



UTAH VALLEY

- Model A Club -

MOTOMETER

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2018 MAFCA Newsletter of the Year

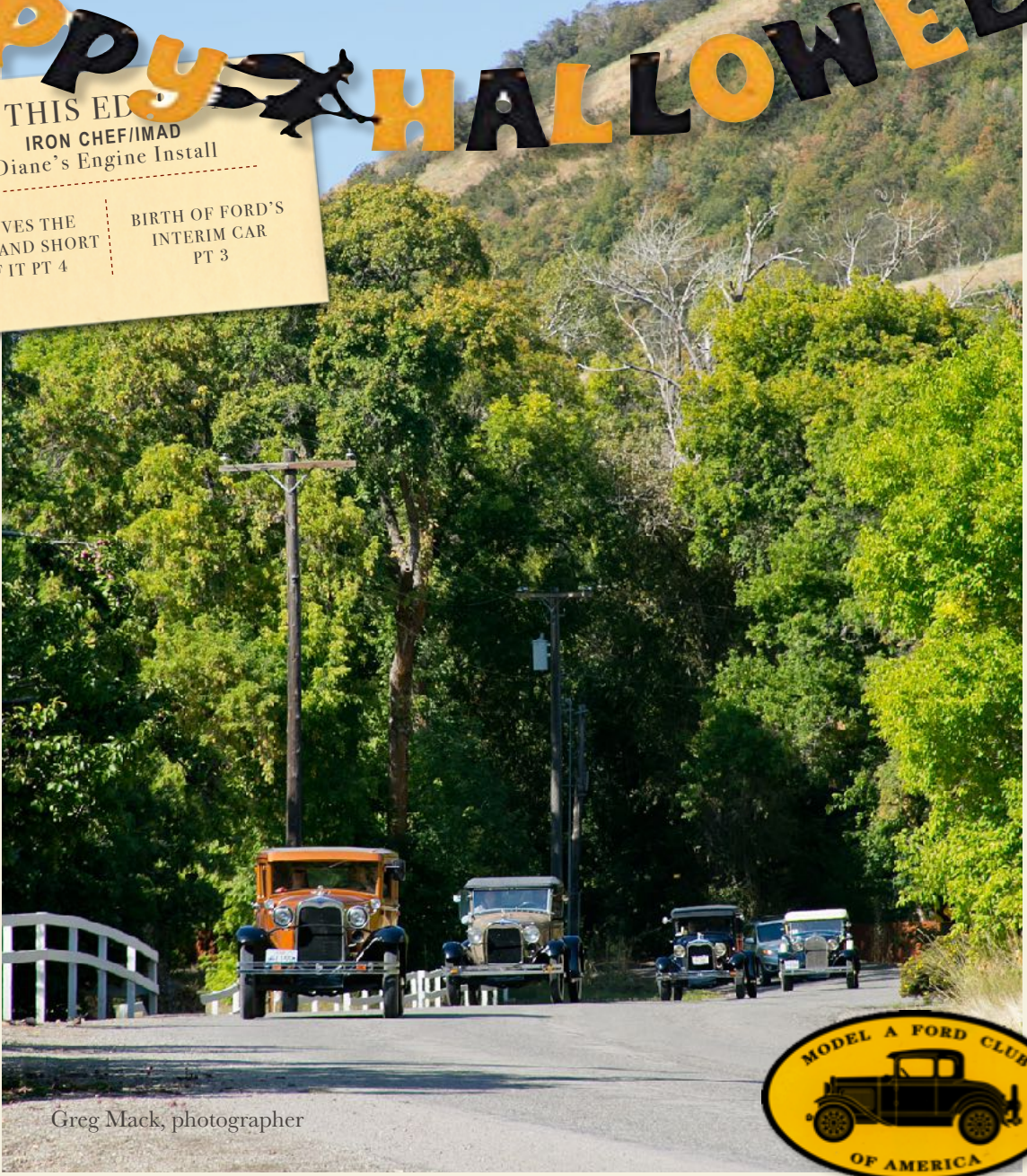
September 2019

HAPPY HALLOWEEN

IN THIS EDITION
IRON CHEF/IMAD
Diane's Engine Install

GLOVES THE
LONG AND SHORT
OF IT PT 4

BIRTH OF FORD'S
INTERIM CAR
PT 3



Greg Mack, photographer



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 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.

2019 Club Officers

CLUB OFFICERS

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Howard Eckstein, photographer



President's Message

The steering wheel in my Model A is the same one that was in it when it left the factory. I have thought about replacing it many times but I never have. The grooves that used to run around the outside edge are almost gone, victims of wear and weather. There are multiple cracks in the wheel and the area around the light switch is chipped. I have tried to repair some of the damage that time has unfortunately bestowed upon the wheel. I filled the cracks with epoxy and painted the wheel in an attempt to avoid always dealing with the "Model A smile." The "Model A smile" is the black smudge that appears on your shirt as the surface of an old wheel rubbed off on your belly when the steering wheel is turned. It is a great way to start a conversation but it is also unsightly on a clean white shirt.

So I could easily justify replacing the wheel, but there are just as many reasons not to. I think of all of the hands that have held the wheel. There is a history there. Holding the car steady and true. It seems to

be an honor to add my hands to those that came before. A new wheel would look better but it wouldn't hold that history.

Some day I may still change the wheel but for now I will keep it as it is. I will add one more trip to its history this month.

Much like the steering wheel of my car, the wheel of the club has had a few different hands holding it. Unlike the wheel in my car which is old and battered, the wheel of the club is fairly new, but it still has experienced a lot.



