



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 7 No.2

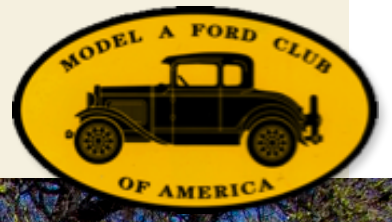
2018 MAFCA Newsletter of the Year

February 2019

IN THIS EDITION:
THE COMBUSTION CHAMBER IN YOUR MODEL A
Ladies Fashion Journal

FORD'S
HOOSIER
MASCOT

MODEL A
CROSSWORD
PUZZLE



Dreaming of Spring



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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President's Message

CLYDE MUNSON

Ah February, what a terrible month!! Julius Caesar knew this to be true, that is why he made it the shortest month on the calendar; he wanted to have it be over quickly. When Pope Gregory took the Julian calendar and reworked it, he too realized that February was terrible and kept it shorter than other months. In fact, if you listened to Gregorian Chant and could understand Latin, you would hear the monks singing "February sucks; It is really rubbish" or some variation thereof.

Historical names for February include the Old English terms Solmonath (mud month) and Kalemonath (named for cabbage). Oh Joy, mud month, I don't need to explain the derision there. Worse is the connection to cabbage. As we all know, cabbage is lettuce that has been cursed by a demon. Demons must like fish tacos because that is the only acceptable use for cabbage. The only vegetable worse than cabbage are Brussels sprouts because they are underachieving cabbage. (I got a little sidetracked there, now back to February being terrible.)

February has a vestigial R and much like an appendix it is useless. The R is only pronounced by really pretentious people hoping to sound intellectual when really they are just irritating.

The beautiful snow of December and January has turned dirty and gross with many yellow spots and that fun snowman assembled earlier in the winter now looks like one of the Nazis at the end of Raiders of the Lost Ark.

Then we come to Valentine's Day, a made up holiday supposedly about love. In reality it started out as a feast day commemorating the martyrdom of a saint. Now it is used to make couples feel guilty, and make single people feel miserable. DeBeers uses the day to manipulate people into spending money they don't have on shiny rocks made from dead dinosaurs. Worst of all, Valentine's Day is used by teachers to torture children by forcing them to give cards with hearts on them to classmates they can't stand.

The real reason that February is a horrible, horrible month is not any of these reasons. The real reason is that it is too cold to work on a Model A. It's too cold to enjoy driving a Model A, and while March gives glimpses of spring and the wonderful driving season a head, this month is flat out miserable. February is an abhorrent, dreadful, ghastly, horrid month; Julius Caesar knew it, Pope Gregory knew it, the old English knew it and now you do as well. Cheer up though, spring is just around the corner.

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2019 Calendar of Events

February

- 21st — Club Meeting, 7:00 p.m. Larry H Miller
- **9th** — Saturday, 11:00 a.m. Crandall Printing Museum; 275 E Center Street, Provo

March

- 21st — Club Meeting, 7:00 p.m. Larry H Miller

April

- 18th — Club Meeting, 7:00 p.m.; Larry H Miller

May

- TBA — Progressive Lunch
- 27th - 30th — 2019 NCRG Roundup, Santa Rosa, California, hosted by the Sonoma A's.

June

- Spring City Heritage Days
- 10th - 14th — Midwest Regional Meet, Des Moines, Iowa

July

- 20th — Mapleton Pioneer Day Parade

September

- International Model A Day, Iron Chef Cook-off

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 materials are available on the MAFCA website



November

- Radio Show/Mocktail Party

December

- 5th - 8th — MAFCA National Awards Banquet, Claremont, California, hosted by the Pamona Valley

Automotive History in the Making February

- 4th 1922 Ford acquired Lincoln Motor Company
- 6th 1911 Rolls-Royce introduced the silver-winged hood ornament
- 9th 1846 Wilhelm Maybach, along with mentor Gottlieb Daimler, developed high-high-speed internal combustion engine
- 17th 1911 First self-starter installed in production auto
- 18th 1972 Volkswagen sales surpass Model-T
- 18th 1898 Enzo Ferrari was born in Modena, Italy
- 20th 1909 Hudson formed to produce the first car for under \$1,000.
- 22nd 1923 Chevy rolls out it's one-millionth vehicle

courtesy of "MyQuarterMile.com"

HAPPY BIRTHDAY

Cliff Godfrey — 1st
Olga Burr — 13th
Joe Fazzio — 17th
Janell Todd — 18th
Allison Mack — 25th

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Recognize anyone in this picture taken in 1942? Standing in front of the 1929 Model A Phaeton is **John F Kennedy**. Who said a Model A wasn't a rich man's car?

Here's another famous person. This picture heralds back to before his "professorship," when he was still a student of the Model A. The photo was taken shortly after he and his father bought his first Model A. Pictured is **Howard Eckstein** with his 1931 Standard Coupe. On the back of the photo he had written the following:

