the photographs, it is my opinion that all three pictures are of the same parade, and that a very significant event was unfolding in the city's history. Perhaps the biggest thing to happen in New York in 1931, something for which the city officials could take a lot of credit and boast to the world, was the opening of the Empire State Building on May 12. It is located on 5th Avenue and E. 33rd St., so a big parade down 5th Avenue as shown at two different locations in these photos is logical. Mayor Jimmy Walker presided over a ribbon-cutting ceremony, and President Herbert Hoover pressed a button in Washington, D.C. to light the building. The Empire State Building was construction in two years during the Great Depression and became the tallest building in the world.

May 1, 1931 fell on a Friday which would account for the fact that most of the spectators were dressing in business attire and the parade was probably scheduled for the noon hour when most people could take time away from work for lunch. It could have been a nice warm spring day, with small leaves beginning to appear on the trees, and children who were brought downtown for the big parade had a chance to wear the Easter clothes that were bought for them a few weeks earlier. Everyone was able to also get a good look at the new slant windshield Ford sedans in the city's fleet, which were just hot off the assembly line.

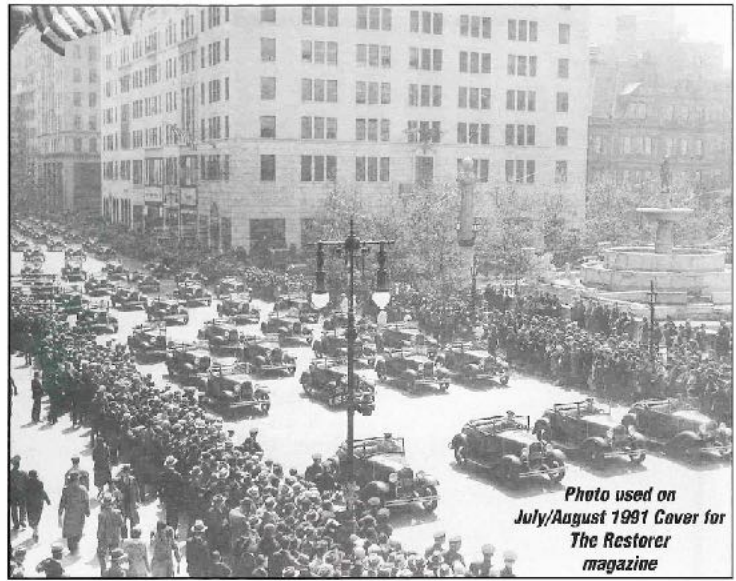


Photo used on July/August 1991 Cover for The Restorer magazine

To verify this rationale I hope to find photographs of this parade among newspaper stories about the opening of the Empire State Building, but unfortunately such information could not be found on the Internet. The old newspapers are probably archived on microfilm and available in New York or at some other large city library. Likewise it would be interesting to find some explanation for the "12-18-31" date on the photograph marked No. 4," and see what is shown on the other photos catalogued in the archives before and after this one. Maybe some fellow members in New York and Detroit would be willing to pursue these bits of historical trivia and help resolve the debate.

Editor's Note: I purchased *The First 50 Years of The Restorer* on a USB drive from MAFCA, and have been reading past issues. This article appeared in the Jan/Feb 2002 issue. I have always been intrigued with the photos discussed in the article, so I reprinted it here.

If you are interested in purchasing *The First 50 Years*, you can do so at: <https://mafca.com/cart/index.php?productID=238>



Fit and Fashionable A Gentleman's Ensemble

By Lynette Marcione
MAFCA Fashion
Committee

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.

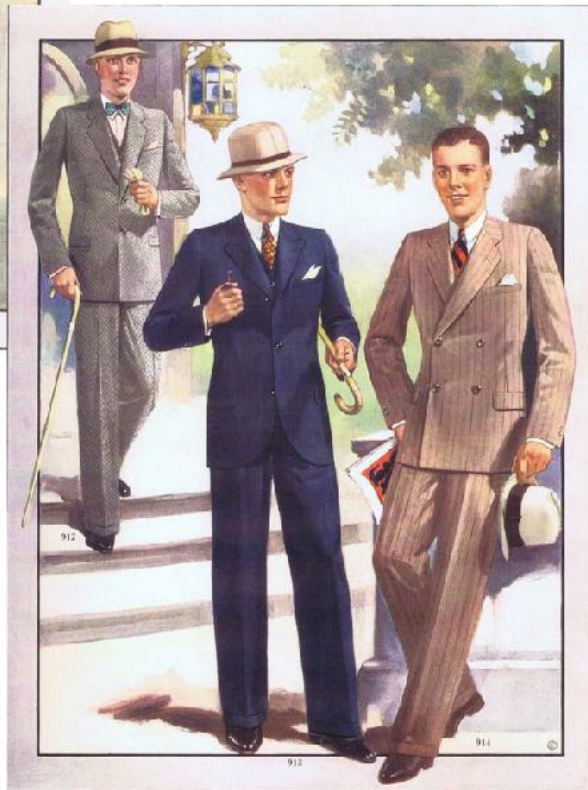
The fit of a man's daytime suit was different than you see today. The cut of the jacket was generally snug and nipped in at the waist creating a defined silhouette. Slight shoulder padding was starting to appear in 1929. Jacket lapels were either notched or peaked with very specific dimensions. Pants 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. Tocs 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
Notched lapels
Back as shown unless
otherwise ordered