We are now closing in on the end of the year and nearing time to select a few more pairs of hands to steer the club. Soon we will be asking for volunteers and nominations for the board. The club has made history in the relatively short time that we have been together, and it is time to make some more. Please consider volunteering and adding to our history.

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2019 Calendar of Events

October

- 6th -10th — Canyonlands Hub Tour, Kanab, Utah. This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. Registration is closed at this time.
- 17th — Club Meeting, 7:00 p.m., Larry H Miller

November

- 17th — Radio Show/ Mocktail Party
- 21st — Club Meeting, 7:00 p.m., Larry H Miller

December

- 5th - 8th — MAFCA National Awards Banquet, Claremont, California
- 7th Annual Christmas Dinner, TBA
- No club meeting this month

Automotive History in the Making

October

- 1st 1908 The Model T Ford goes on sale
- 6th 1866 In the first use of a steam-powered car, Henry & James House travel six miles from Bridgeport CT to Stratford CT
- 7th 1960 Route 66 becomes a TV hit when the adventures of Buz & Tod travel the "Mother Road" that was created in 1928
- 10th 1901 Henry Ford races his "Sweepstakes" racer to win, beating Alexander Winton and gaining national attention
- 15th 1964 Craig Breedlove brakes a world record for the longest skid marks as he loses control of his car; taking six miles to stop at the Bonneville Salt Flats
- 27th 1945 Ferdinand Porsche arrested by the U.S. Military for his support of the Nazi war effort; later released
- 29th 1954 Hudson and Nash-Kelvinator merge to form AMC; Hudsons would be produced for two more years, but lacked the innovation and quality of their previous cars

courtesy of ["MyQuarterMile.com"](http://MyQuarterMile.com)

Halloween Costume Idea!

On Halloween night, a boy knocked on my door and said "Trick or Treat?"

I looked at him and said, "What have you come as?"

He said, "A werewolf."

I looked at him, "But you are just wearing normal clothes?"

He replied, "It's not a full moon yet."

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5TH - CONNIE POPE
7TH - PAT HANSEN
22ND - TONY JACOBS
26TH - BOB ANDERSON
29TH - ROGER DAVIS



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

While moving from his old house in Provo, to his new house in Orem, **Grant Eckstein** found a scrap of an old local newspaper. Look at those prices! Thanks Grant for sharing this with us.

Robert Mack finally retired! His family, through the coaxing of an employee, held a surprise party for him. They are now on his naughty list



Why you shouldn't wait until retirement to travel

Howard

Robert

Becky

Howard "leaked" this picture of the three of us (Just kidding).

Speaking of **Howard Eckstein**, he and **Gemma** were busy giving away Rosalie last month. This picture was taken of the two of them together during the daddy, daughter dance. Gemma was busy feeding everyone at the reception. She did all the cooking for event. Congratulations!

As many of you may know, **Richard Judd** sold his car. He asked Robert to put his car in the classifieds and the next day he said, "Never mind, I sold it." When talking with Howard, he said he was selling the car so he could get an open car. Thinking he wanted a Roadster or Phaeton, we were all surprised when he told Howard he bought a 1952 MGB.



September Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

Attendance:

Wayne & Jan Atkinson, Diane Brimley, Brad & Lynn Christofferson, Howard & Gemma Eckstein, Karl Furr, Pat Hansen, Harley Jacobs, Tony Jacobs, Greg, Nicholas & Robert Mack, Dave & Amber Morrell, Clyde Munson, Larry Taylor, Bill & Colette Thompson, Ron & Ellie Sumsion, and Richard & Chris Tucker

Club Business:

News and Updates

- Bill bought a generic cup holder from the auto parts store for \$4.99. He cut a 3" hole in the front to slip it over the gear shifter. It fits perfectly between the shifter and the seat, he and Colette can now safely transport their drinks when riding in the Model A.
- Wayne brought a reproduction two piece crankshaft pulley that was made out of cast aluminum. The material is so soft that the engine seal wore down the aluminum.
- Howard has been busy working on Christofferson's as well as Morrell's brakes. Ron is also working on his brakes but has found that his '30 has '28 brakes and he is in need of some later front backing plates.
- In an effort to prevent a potential disaster, and despite being warned by Howard to not mess with it, Clyde tried to fix Diane's leaky gas shut off valve. Things went from bad to worse, but the good news is that "Betsy" will now have a brand new valve!
- Pat also worked on a leaking gas valve on Syd's car, but as soon as he put a wrench to the valve it disintegrated. The threaded end of the valve is now stuck in the gas tank.
- Diane's dash light would not go off so Clyde had to talk her through removing the fuse via picture messages. "Where is the fuse?" "It is mounted on top of the starter." "Where is the starter?" "It is the black thing on the right side of the picture."
- When doing an alignment, Allen found that his tie rod spring was broken in three places.
- While working on the front end, Brad found that the welds on the steering arm balls had broken and were loose on the arm. If they had driven the truck any further it could have been disastrous.



Bent Rod Award

Howard was the award's recipient due to what was originally thought to be a distributor problem. It almost left him out of the Eureka parade. Later, it almost left him stranded on the side of the road after the parade. It turned out to be a faulty ignition switch. He worked



his magic with only a screw driver. "You can fix anything with a screw driver, it all just depends on how you hold it." - Howard

Things to take on long tour

Tools - screwdriver, pliers, crescent wrench, tire jack, standard socket set. Hammer, in case you need to knock a fan off the shaft, and lug wrench. Cotter keys, and a tape measure as well as extra water are important to take.