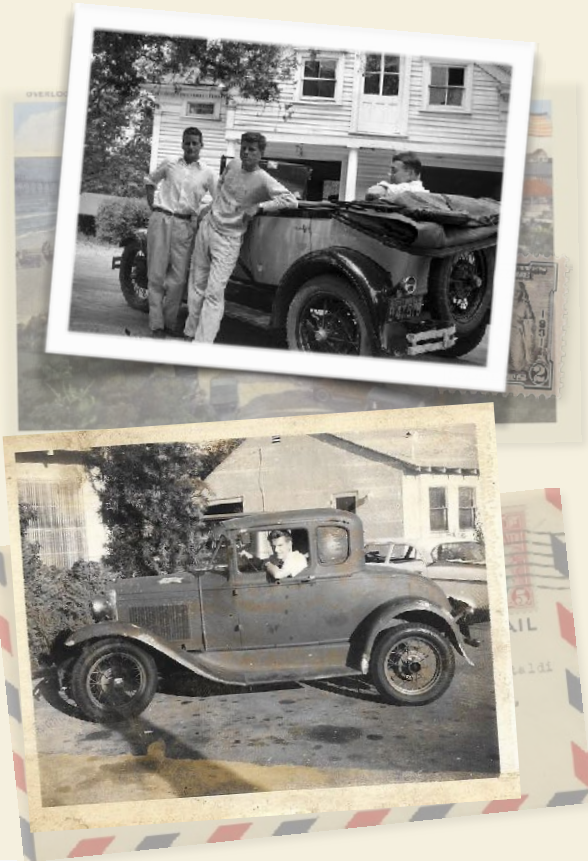
Here's the latest from **Bob and Janell Todd**: "This

Oct 30, 1966 31 Ford Coupe
 New Tires, 19" Wheels, Grey Primer, Red Wheels,
 me, Rumble Seat, New head gasket, brakes,
 all lights & horn work (sealed beam),
 body work mostly finished, needs major overhaul (\$189),
 has a new battery, new wiring harness,
 new distributor rotor, cap, coil and plugs.

photo is of our group eating outside at the 'Les Rulottes'

Last evening we went with our neighbors to 'Les Rulottes' which means 'the trailers' in French. This is a place where various food trucks come and cook; evening meals are prepared on the spot and can be purchased. The one we went to is located on the waterfront here in Papeete. It turned out to be a surprise celebration for us for our 50th wedding anniversary which is this Tuesday, the 29th."

We just learned that the Todd's will be returning home this month.



January Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

Attendance:

Diane Brimley, Reid Carlson, Vern Cope, Mike Carlton and his son, Gemma and Howard Eckstein, Karl Furr, Tim Isaksen, Harley Jacobs, Tony Jacobs, Richard Judd, Greg, Nicholas and Robert Mack, Amber and David Morrell Clyde Munson, Karl Pope, Larry Taylor and Richard Tucker.

Club Business:

Awards Banquet

Howard recapped his experience in Tuscon, Arizona. He presented on spark plugs, received his third Bill Reeder Award, visited some sites and even went to Tombstone. His full experience is recorded in the January newsletter. He also accepted the Newsletter of the Year award on Robert's behalf.

Splash Apron Magnets

We liked the idea of splash apron magnets that were seen at the national convention. Bill and Greg ordered a set, Bill's arrived in time for the meeting. They are 6"x24" magnets with a UV coating. The cost is \$25 a set. Club members seemed interested so we will start taking orders later this year.

Club Patches

Clyde has been working on getting patches made up for use on jackets, hats, etc. He can get them for \$10 -\$12 a piece. Some modifications still need to be made to the logo to make it look good once embroidered. The big debate is to use a Tudor or a Coupe. Coupe owners are pushing for the Coupe, but others are fighting for the Tudor as there are too many club logo's sporting the Coupe. There is enough club interest in the patches to pursue the idea.

Recap Christmas Party

Not much input from the club on the party, so it must have been okay. One suggestion was to show our *The Used Car* movie at next year's party.

IMAD Patches

We missed the order for patches but have found some online. We will be trading some of our patches from past years for some from last year.

Activities for the Year:

- **January** – No activity this month
- **February** – 9th 11:00am – Printer Museum – Cost \$10 per person. Printing presses ranging from Colonial era to the 1960's. We may also visit Karl Furr's shop to see an engine that runs without a camshaft – possibly this Saturday.
- **March** — TBA



- **April** — TBA
- **May** — Progressive Lunch
- **June** — Spring City?
- **July** — Mapleton Parade Saturday 20th
- **August** — Eureka Parade?
- **September** — IMAD, Iron Chef
- **October** — 6th-10th National Tour
- **November** — Radio Show/Mocktail Party
- **December** — Christmas Party

Possible Activities:

- | | |
|--------------------------------------|------------------------|
| Eric Dowdle art studio | Garage Day |
| Memorial Day weekend – Spring City | Tour to Fish Lake |
| Sanpete County Fair – August | Drive-in Movie |
| Filming another movie, not in March! | Short tour with picnic |
| Gimmick Rally | Lincoln Beach |
| Driver training & car games | Around Utah Lake |
| | Thanksgiving Point |

Tech Talk:

The carburetor on a Model A faces backwards due to the Bernoulli Principle, the low pressure of air created from the pressure of the incoming air.

The negative pressure created by the vacuum at the venturi pulls the gasoline from the fuel bowl into the air passage of the carburetor. Without an air filter, the carburetor is balanced and the jets are sized accordingly. Once you add a filter onto the carburetor, the pressure changes which throws off the air fuel ratio. This creates a rich condition. You can change jet sizes to accommodate for this, or you will need to balance your carburetor. To balance, a pathway needs to be created between the air inlet and the fuel bowl. This requires machining the carburetor and also modifying the outside of the venturi so that air flow can flow pass the venturi. Then the original bowl vent needs to be plugged so that additional venting is not allowed. It should all be controlled by the new air bypass.

If running an air cleaner, make sure that gas valve does not leak, and that the air cleaner does not get fouled by excess oil. This may become a fire hazard. It would be a good idea to carry a fire extinguisher in your car.

You can purchase a pressure balanced carburetor from the suppliers for \$500, or you can send your own carburetor to Renner's Corner and have it done for \$40. Or you can do it yourself.

Paper filters will really throw off the balance; wire mesh filters do not affect it nearly as much.