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



No. 416
Two-Button Suit
One Chest Pocket
One Notch Lapel
Regular Pocket

No. 417
Three-Button Suit
One Chest Pocket
One Notch Lapel
Regular Pocket

No. 418
Two-Button Suit
One Chest Pocket
One Notch Lapel
Regular Pocket



Model No. 937
Three-Button-Three Topcoat
Semi-padded lapels
Welt breast pocket
Made with rope shoulders as shown unless otherwise ordered
Purses fitting back as shown unless otherwise ordered



From:
Garth Shreading
MAFCA

The Kid's Corner

FOR KIDS YOUNG AND OLD



“A” Puzzlin’ Picture

Can you find ten differences? We'll give you one:

1. Pole at the top of the building
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.



Foreign Fords?

Can you figure out what these cars are?

- Ohaptne _____
- Urtod _____
- Dueexl Upeco _____
- Rorofd _____
- Kuppic _____
- Ontw Ednas _____
- Retsdoar _____
- Wont RCA _____
- Aorvitic _____



Classified Ads



Answers to Foreign Fords?

Ohaptne — Phaeton

Urtod — Tudor

Dueexl Upeco — Deluxe Coup

Rorofd — Fordor

Kuppic — Pickup

Ontw Ednas — Town Sedan

Retsdoar — Roadster

Wont Rca — Town Car

Aorvitic — Victoria



Answers to "A Puzzling Situation"

1. "Ford" removed from sign
2. License plate missing
3. Gas pump globe missing from above of the rear top of the bus
4. Right turn light missing
5. Lug nut missing right front wheel
6. Door handle on front right door of museum missing.
7. Light shining through window gone
8. Flag pole missing at top of the building
9. Seam in bricks below Ford Authorized Service sign is missing
10. Shadow on canopy longer on one than other.

Apparently I snore so loudly that it scares everyone in the car I'm driving.

Mark Layton has two engines, a transmission, wheels, rear end, and new parts from Mac that he didn't use. Call Mark at (801) 361-7300.



Vern Cope has purchased a roadster pickup so he is selling his old truck. \$11,000. Vern can be

reached at: (801) 377-0657.

Stevan Davis is selling his dad's coupe. It is a 1931 Deluxe Coupe. Stevan can be reached at: (801) 836-5678. Both Joe Fazzio and Howard Eckstein have worked on the car and can give you additional information if interested.



Will Redd's friend, Venna Rice, is selling her dad's early 1930 Briggs Deluxe Fordor. He was a Ford dealer for many years in Draper. The car has 143 miles after

restoration. \$20,000 She can be reached at: (801) 694-1400.



Model A Ford Club of America

Established 1957

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Model A Ford Club of America

DOUG LINDEN, PRESIDENT



Daylight savings time is here and that is giving us more daylight to enjoy our Model A's. The weather, for the most of us, is also cooperating by providing milder temperatures which makes riding in our Model A more enjoyable. Let's face it, the manifold heater is marginal at best, so touring on a

mild sunny day is far more enjoyable.

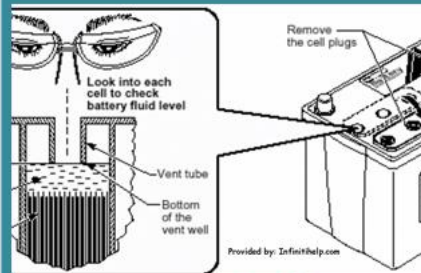
I hope your chapter has prepared a touring schedule for its members. My club has a planning session in February where we schedule activities for the driving season, which for us covers April thru November. How come we have a lot of tours that end with food or ice cream? I wonder! Our tours include parades, visits to senior facilities, car shows and of course Ice Cream. After a long winter I am happy to be back on the road and I hope that you are able to get out and enjoy your Model A as well.

Speaking of tours, have you made plans to attend the MAFCA Aces & A's Convention in Sparks, NV? Attending this convention would be a great opportunity for a long distant Model A tour. There are plenty of driving activities planned for touring the area in your Model A when you get there. Speaking from experience, driving your Model A on a long distant

tour provides many wonderful memories. This might be something for you to consider.

I look forward to meeting you in Sparks. Happy Model A'ing.

By supporting the Model A Ford Club of America, you support the Model A hobby. We encourage you to become members. MAFCA Membership forms can be found on-line at: https://mafca.com/cart/index.php?mafca_new_member=yes



Jim's technical tip by Jim Cannon, MAFCA Technical Director Water In The Battery???

Yes, but, charging the battery boils the water off while you drive. If the plates inside that battery are exposed to air, it ruins them and reduces your battery's storage capacity. So you need to check the water level about once a month.

Unfortunately the battery access plate in the floorboard provides a small opening to work through. Not very easy to add water. I've tried pouring water in from above and just made a mess!

Here's my tip: Get a plastic syringe (100 to 150 cc) from a pharmacy and put a 6-8" piece of vacuum hose on the end. Pour some distilled water into a clean cup. Now draw water into the syringe and use the hose end to squirt water into each battery cell, to bring the liquid level back up to the bottom of the vent well (see figure).

Remember that this is sulfuric acid in the battery. Don't splash it up by spraying water into the cell too fast. Don't let the end of the hose go into the acid. Please wear safety glasses while working around a battery.

Have a Model A Day!



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