Spare parts - axle key, electrical wire & crimp on connectors, spare carb, (easier to swap than to clean out). spare pre-timed distributor, (again easier to swap than diagnose). Water pump. cut out. gasket set. hand crank. and fan belt? The problem with caring a fan belt is that by the time you need to replace the belt on the engine, the belt under the seat needs replacement too. Cut out. Gasket set.

Past Activities:

- Eureka Parade – Five Model A's participated. There were probably more people in the parade than there was in the audience. The weather was nice and cool in the morning. We received a few rain drops, but nothing of any consequence. The afternoon yielded warmer temperatures but was still tolerable. The parade consisted of the school band, a bunch of fire engines, our Model A's, a group of Mopars and a few small local businesses decorating their pickups in tinsel.
- Diane's Engine Install – eight guys, plus Diane and Margaret, came to help. It was very interesting to see the inside of the engine and see how to button it up and get it ready to install. It was also a good learning experience to see the process of putting the engine in the car. Most people could not stay for the whole project so Howard, Clyde, Ian and Diane finished it and got it started up later that night.

Future Activities

September

- 21st – IMAD/Iron Chef — We will go up Hobbie Creek Canyon. Meet at the Springville Museum parking lot at 10:00am. We will go to the end of the pavement in the canyon then come back to Mapleton City Park. There is debate about having everyone use the same ingredients for their masterpieces.





October

• 6th-10th National Tour – Leave early Sunday morning to arrive for the afternoon welcoming party. We will most likely forgo any side trips on the way back, maybe we will go to Capital Reef on a club tour next year. Remember to send in registration as no registrations will be accepted after August 31. Also get your Golden Age Passes or Golden Eagle now, it will pay off by the time you pay the entry fees at all of the National Parks.

• 24-27th Cedar City Livestock & Heritage Festival — The parade is on the 26th.

• The Progressive Dinner and fire safety demonstration are still up in the air.

November

• 9th Murder Mystery & Mocktail Party — it will be a potluck activity. More information to come.

December

• 7th Christmas Party — It will be at Golden Corral in Orem.

Tech Talk:

Richard Tucker discussed hit & miss engines. He brought an assortment of engines that ranged from miniature table top engines that run on a candle, to a large 1500 lb engine. The large engine was impressive to watch, hear and feel as it cranked away.

In addition to the engines, Richard brought an antique blow torch, an old rotary phone, Sterling hot air engines, old ironing iron, and even a Tesla Coil that he operated for us.

Upcoming Tech Talks

October – Slideshow and discussion of National Tour.

Meeting adjourned





Diane Brimley's Engine Install

BY ROBERT MACK

Even though the engine install had been put off several weeks, (It's hard to have an engine install party with no engine to install), the party finally commenced on Saturday, September 6th at 10:00 a.m. at the Munson home. The stars, Clyde Munson and Howard Eckstein, along with Ian Munson in the supporting role, made the engine installation look easy. They had help from various players, Brad Christofferson, Roger Davis, Tony Jacobs, Greg Mack and Bob Todd. This is not to mention the "supervisors," whose eagle-eyes caught everything on camera, Diane Brimley, Margaret Grffis and Robert Mack.

There were several hiccups along the way such as having to borrow a high compression and the physics of adding shims to even out the flywheel housing, but one way or another, whether it be the initiative of an individual, or the collective collaboration of a committee, these hurdles were overcome.

To aid the process, Diane had set up a sugar-buzz bar in the corner of the garage to keep everyone motivated with a sugar high. When that was not enough Diane

came to the rescue with a stack of pizzas that kept everyone happy.

When Clyde first announced the installation party, he said it would be a four to six hour job. But, like most projects what require three simple tools, two hands and an hour to complete, it required many more hands, several ingenious hand-made tools and 10 hours to

complete. Like anything worth waiting for, the wait was rewarded at the 10th hour of work (around 8:00 p.m.) when the pretty Ford Green engine roared to life; okay, it was more like the distinctive "putt-a-putt" sound that a 40 hp Model A engine makes. Regardless, it was music to the ears and all present dawned smiles from ear to ear.



It was a long process, and only a few made it from start to finish, but the job was completed due to club member's hard work and perseverance. Diane can now rest assured that a sturdy new engine will give her miles of enjoyment as she enjoys the rides and excursions awaiting her.







Preparing for a Long Tour

BY HOWARD ECKSTEIN



To take everything that you could possibly need on a long tour would require pulling a trailer with enough parts to almost build another Model A. Of course, such an approach would be ridiculous. So, what should we consider when embarking on a long drive from home?

Parts:

- Distributor parts such as points, condenser, cap and rotor.
A spare distributor already timed is even better.
- Spark plug and wires.
- Lightbulbs.
- Starter spring and bolt set.
- Generator cutout.
- Cotter keys.
- Spare carburetor is a nice extra.

Supplies:

- Fire extinguisher.
- Good spare tire.
- Gallon of water.
- Glass cleaner and towels.
- Tube patch kit.
- Electrical wire and terminal ends.

Tools:

- Open-end wrench set.
- 10-inch Crescent wrench or Ford Wrench.
- Screwdriver.
- Jack and tire irons.

- Jumper wire in case you have to hot wire your car due to a failed ignition switch.
- Wire crimping tool.
- Hand crank and lug wrench.

Prevention:

- Brakes adjusted.
- Points set at .020".
- Tire pressure at 32 psi.
- Chassis and wheel bearings lubed and fresh engine oil. Transmission and differential topped off.
- Electrical connections tight.
- Water pump packing good.