Figure 4

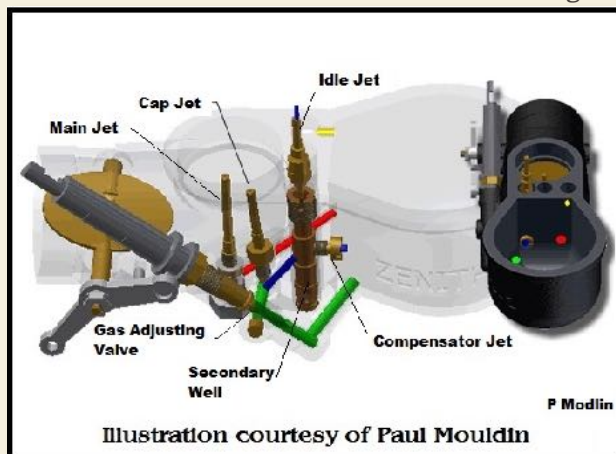
The Combustion Chamber in Your Model A

BY HOWARD ECKSTEIN

Continued from January's issue.

The cap jet shares the fuel supply from the secondary well with the idle jet. The secondary well is fed through a metered compensator jet. The secondary well is there to stabilize the fuel level for the jets when the gas in the float bowl sloshes around as the car bounces along its way.

Fig 8



The GAV meters extra fuel to the cap jet via a shunt line from the float bowl as shown in **Fig 8**. It is only the cap jet that receives extra fuel from the GAV.

When fuel is properly metered into the incoming air, the combustion process in the chamber will achieve its greatest power and efficiency. It is important to understand the relationship of the output of the carburetor jets to the run-ability of the engine.

Running too rich wastes fuel, generates carbon in the combustion chamber and eventually fouls the spark plugs.

Too lean and the risk of overheating and preignition robs the engine of power and can lead to damage to the pistons and bearings.

Preignition and Detonation

The evil twins of uncontrolled combustion are preignition and detonation. The differences between the two should be understood.

Preignition is any condition that ignites the charge of air and fuel prior to the time the spark plug is supposed to fire.

Detonation or knock is where a secondary point of ignition emanates from another place in the chamber away from the spark plug. The two simultaneous flame fronts collide in the chamber at supersonic speeds and create a little sonic boom which you hear as a ping or knock. Repeated detonation eventually damages pistons. **Fig 9** shows the points of flame initiation in the normal, preignition and detonation conditions.

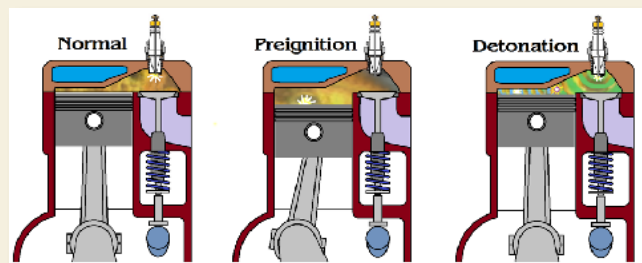


Fig 9

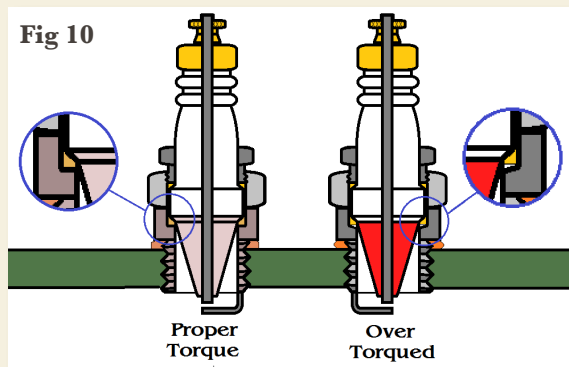
Preignition

A major cause of preignition is red-hot carbon deposits. Oil passed through worn piston rings, cylinder walls and valve guides burns incompletely and deposits a film on the surfaces of the combustion chamber. Over time, this hardens into carbon deposits. A rich mixture from the carburetor will also build up carbon on the valves and combustion chamber surfaces which becomes hard and retains heat. As the intake mixture of air and

fuel is compressed, its flash point drops into the range where the heated carbon can set it off.

Over Torqued Spark Plugs

Fig 10 shows how the heat of combustion is transferred through the plug's insulator to the internal



gasket and then to the base to cool the plug. This is represented by the pink coloring in the left picture.

The plug on the right has been over-torqued so that the outer gasket is compressed; but additional turning of the base causes the threads to work down so that the metal is stretched and pulls away from the internal gasket which is between the insulator and the base.

The gap between the internal gasket and the base is shown in the enlargement bubble on the right. This separation interrupts the transfer of heat and the end of the spark plug glows red hot, thus acting like a glow plug and becoming a trigger for preignition. For our 7/8-18 thread plugs, the torque should be between 35 and 43 foot pounds in cast iron heads.

Detonation

Detonation is often caused by low octane fuel. In some engines, combustion chamber design can contribute to knocking. High compression engines are more prone to have this problem. The Ricardo design helps to diminish the possibility of detonation. Other causes are an overheated engine, too hot of a heat range spark plug and a lean fuel mixture. Ignition timing set too advanced can also cause detonation.

Getting the Best from Your Engine

Whether you run a stock or high compression head on your car, the same principles apply for best performance. Here is a summary:

1. The ignition system has to be in good health.
2. The carburetor has to be set up with jets sized for your elevation so it delivers the proper air/fuel ratio under all driving conditions.
3. There must be no vacuum leaks in the intake system.
4. Oil control past the piston rings and valve guides has to be up to snuff.
5. The right heat range spark plugs need to be chosen.
6. Fresh fuel with the right octane is important. Stale gas is bad.
7. Consider permanently removing that old screen-door-fabric air filter.