Consumables such as water, oil, gasoline and compressed air can be obtained along your route. A flat can be repaired at any tire shop. If your starter quits working, you can crank start the engine.

It's impossible to be prepared for every potential problem on the road. Due to that fact, the best strategy is be in the same group with Clyde (Editor's addition) or Howard.

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**CENTERFOLD OF THE MONTH
1929**

SINCLAIR

**ROBERT & BECKY MACK
35-A PHAETON**



The Birth of Ford's Interim Car part 3

BY MICHAEL LAMM, FROM *THE RESTORER*



Edsel Ford, Henry Ford, Eerson Ford, and Henry Ford II at the time of Model A introduction in December, 1927 beside Model A number 1.

...was hoping to develop something like the 1940 Hydra-Matic. When Ford finally did consent to the crunch-gear, he muttered to Sheldrick, "Well, if the public wants a sliding-gear transmission, let them have it. Let them find out what a contraption it is." He never did understand why the Model A's crunch-gear became such a resounding success.

Henry Ford told Frank Johnson (*Reminiscences*) that if there had to be a crunch-gear, the countershaft should stop turning in high. Ford felt that the continually rotating countershaft, which was commonly accepted in all sliding-gear transmissions of that day, was inefficient. It robbed power by turning the countershaft through heavy gearbox lubricant, and it also caused unnecessary wear and noise. Johnson did manage to make that counter-shaft stand still in high gear.

The Model T had used a magneto ignition, which, with electric starting, had meant two electricity-producing units on the same car - mag and generator. In the early days of the T, when coil ignition was still

unreliable, the magneto had made sense. but by the late 1920's, it was archaic and redundant. Ford realized this, but again he knew nothing about coil-ignition systems. Larry Sheldrick tells how Mr. Ford taught himself, "In 1926, as I recall, Mr. Ford took a trip through the Caribbean on this yacht, Sialia. Before he started...he asked me to get together one each of all the various types of battery ignition systems - Remy Electric, Leece-Neville, DeJong, Bosch, and AutoLite. So I got together a collection for him. He said, 'Now get me a little set of tools together that I can use in taking these things apart. On the way down, when I'm bored with the trip, I want to take these things apart and study them.' When he came back, he handed me the box. Every one of them was in little bits and pieces. He had taken them all apart and obviously studied them. He had made up his mind what he wanted in certain respect from these distributors."

"One thing - he decided that he did not want a distributor (that) rotated in its entirety

for timing adjustment. He wants the distributor head to be stationary and the breaker plate only to be moved. He didn't want moving high-tension wires that would result from a moving head. So we devised the general idea of this distributor, so well known by every Model A driver, where the Bakelite cap has two arms...with littler phosphor bronze springs acting as conductors... to the spark plug terminals." Laslo Farkas and a man named Martin from American Bosch worked out the A's ignition, and another man named Huff developed the early Model A's six-pole generator.

The A's frame and suspension remained very much as they were in the T. Axles were lower, and welded-spoke wheels became standard (they'd been optional on the T). The major suspension change came when Henry Ford drove a prototypal Model A chassis out across a plowed field and decided it needed double-acting shock absorbers. He asked Farkas to name the best kind. "Houdaille," said Farkas. Ford put Houdaille shocks on

every Model A built, at a cost, according to Sheldrick, of \$24 a set - very expensive.

Houdaille couldn't handle Ford's huge volume, so Ford prevailed on the Spicer Mfg. Company to build a plant in Toledo. Ford had bought Houdaille's shop rights and gave them to Spicer. For a time, Ford wanted the Houdaille shocks welded shut, so there could be no leaks or tampering, but that proved impractical. Heat warpage and fluid boiling prevented welding. As it turned out, the adjustable feature on these expensive Houdailles was rarely used, and more often than not they froze up after a few seasons.

The last important new system to be engineered for the Model A was its brakes. Henry Ford had resisted four-wheel brakes as long as he could, but Gene Farkas, in designing the front axle, trapped Ford into them. "I told Mr. Ford that instead of having a (front steering) yoke come out, which was a very difficult forging to make, have the axle come out straight and put the yoke in the front-wheel spindle. I said, 'This change now would adapt the axle later for a four-wheel brake design in case we wanted to go to it.' This was our opportunity. He said, 'Why don't you do it right away? You have a wire wheel here. Why don't you use the wire wheel housing - the hub - for the brake drum?'"

So the first experimental brakes had the drums integral with the wire wheel hub. It looked great on paper, because it eliminated a separate part for the brake drum; also the lug nuts and bolts. Bugatti had developed a similar one-piece wheel and drum earlier. But Sorenson, Martin, and others argued that different wear rates of the lining material plus the general difficulty of removing the wheel for a tire change made integral drums impractical. Mr. Ford finally agreed.

Bendix held most the patents on four-wheel brakes at that time. Ford didn't like the idea of working with Bendix or paying them royalties, because Bendix leaned too much toward General Motors (GM controlled Bendix soon afterward). So the integral drum idea was partly Ford's attempt to get around Bendix patents. When he found he couldn't, he

developed his brakes along Bendix lines, then signed an agreement with Bendix.

Farkas had charge of the brakes and worked them out more or less as they finally went into production. His first design, though, had no equalizer. An equalizer, he felt, would leave the whole system inoperative if one brake rod or lever broke. Without the equalizer, you still had three-wheel braking even if one wheel gave out.