With all the above in proper order, you are better able to choose a good spark plug. Here is the test procedure established in 1921 by the Society of Automotive Engineers:

1. Start with the recommended heat range spark plug. That was the Champion 3X which is still available today. Choose a substitute if your budget requires something less expensive.
2. Bring the engine up to temperature quickly.
3. Run at medium speed for 15 minutes.



4. Listen for backfiring or missing.
5. Open the GAV to get an over-rich mixture.
6. Run the engine at high speed with no load for three minutes.
7. Restore the GAV to the correct setting.
8. Run at high speed under load for two minutes.
9. Remove the plugs to see if the carbon is burned off.
10. If no issues, that plug is the one you want.

Spark plugs available on the market today can be found online. The catalog houses generally have the mid-range plugs for sale. Shop around; you can

Your driving habits will determine the best spark plug to use in your car. The proper spark plug, carburetor jets selected for your elevation, an ignition system in good condition and engine wear at a minimum are the factors that allow the combustion chamber to give your engine its greatest efficiency.

Get out there and enjoy your robust flat head engine with the Ricardo inspired combustion chamber that came with your Model A.



Crandall Historical Printing Museum

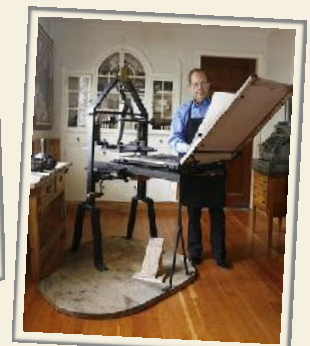
When: **Saturday February 9th, 11:00 a.m.**
 Where: 275 E. Center St. Provo, Utah
 Who: All club members
 How: \$10.00 per person

Meet at the Crandall Museum for the tour. This gem of a museum is a Utah County secret, and is packed with presses from Colonial to mid 20th century. Afterwards we'll drive together and grab a bite to eat. It should be fun for everyone, young and old.

Old Number	New Number	Champion Plugs Heat Ranges
0 Com	W-10	
C-0	W-14	
1 Com	W-14	
2 Com	W-18	
1	W-14	
2	W-18	
C-1	W-18	
C-4	W-16-Y	
C-4X	W-16-Y	
3X	3X	
6	W-18	
3 Com	W-20	
43	W-18	

Fig 11

sometimes find 3X plugs at better pricing on the internet. Champion has the widest selection of plugs in hot to cold heat ranges. **Fig 11** shows the interchange between the old Champion numbers and the plugs they recommend substituting them with today.





Earn Club Awards

With the start of a new year, now is a good time to think about earning some of the awards the club has to offer. The goal of each of these awards is to promote the Model A hobby and have fun doing it. Some of the awards are recognized on a local level, but others are sponsored by MAFCA on a nation-wide basis. Here's what's available.

1. 13+ Award: drive your Model A at least once each month and to at least one club meeting/activity
2. Mileage Award: keep track of your mileage, and earn the 500, 1000, 2500, 5000 mile awards,
3. MAFCA Club Mileage Award: the club drives a total of 800 miles per vehicle; we tried this in 2017 without success,
4. Golden Wrench Award: perform work on your car and report about it in the Motometer,



Club Membership Dues



February is the last month to pay your dues at the \$20.00 rate. Dues are considered late in March and go up to the full price of \$25.00. Please get your dues in on time. Your contributions are vital to the wellbeing of the club! Remember, they pay for awards, club liability insurance, mailings and other various items.

CENTERFOLD OF THE MONTH 1929

VERN & LISA COPE
82-A CLOSED CAB PICKUP



Reprint from
Mar/Apr 1960 Restorer
courtesy of MAFCA

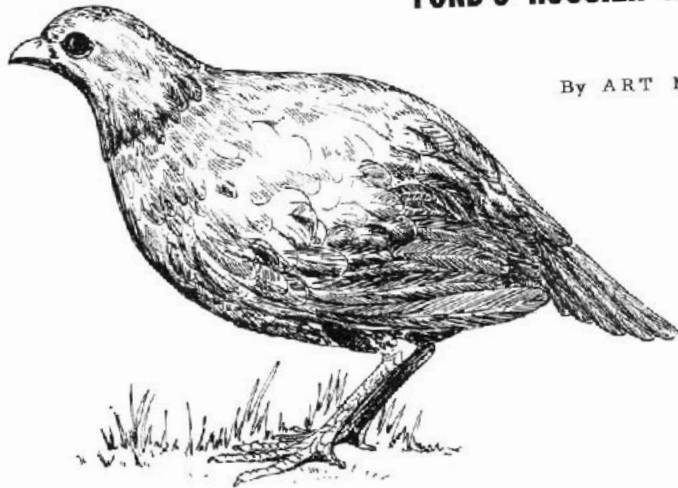
Ford's Hoosier Mascot

BY ART MILLER

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FORD'S HOOSIER MASCOT

By ART MILLER



...FOR THE FIRST TIME ANYWHERE, A COMPLETE DOCUMENTATION OF HISTORICAL FACTS BEHIND THE MODEL A FORD FLYING QUAIL RADIATOR CAP...WHY, WHEN, WHERE, AND HOW IT CAME TO BE...

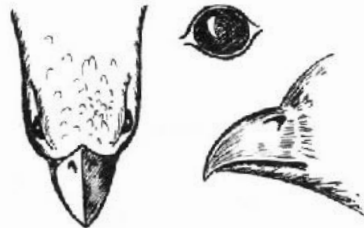
No self respecting restorer of a vintage automobile would dream of entering a concours event without his car's mascot--that ornate piece of iron that has pointed the way down the road for brainless carriages ever since feed bags became obsolete. As soon as engines came out of hiding from under the driver's seat and took a prominent place up front, radiator caps began to take on artistic shapes.