Mr. Ford, however, wanted an equalizer, so when Farkas went down to Brownsville, Texas, on some legal business, Ford had Sheldrick rig one up. After about 1,500 cars were produced cars, equalizers were again eliminated, and a completely separate set of smaller rear-wheel drums were added for the emergency brakes to comply with certain state laws. It went against Farkas ideas and also Ford's idea of simplicity, but there was no other way to go - one of several compromises.

There were hundreds of little things still to do. Tests showed that the Zenith carburetor's float stuck occasionally and caused gas leaks, so Mr. Ford insisted on a shutoff valve under the dash board. He also wanted a single control for the choke and carb idle adjustment. He got it. Sheldrick included one of those many small, considerate touches; the removable timing pin. And he also developed the quick-release rods for throttle and spark - those with the spring-loaded ends that slip over little balls. Anyone else would have used rivets with cotter pins. Sheldrick convinced Henry that in the value they would build the, the spring-loaded rods would cost very little more than the cruder type.

It would strain any man of retirement age to work 18 hours a day, six days a week for the 17 months it took to birth the Model A. Henry Ford did it with exuberance, and so did all the men under him. Mr. Ford had not only the day-to-day responsibility, but at least two outside events added to that strain.

On March 26, 1927, just a few days before the first prototype Model A chassis was put on the road, Henry Ford had an auto accident. No one knows exactly how it happened, and it's not even certain it happened at all. Henry Ford might have fabricated it to

keep himself out of court. The only "witnesses" were two small boys whose testimony didn't hold together. At first, the Ford family "suspected a kidnap plot," but that seems unlikely. Apparently, Mr. Ford had been driving home alone that Sunday, and as he approached the gate of his mansion, Fair Lane, he was either run off the road by another car or he simply veered off by himself. His car supposedly went down a 15-foot embankment and came to rest with one wheel against a tree. Ford was dazed, bleeding, and in partial shock. He dragged himself up the embankment on his hands and knees, made it to the Fair Lane gatehouse, and was put to bed, where he stayed for several days. The first Model A prototype was taken to him during his recuperation, but he could look at it only through the open door. His lieutenants visited him at Fair Lane, and for a short while he directed the A's development from his bedside.

Two weeks before his accident, one of several lawsuits brought against him - the Sapiro suite - came to trial. It centered on Ford's anti-Semitic remarks in this private newspaper, *The Dearborn Independent*. Mr. Ford was about to be put on the witness stand when, for technical reasons, the judge declared a mistrial, and Sapiro settled out of court.

Still another hurdle involved clearing the Model A legally so it would comply with various state laws. Ford had run into problems with the T, especially because of its brakes, so he didn't want the same thing with the A. He sent Walter Fishleigh, an engineer, around to every state to clear the A's headlights, tail lamp, brakes, and its cowl-mounted gas tank. The tank was particularly controversial - it had been even in the T. Connecticut turned the A's tank down flat and threatened to prohibit the sale of Fords in that state. New Jersey also balked, as did Massachusetts, Sheldrick said in his *Reminiscences*, "Mr. Crawford and I made several trips to those eastern states to confer with the enforcement agencies - try to placate them. Mr. Crawford and I made several trips to those eastern states to confer with the enforcement agencies - try to placate them, give them a lot of reasons why the danger didn't exist, although we knew in our hearts we



knew that it did. Finally, by adding a strainer/ flame arrester under the tank's filler, all states deemed the Model A safe and legal.

Designing the A was one thing, getting it into production was another. Just as no one can say when the Model A's development started, no one can say when it ended. Ford kept making running changes right through the gigantic retooling, operation and even throughout the A's four-year life span.

Converting the Ford plants (36 in the U.S. and Canada, 112 overseas, plus countless suppliers) from T to A production meant the largest single changeover in industrial history up to that time. Again, it's beyond the purview of this article to mention all the details of his conversation, but it meant ripping out and replacing thousands of machines, rebuilding