The earliest filler caps combined art with practicality by providing simple knurled designs for easy grasp; then serrations appeared; then extended bars and spokes; and then they began

to go completely wild with all kinds of brass or glass gewgaws, wings, propellers, and almost any bric-a-brac that could be mounted. Even the proverbial kitchen sink was not immune. One accessory parts house issued a sure-enough faucet on one of their caps, advertised as convenient for letting off steam.

From the Twenties until right up to World War II--when they had become hood ornaments instead of radiator caps--mascots had their heyday. Some were pieces of real art that complimented the design of the car or symbolized its name or outstanding characteristic. Ford's

The sketches of a male quail (Indiana Bob White species) shown at right, above, and on our front cover are reproductions taken directly from one of the original Stant Company drawings referred to later in our story. These sketches were used by draftsmen and engineers to study features, details, and measurements preparatory to the final design of Ford's Flying Quail radiator cap.





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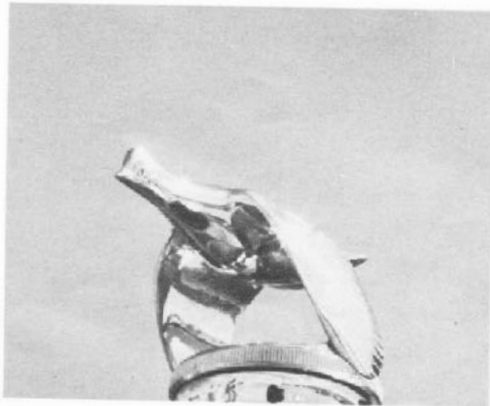
Again THE RESTORER is pleased to present a subject about the Model A Ford that has heretofore never been published in any complete, detailed length. And again our thanks go to Art Miller for supplying us with a scoop. This article is the culmination of more than two years of research (it was condensed from a dossier of documents an inch high), and represents the efforts of many people--mostly Art, who started the project, compiled it and wrote it. But our thanks also go to those who helped collect the information and illustrations. They are:

- Henry E. Edmunds, Ford Motor Company Archives
- Glen A. Johnson, Stant Manufacturing Company
- James J. Bradley, Detroit Public Library
- Dan Post, Post Publications
- Bruce McDougal, Drake University

Flying Quail, for instance, was advertised as symbolizing the quick getaway of the Model A.

Famous mascots of the period were the Rolls Royce Flying Lady, the Stutz Sphinx, the Minerva Head, the Franklin Lion, the Pierce-Arrow Archer, and the Packard Princess known colloquially as the "Doughnut Chaser." Of course all Ford lovers know the Lincoln Greyhound. (Some still wonder why Ford failed to capitalize on the majestic features of Ol' Abe. His regal countenance peering from the hood of a massive Lincoln would have endowed even the mousiest customer with the dignity of a federal judge.)

Nearly all these sought-after ornaments were made with great care and purpose of design; usually cast in bronze and richly coated with nickel or silver. One exception, however, was the beautiful Pierce-Arrow Archer. Its elaborate design--including a delicately arched



bow actually strung with piano wire--concealed the fact that it was made of pot metal.

Favorite styles generally fell into one of three categories: alphabets, animals, or immodest women. The Austin A, the Bentley B, and the Rockne R were a few of those that came up lacking inspiration and settled for their initial. The huge Hupmobile H, which rested slantwise inside a six-inch circle, could at least be read correctly from either side. Only a few could be.

The most exotic of those in the feminine division was the rare (and bare) Diana, which stood upright to a great height and revealed exciting details. Buick and Plymouth also took brief flings at the female form. The Nash Sunbather is today's only remaining Queen of the Highway; and her traveling companions--the Mack Truck Bulldog and Jaguar--are scarce. The clean sweep of the hoods on today's cars do not lend themselves to ornaments and we may never see the fad revived. But it's something of a shame because the name of Ford's newest car, the Falcon, offered rare possibilities.

Because of their natural grace, birds have always been great favorites. The Humber Super Snipe carried a Snipe (naturally) that featured a rubber-tipped beak which would "twang" when plucked. The American Bantam Rooster was famed for the fine detail of its plumage. The Hispano-Suiza Whooping Crane may very well have been responsible for the design of Ford's Flying Quail. Only slightly larger than the Quail, the Whooping Crane guarded its cap in much the same manner; with wings arched downward and the neck outstretched as if in flight.

(continued next page)

8 FORD'S HOOSIER MASCOT, Continued

Ford's Flying Quail ornament was of the same breed as the car itself, i.e., it was mass produced out of relatively cheap materials (it cost the company less than \$1 to make) and thus failed to qualify for the class distinction enjoyed by some of the aforementioned mascots. But in a utilitarian sense at least, just as the Model A on which it perched, it was a classic. It did what it was meant to do and did it in an extraordinary way, and looked good while doing it.

Although delicate in appearance, it was sturdy. It kept the water in and the dirt out. It was almost theft-proof. It complimented the design of the car. It was not too big, not too small. It was proportionately correct. And the fact that a quail--a delicate yet rugged gallinaceous creature able to survive in the roughest environment, beautiful of plumage, intimate in size, and speedy of flight--was selected to symbolize the Model A was indeed a clever choice.

Mr. Irving R. Bacon, an artist in the employ of Ford Motor Company for many years and originator of the flying quail cap design, is shown below in a photograph taken in January of 1938 while working on a mural of the Edison Institute Museum dedication ceremonies.





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Credit for selecting the quail as the model goes to Henry Ford. Mr. Irving R. Bacon, an artist in Mr. Ford's employ, originated the pose and made the first clay model. Now age 85, Mr. Bacon has retired to Miami after an illustrious career. Listed in "Who's Who in American Art" for his "Village Street Scene," "The Conquest of the Prairie," and "The Little Old Man of the Woods," Mr. Bacon was hired by Mr. Ford just shortly before World War I. In a letter he relates how the quail decision came about:

"Henry Ford concentrated on the Model A car, and Edsel Ford on the Lincoln. It was the Boss, however, who decided on the Model A features. He asked me to figure out an emblem for it. 'Mr. Bacon,' he said, 'we need a radiator cap that will carry out the idea of quick getaway.'

"How about a rabbit?" I asked.

"No, something better than that. A quail flushes just like a firecracker going off."

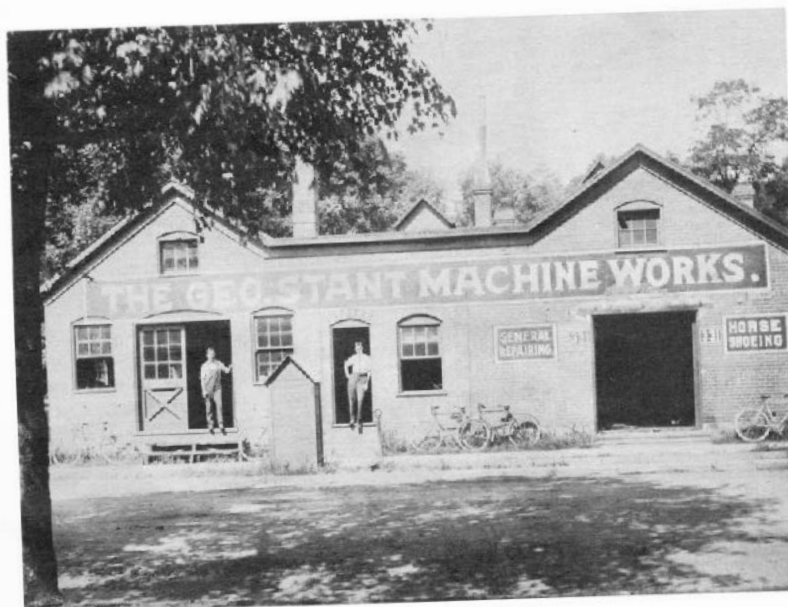
That was it, and I got busy. As luck would have it, I found a quail that had been hit by a car on the highway. This was taken to the Children's Museum and mounted. From that, I modeled a quail with wings tipped down and fastened to the sides of the radiator. Another was designed with a motometer enclosed under the wings.

We placed them on six cars for Edsel Ford to pass judgment on. However, he was not enthusiastic about them, but I told him I was confident it would be adopted and prove successful. In one year, 240,000 were sold, netting the company \$240,000 profit, which I am sure, was more than enough to pay my salary for some time."

The Ford Motor Company did not produce the Flying Quail radiator cap in its own factory. The job of finalizing the design, modeling an acceptable prototype, constructing the tooling, and actually producing the finished product was sub-contracted to the Stant Manufacturing Company, a small machine shop located in eastern Indiana at Connersville.

The George Stant Machine Works, as it was known then, had a reputation in the radiator cap business before tackling Ford's Quail. They had become known for the "Heims" cap, a nickel-plated brass casting of the bar and wing design. The cap had a hole in the center for mounting a

(continued next page)



LEFT: The George Stant Machine Works at about the time they undertook to make Ford an ornamental accessory cap for the new Model A.

ABOVE: A more recent picture of the Connersville, Indiana factory, now known as the Stant Manufacturing Company.

Continued next month

The Ladies Fashion Journal

WOMEN'S HOUSEHOLD APRONS IN THE MODEL A ERA

By Laurie Elliott
of the
Santa Clara Valley Chapter

To me it appears that women during the years of 1928-1931 were divided into two groups: those who had servants, and those who had aprons. Most belonged in the second group.

The MAFCA Model A Era Fashion Guidelines, 2010, Coordinated Apparel, page 3C-26 shows samples of era aprons and a paragraph that describes them. It starts, "Both utilitarian and fancy aprons were seen in magazines and catalogs of all four years," and goes on to describe the fabric types, colors and methods of construction of a variety of household aprons. But when I opened my original era catalogs and magazines, I found a lot more than MAFCA's accurate, but succinct description.



There were dresses that looked like aprons, and aprons that looked like dresses. There were half and full smocks, and cover-all dresses and work dresses. Now really, what kind of *job* can you perform in an all-white, long sleeved dress and still look presentable when finished? So I consulted my 1975 New Webster's Dictionary (I know, hardly new) which defines an apron as "a piece of cloth or leather worn to keep the clothes clean or protect them from injury: a covering for the front part of the body..."

So that's the difference; an apron is a covering for clothing and a work dress, utility dress or uniform *is* the clothing. That narrowed things down a bit, but some of those utility dresses and uniforms didn't completely fasten all the way up or down. Which lead to:

Laurie's Rule of Thumb #1. If you can walk down a windy street in front of a member of the clergy and not reveal so much that you embarrass yourself, you're wearing clothing.

So for the purpose of this article, we shall apply my rule. If you want a further description of women's uniforms and work dresses, see MAFCA Fashion Guidelines, Major Garments, pages 3A-69 and 70. But I cannot guarantee you wouldn't be embarrassed on a windy street. Item #1093 is advertised as a "dress" and #1097 is advertised as an "apron."

The MAFCA Guidelines state that, "Early aprons usually had no discernable waist, with the front of the apron being all one-piece and the ties attached low and tied loosely behind." These 1928-ish one-piece cotton aprons could be bought from mail order catalogues such as M.W. Savage Co. for three for \$1 postpaid. Finished and semi-finished aprons, printed with designs to be embroidered at home could be bought for 40 cents to around \$1 each depending on the quality of fabric. To put this price into perspective, Montgomery Wards advertised all silk or all wool tweed dresses for \$6.98, and long-sleeved cotton dresses for



\$1.98 postpaid. Designs run from simple to ornate, but usually only required simple stitches such as running or outline stitch, lazy daisy and French knots to complete.