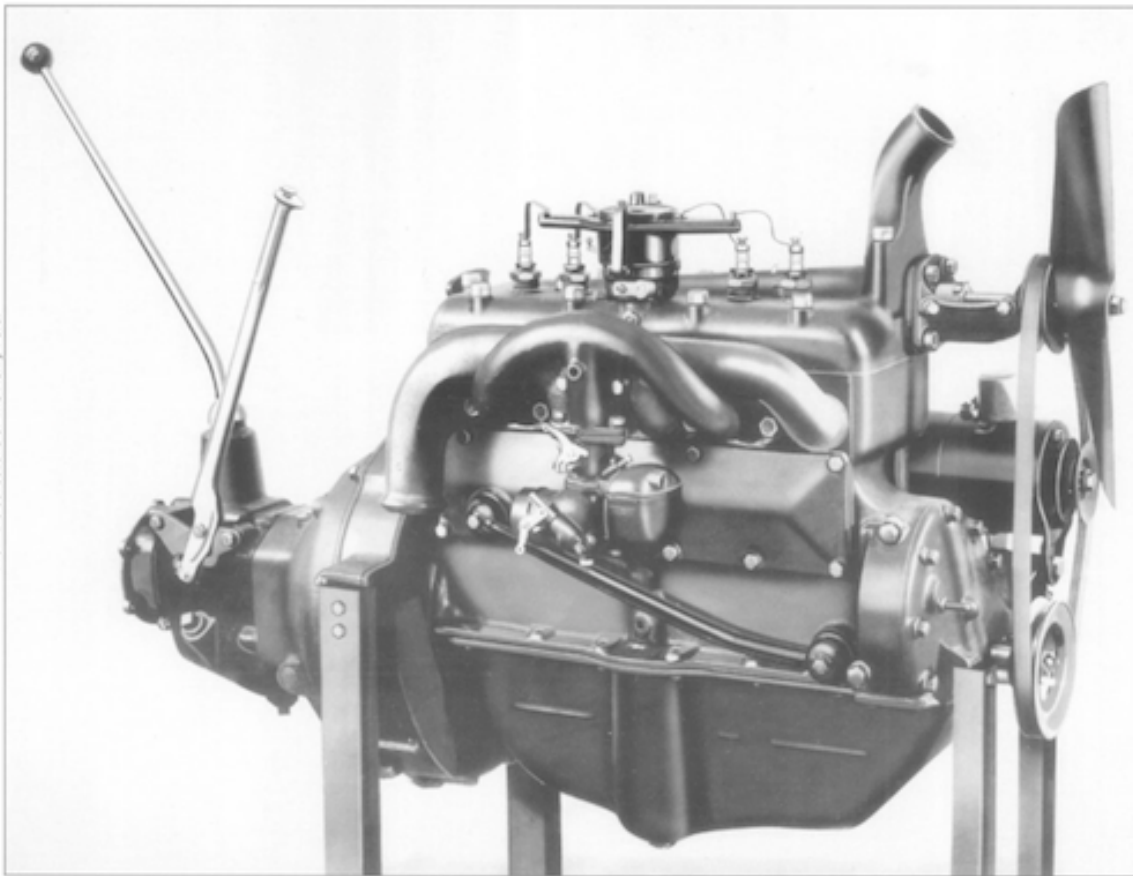
others, installing new power sources, making new tools and dies for the 5,580 separate parts involved in assembling the A, creating new departments (for the clutch, water pump, coil ignition, etc.), refitting entire plants, retraining men, and then making it all work. This actually became a much bigger job than designing the Model A.

After Ford shut down T assembly, the A began to create an enormous public appetite for itself. Everyone was dying to know what sort of car it would be. Henry said next to nothing, so by a process of natural fermentation, the public's curiosity got bigger and bigger. Finally, on December 2, 1927, Ford gave America its first official glimpse of the A. The millions who viewed it over the next few weeks agreed. It had been worth the

wait. The cost to Ford had been staggering - an estimated \$250 million. The car itself, though, cost buyers no more on the average than the T had cost seven months earlier. As an automotive value, the Model A hasn't been beat since, but it took years for people to realize that.

My own feeling about Model A's is this: I've never met one I didn't like. And if I were banished to a desert island and could take only one car to use for the rest of my life, it would have to be a Model A.

Photographs courtesy of: *Henry Ford Archives* and *The Restorer Archives*



From the collections of The Henry Ford.

The Model A Ford engine was greatly improved over its Model T predecessor.

5th Annual Iron Chef/IMAD

BY ROBERT MACK

Ten Model A's and three modern cars gathered to celebrate International Model A Day (IMAD) by participating in the Iron Chef Cook-off. A few years ago it started out with hotdogs on the manifold. Now, it has matured to delectable masterpieces fit for a king.

We gathered in the parking lot of the Springville Museum of Art and right away started receiving attention from passersby. This time they were intrigued with more than just the cars. They were curious about our actions under the hood, as we wired our meals onto the manifold.

By 10:30 we started toward Hobbie Creek Canyon. It was great fun to see Model A's stretch ahead and behind us in a long string of ninety-year motoring history.

It was a delightful drive through the trees as they crowded the narrow, winding road, snaking it's way to the top of the canyon. In years past, we were able to see the canyon ablaze with color, but because of the warm fall we've experienced, the leaves on the trees were green, with only small patches of color starting to appear.

We did pretty well keeping everyone together when we reached Hobbie Creek Golf Course. There we pulled over to let some members of the entourage turn their food over.

From the golf course, we continued our upward climb toward the upper terminus of our trip, Balsam Campground. Even through the campground was closed, we had enough room at a road-side pullout to stop and adjust our meals again.

On the return trip the "A's" had an easy time as they coasted most of the way to the mouth of the canyon. One club member didn't make it however because of an incident that will surely win him the "Bent Rod Award."





Previously, on the trip up, he made a boastful comment to his passenger that even though the gas gauge read “O,” he still had plenty of gas to make the trip. If it looked doubtful, he could turn off the engine and coast most of the way down the canyon. That theory only proved true for the first mile of the return trip. A short uphill stretch proved to be his downfall and he has stranded.

Tut-tu-tu-da! Clyde to the rescue. Because Clyde had a cast-iron sediment bowl, he was able to drain gas into an empty energy drink can. Then they would drain the can into the empty gas tank. As Clyde said, it would make for a good drink commercial. That over confident individual was none other than Nicholas Mack who has run out of gas on two other club outings.

While those two were filling Nicholas’ tank, the rest of the group had reached Mapleton Park and were unveiling their tinfoil culinary creations. The smells, wafting from under the hoods of the cars easily whet the appetites of those walking by.

Under the close scrutiny of the judges, Ernie and Cora, a winner was picked. This triumphal occasion was a long time in coming. It took four years of competition to reach his final goal. Pat Hansen was awarded the top prize. As Cora placed the toque on his head, his smile was proof that he had earned his place in the annuals of history. Congratulations Pat!

As we collected our belongings and packed our A’s, we took a moment to reminisce about the fun we had driving our cars and spending time with friends. It was time well spent; let’s do it again!

A big thank you to our photographers Clyde Munson and Howard Eckstein



Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)

By Garth Shreading
courtesy of MAFCA

How Long Does It Take You To Solve This Puzzle? Ford Related Words

M	F	H	P	L	K	R	A	P	S
A	D	E	M	A	F	C	A	O	C
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U	O	U	S	N	G	L	E	U	H
N	F	G	T	G	K	U	N	D	N
A	S	P	A	I	H	E	O	O	R
D	D	U	N	N	H	E	N	R	Y
E	F	L	G	E	N	G	R	A	T
S	A	G	E	P	U	O	C	R	M

Beginning Time:

Ending Time:

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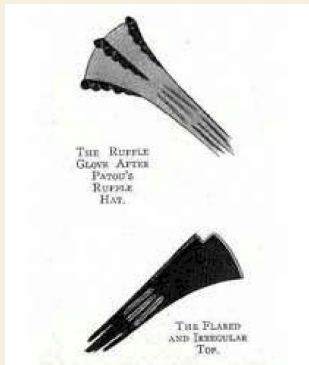


The Ladies Fashion Journal

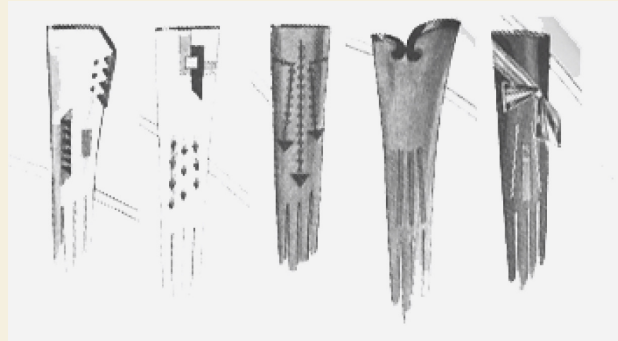
GLOVES, THE LONG & SHORT OF IT

Part 4 of 5 Part Series
by Patti Jones
Courtesy of MAFCA
Fashion Committee

For street wear and sporting events, darker tones seem to be the trend. Tans, dark browns, navy blue and black were worn with daytime dresses and ensembles. The ¾ length glove is popular with coats and suits made of silk and heavier fabrics. They were also wide at the top to allow coverage of the sleeves. This also mimicked the cape affects of many coats, and a shorter glove with a flared top would always be more decorative than for sports wear. Some sporty styles shown below, how contrasting colors were used as well as the flaring of the tops to cover sleeves.

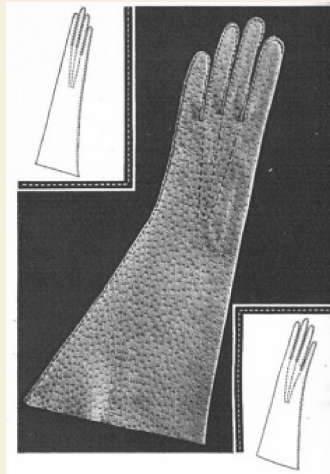


(Style Sources, March 17 1930, pg. 114)



(Style Sources, April 21, 1930 pg. 100)

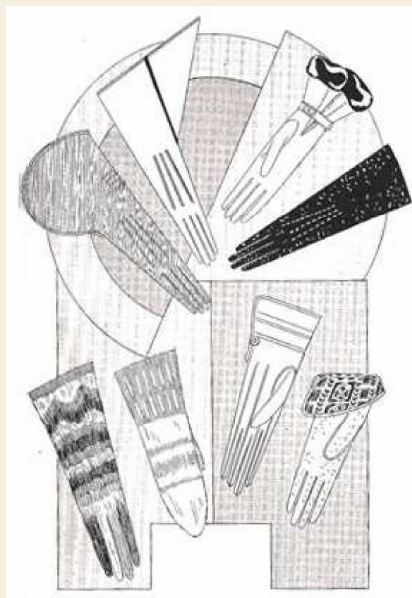
The glove below was designed for the Model A lady driver for summer, as well as the sleekness to wear to any sporting event. It came in cape, doe, pig and mocha leathers, 4 or 6 button lengths, and wide flare for easy slip-on. It is all hand sewn in contrasting silk.



(Style Sources, July 6, 1931, pg. 73)



Winter wear gloves were both practical and stylish. Below there is an array of Fall and Winter Gloves. At the top, left to right: A capeskin pull-on with an unusual rounded flare, so different than the next glove. It is white capeskin, with a angular flare at one side and accented with black piping. The next glove is a wool lined capeskin with a strap wrist and gusset flare. The last one on the upper right is made of pigskin in brush dyed black with white stitching in a 4 button pull-on.



On the bottom left, bright colors are introduced in the striped brushed wool pull-on and are repeated down to the fingers. Next, pastel colors are combined with white in a brushed wool mitten. A capeskin driving glove has a ridged palm and a side button. The last right glove shows a wool lining and an adjustable gauntlet top.

The two gloves to the far right that are separate show other examples of the flared gauntlet. The left has accented points into the gauntlet with an elastic wrist. The one on the right is wool-lined capeskin with the gauntlet curved around on the back of the glove in a spiral effect. Both are trimmed in lapin (rabbit fur). (Style Sources, July 6, 1931, pg. 70)

Classified Ads

Wanted: Wayne Atkinson is looking for a good , crack-free Model A **short block** or complete engine needing rebuild. If you have one, or know of someone who does, please call Wayne at 641-390-0870, or Jan 801-360-0754.

Venna Rice spoke with Will Redd, who was a member of our club until he moved to Salt Lake County,. They are serious about selling their early **1930 Briggs Deluxe Fordor**. He was a Ford dealer for many years in Draper. They are asking \$15,000. Her number is 801 694-1400.