Hostess, tea, or bridge aprons usually fall into the one-piece category. Usually constructed of organdy, batiste, sateen, or other lightweight fabric, these bib-less, dressy aprons were worn by the hostess while serving and were very often trimmed in lace. (Remember this, it's important.) This bridge apron from the Art Needlework from Frederick Herrschner Inc. Fall/Winter 1927 catalogue was sold for 59 cents each or \$1 for a set of four in your choice of peach or green. The description does not include instructions for how to keep that tiny little bib portion up so I'll guess the wearer pinned it.



Remember what I wrote in the above paragraph about hostess aprons being fancy and trimmed with lace? Here's an offering by the Walter Field Co. Fall/Winter 1928-29 catalog described as being of "easy to clean" "full gum rubber with rubber ruffles and flowers."



Now just how sloppy does a hostess have to be to need a full rubber apron with rubber decorations? One can imagine gum rubber aprons being used for wet or sloppy situations such as doing laundry, bathing rambunctious children or dairy barn duties, but serving tea? Who was being served tea, circus animals? Anyway, they were a bargain at 89 cents for three.

Another unusual apron is referred to as a "double front" or "Hooverette," which has a double-breasted wrap front, which can be reversed left over right and right over left. Essentially a loose dress, it wouldn't pass my Rule of Thumb #1.



Many aprons had whimsical, poems and decorations. This seems to be especially true of half aprons with laundry or mending themes. Art Needlework offered a "Darning Apron" with this saying to embroider,

"I've darned and darned
until my Fingers are sore
I'll be darned if I darn anymore"

A commonly felt sentiment I'm sure. You might ask yourself, why would a grown woman want to wear an apron decorated with dancing flowers or clothespins and some silly verse? Why not? The same reason we watch videos of cats playing pianos on our video screens I suppose. A little bit of whimsy to cheer us and encourage us to get on with the unavoidable chores of the day.



Themed aprons seem to have been a marketing trend. Labeling aprons as “Hooverette,” “Kitchenette,” “Fudge,” and “Darning” were ways to make products stand out in a field of numerous choices, especially in publications aimed towards women specifically. In magazines such as Women’s World, consumers could order stamped, ready to finish aprons for \$1 each, including embroidery floss and trimming materials, in a variety of ways to personalize them. Often these were suggested as gifts for Christmas or other occasions. Authored by Constance Vivien Frazier, The December 1931 edition of Needlecraft Magazine offered this poem:

*I always like the Christmas gifts
 My thoughtful friends provide.
 They send me interesting things,
 And lovely things besides;
 For some are silk, and others come
 From places far away,
 And some are thoughtful, simple gifts
 To gladden me each day.
 But do you know, however fine
 My presents are, and rare,
 It's not a perfect Christmas, if
 There is no apron there!*

Women’s household aprons were the workhorses of most women’s wardrobes and served their purposes well. Perhaps because they were used until they fell apart, (my opinion) there aren’t a lot of original aprons on the current market, but you just might find one. The Model A Era Fashion Pattern Catalog, offered by MAFCA, features an undated apron pattern that looks similar to the 1930 -31 aprons found in the magazines and catalogs listed. You could also try to reproduce one of the more simple aprons referred to in this article.

And don’t forget that dress you’d need to wear underneath! The Fashion Pattern Catalog is chock full of simple daytime dresses in a variety of sizes. For an easy option in a modern, standard size, look for a pattern for medical scrubs. I used Simplicity #4644 and needed only a couple of minor alterations to turn the round-necked scrub top into an Era looking pull over dress.

Good luck and knock ‘em dead!





The Old Kid's Corner

THE RESTORER, 1968

POCO PUZZLE By **BUZZ LENANDER**
POCO QUATROS CHAPTER

ACROSS

- 1. National Club (abbr.).
- 5. Radiator hat.
- 7. Large pickup part.
- 9. Diamond treads.
- 11. Auxiliary _____-speed transmission.
- 12. Rebuild.
- 15. Increases when one's car wins a trophy.
- 17. Stone Brown color.
- 18. Dealers use them at Swap Meets.
- 19. Month of Model A #1 (abbr.).
- 20. Rear window (abbr.).
- 21. Two-_____ shock absorbers.
- 22. POCO Quatros country.
- 23. Tool kit part.
- 25. Service starter drive.
- 28. Right pedal.
- 29. A fluid for shocks.
- 30. Tube part.
- 31. Doors often do this.
- 33. Large chassis.
- 34. When one looks at a prize winner he is filled with _____.
- 36. Into which parts are put when being chrome or nickel plated.
- 37. Very popular body style.
- 40. Came in two sizes.
- 42. Often found in fenders.

- 44. Houdaille hydraulic suspension.
- 49. What Model A owners do when they get together.
- 51. Open and Closed car.
- 54. Must be obeyed when driving.
- 56. Pronoun used to address another "A" owner.
- 58. What some do at Swap Meets.
- 59. Early '28 wheels are called _____ wheels.
- 61. Stripe color.
- 63. Sit on it.
- 66. Model A headlight type.
- 68. Condition of many A's before restoration.
- 69. Closed car with soft top.
- 72. Payment for use of a tool.
- 73. Car type.
- 74. Lid of car.
- 75. Sedan _____, has large door in rear.
- 78. Carburetor.
- 80. Green light signals.
- 82. Outer part of wheels.
- 84. Other antiques _____ behind the "A's."
- 86. In 1931, came as DeLuxe Tudor or Standard Fordor.
- 89. Some '31 sedans do not have one.
- 90. Original tire tube valve.
- 91. Vacuum or electric.