Wanted: Rick Black collects 1931 license plates from each state. He is looking for a **1931 Utah plate**. He's going to put it on the wall, so it doesn't need to be immaculate - just readable and with no missing pieces (small bends and rust is fine.) You can reach Rick at: 541-499-1356.

Chad Burnell has sold his Tudor; now he is selling a large collection of Model A parts he has collected. You can view his KSL ad at this link: <https://classifieds.ksl.com/listing/57457794>. I have a very large selection of Model A Ford parts. Too many to list all but here is a short list: tire jack, air pump, front brake rods and plates, fan belt, gas gauge replacement tool and gaskets, roof trim and nails, hub caps, lights, new fan, zerks, axle shims, fender foot treads, misc handles and knobs and mounts, bulbs, shocks and shackles, window interior trim metal, insulation interior, rim powder

coated yellow, tubes, box of books and literature, tie rod parts, dash parts, bell housing, two starters one is good, exhaust manifold with heater option, wood roof bows, metal roof trim, windshield frame. **AND MUCH MORE!!!**
He can be reached at (435) 659-5805.

Freebees from Karl Pope: 3 ea. 21" Firestone tires, fair tread: (1 ea.) 4.40-4.50, (2 ea.) 4.50-4.75



Trailer for sale by Karl Pope. Light weight tandem car hauler with fold-up ramps, lights, surge brakes. \$950 OBO
Call him at (801) 374-8083. If you need a trailer for the October National Tour, now is the time to get one.



photographer, Greg Mack



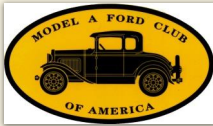
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MAFCA News



Yikes these are some bugs!

From MAFCA Chapter Coordinator, Doug Linden

I've been waiting for the Canyonland Tour a long time!



MAFCA's Canyonlands National Tour is just around the corner and I have given my Model A a good going over to get ready for the tour. I think I managed to check everything, twice in some cases, but time will tell. For those interested, I will be blogging the tour and our return trip driving our Model A's to Massachusetts. The link is:

canyonlandandback.blogspot.com.

This will be an amazing tour and I hope I will see many write-ups in the monthly newsletters I receive. I think having stories of great tours such as this in your chapter newsletter really gets other members to say "I would love to do that." Years ago our chapter sponsored our first "super tour" and we have four families participate in that 1000 mile tour. On our last "super tour" we had 15 families join and had a great week of Model A'ing. The newsletter tour reports not only showed members what they missed, but it also got the idea across that Model A's are reliable and that we never left anyone behind if a problem occurred. Getting our A's on the road is what the hobby is all about.

October is a busy time for most chapters. Lots of great weather for tours and the ever challenging search for new people to step up and volunteer to be an officer of the club for 2020. It can be a difficult task, but all clubs need to have volunteers to keep it alive. I am our club's Nominating Committee and I can report I don't have people knocking on my door to volunteer. But, we will beat the drums and keep on searching. Good luck to you as well.

Happy Model A'ing.

Doug



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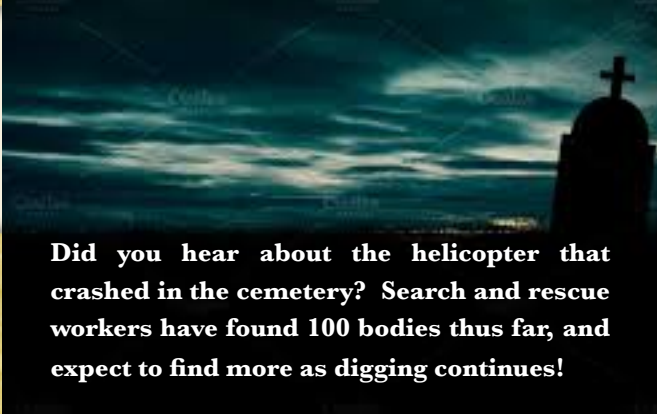
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Did you hear about the helicopter that crashed in the cemetery? Search and rescue workers have found 100 bodies thus far, and expect to find more as digging continues!

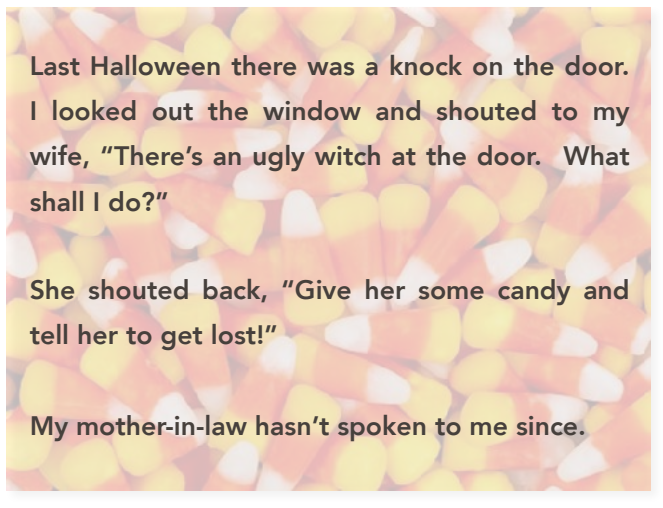


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Last Halloween there was a knock on the door. I looked out the window and shouted to my wife, "There's an ugly witch at the door. What shall I do?"

She shouted back, "Give her some candy and tell her to get lost!"

My mother-in-law hasn't spoken to me since.

These businesses are supporting our club. When ordering Model A parts and accessories, please show your appreciation and support them.