DOWN

- 2. In 1930, two-piece.
- 3. Many heavy metal parts made this way.
- 4. Rod, threaded at each end.
- 6. Years old.
- 8. John Dillinger made his get _____ in a Ford.
- 9. Commercials.
- 10. Some "A" engines sound this way.
- 11. Most expensive Model A.
- 13. Sale at stores, but not at Model A parts houses (abbr.).
- 14. Model A's have _____-siphon cooling.
- 16. French _____ stripe.
- 17. Car with a meter.
- 19. _____-Off plate, on dash.
- 21. Carries current.
- 24. Location of spare tire or trunk.
- 25. Aogha horns do not do this.
- 26. Found in the morning on A's left out overnight.
- 27. Family car.
- 28. Type of gear in differential.
- 29. Is put in the cowl tank.
- 32. Rubber maker.
- 35. Possess a Model A.
- 38. To get parts clean, one can _____ them in solvent.
- 39. He was responsible for the Model A.
- 41. Ford Motor _____.
- 43. What many do at Model A picnics.
- 45. Turns switch.
- 46. Soft drink for Model A distaff.
- 47. _____ disc clutch.
- 48. Knocks develop when rods get this way.
- 50. Part of Albuquerque chapter name.
- 52. Published during Model A era, and sent to Ford dealers.
- 53. Make of horn.
- 55. Donators of the Best of Show trophy at '66 National Meet.
- 57. Distributor part.
- 60. Few "A" bodies are found this way.
- 62. Used in all Ford bodies.
- 64. _____ green, color.
- 65. _____ in, keeps "A" steering straight.
- 67. _____-proof lock.
- 69. Model A's in Southern California contribute to this problem.
- 70. Electrolock.
- 71. '28 steering wheel.
- 76. One of eight, in the engine.
- 77. Used to wipe dirty hands on.
- 78. Type of plating.
- 79. Type of brake (abbr.).
- 81. Another Model A club, headquarters in Dearborn, Mich.
- 83. Automobile.
- 85. 35 pounds recommended.
- 86. Car with two rear doors (abbr.).
- 87. Most usual Model A driver.
- 88. Model A given safety inspection.



Classified Ads

Mark Layton has two engines, a transmission, wheels, rear end, and new parts from Mac's 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.

Many members are finding the parts they need for their cars from **Tony Jacobs**. He has quite a collection. In fact, he is building a Model A just from the parts he has collected in the past. So, if you need a part for your car,

give Tony a call before you go out and buy one from someone else. Call him at: (801) 796-0396.

Joan Bird, from Delta is selling her husband's 1930 Tudor with a Model B engine and hydraulic brakes. It has a two-barrel down draft manifold, Mallory distributor. She is asking \$12-13,000 and can be reached at: (435) 864-2145.



Tony Jacobs has lost his mind! He is selling his gorgeous Rose Beige phaeton. All the details can be found on the Facebook Marketplace, or call Tony directly at: (801) 796-0396.





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News from the Board

PRESIDENT DOUG CLAYTON



Doug Clayton

After listening to the latest weather reports from across the nation, I hope everyone is warm and safe from the terribly cold conditions. If you are really lucky, snuggle up in a warm shop space and get some of that winter Model A projects underway. I have done just that over

the past two weeks by cleaning and sorting nuts and bolts for the next restoration project. I also have been charging batteries and getting other routine maintenance chores done. After all, the next local tour is in early March!

Living in California does offer significant weather advantages and on January 26-27, the Turlock Swap Meet started off the 2019 Model A season. It was a cool 40 degrees at 7:00 am when they opened the gates and by mid-afternoon it was 63 or 64 degrees. It is kind of funny what you see at a swap meet each year. Many people thought there were significantly fewer Model A part this year. That was probably true, but if you needed rear fenders, every style and year was available (except I did not see a beavertail fender). Last year it was front fenders all over the place. Not just ratty ones, but real gems! I still managed to pick up some needed goodies. Now, I am pumped up to attend the San Diego Big 3 Swap Meet on February 22 and 23. This is a week earlier than past years due to scheduling at Qualcomm Stadium. If you are tired of the cold in the east and north, head to San Diego, get warm and check out all the treasures.

Make your reservations for the Canyonlands National Tour in Kanab Utah for October 6-10. There are many hotels, but the rooms are filling up quickly. Forms can be found online or in the January/February issue of The Restorer.



Jim's technical tip

by Jim Cannon,

Radiator Hoses - Hard to Get On, Hard to Get Off!

For many years I had a hard time getting new radiator hoses on the engine to seal well. I would tighten the hose clamps to what I thought was reasonable, and they still seeped a bit of coolant. And years later, when I needed to remove the hoses, they seemed to be glued to the metal parts and I had to pry them off or cut them off.

A Master Mechanic shared his secret with me years ago. Apply a very thin coating of a specialized gasket dressing called "Hylomar AF" to the inside of the new hoses where they will contact the metal just before installing them. Install and rotate each hose back and forth, to spread the sealant out evenly. Now tighten hose clamps and you are done. It will not seep or leak. And years later when you need to remove the hose, it will come right off!

I get the Hylomar AF (Advanced Formulation) -- originally developed by Rolls Royce for their jet engines -- from an industrial supply place near me called W.W. Grainger. It's also available on Amazon and other places on the Internet. Compare prices because some places price it like it's gold!

There are several variants of Hylomar. You don't want the original "Hylomar Universal Blue" or the "Racing Formula". The Hylomar AF works best for our application. I also put a little on my oil drain plug threads, on the transmission and differential drain plugs, etc., to stop the drips. It gives a good seal but never hardens, so it's easy to take it apart later.

Have a Model A Day!
Jim



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