



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 7 No.6

2018 MAFCA Newsletter of the Year

June 2019

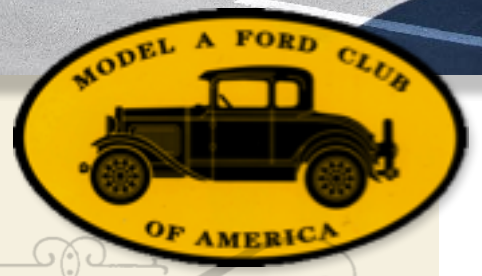


Photographer, Howard Eckstein

IN THIS EDITION:
OREM CENTENNIAL RALLY
Automotive Evolution from T to A

TORQUE
VALUES

UP-COMING
UTAH LAKE
TOUR



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

Board Chairman	Reid Carlson	rcarlson1964@yahoo.com
President	Clyde Munson	bjerg_menneskene@yahoo.com
Vice President	Howard Eckstein	h_eckstein@hotmail.com
Sec/Historian	Greg Mack	gregmack02@yahoo.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com

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Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
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Photographers	Greg Mack Howard Eckstein	gregmack02@yahoo.com h_eckstein@hotmail.com
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Story on page nine

President's Message

CLYDE MUNSON



It has been said that where you are going is much more important than where you have been. That is why the windshield is so

much bigger than the rear view mirror. We definitely spend much of our lives making plans for the future. Those plans range from the grand, "I am going to buy another Model A" to the simple "this weekend I will change the oil in the Model A." We wait for trips, or movies or weekends with great anticipation. Each of these plans is, as a song I like says, "a tiny prayer to Father Time." Often that is really true, we usually have more projects than time will allow us to complete (even if we lived for a thousand years).

With all that said I have, as of late, really focused on living in the moment. You can't stop making plans but often we waste precious time and energy thinking about what we are planning for the future rather than enjoying each moment of the present. At times it is hard to appreciate the moment. Obviously, we would all rather be home, sitting on the deck enjoying a

conversation and a cold Diet Coke with a friend than be at a desk at work waiting for the next minor disaster to occur. Even those moments, when we would rather be elsewhere, are special; because we have them. As Master Oogway says "Yesterday is history, tomorrow is a mystery, but today is a gift. That is why it is called the present."

There is really no better car in the world to appreciate living in the moment than a Model A. Driving one you get to see and experience more than you would in the sensory deprivation capsule that our modern cars have become. In an A the world passes slower, the smells and sounds are more intense, it is an amazing visceral experience. Even working on a Model A is a way to enjoy the moment. This past weekend I pulled an engine out of Diane's Betsy. It could be perceived as a chore but I had my son Ian help me, we got to spend some quality time together and had fun turning bolts, getting greasy hands, and sharing jokes. I guess I will adjust Master Oogway's statement a bit.

"It's a piece of history, why it works can be a mystery, a Model A is a gift. The best way to live in the present"

- definitely not as inspiring as the original, oh well I was never planning on getting a Pulitzer.

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2019 Calendar of Events

June

- 8th — Utah Lake Tour, meet at the Shopko parking lot, Spanish Fork; 10:00 a.m.
- 10th - 14th — Midwest Regional Meet, Des Moines, Iowa
- 15th — Orem Summerfest Parade. 5:00 p.m. 8th South & 8th East; parade starts at 7:00 pm.
- 20th — Club Meeting, 7:00 p.m., Larry H Miller

July

- 4th — Provo Freedom Festival Parade, Provo
- 18th — Club Meeting, 7:00 p.m., Larry H Miller
- 20th — Mapleton Pioneer Day Parade

August

- 15th — Club Meeting, 7:00 p.m., Larry H Miller
- TBA — Tintic Silver Festival Parade, Eureka

September

- 19th — Club Meeting, 7:00 p.m., Larry H Miller
- 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
- 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

June

- 4th 1896 At 4:00 a.m. in a shed on Bagley St. in Detroit, Henry Ford debuts his Quadricycle.
- 6th 1933 The first drive-in theater opens in Camden, NJ
- 12th 1940 Edsel Ford commits to build 9,000 Rolls-Royce designed airplane engines for England & US
- 16th 1903 Henry Ford incorporates Ford Motor Co.
- 20th 1941 After a bitter fight with United Auto Workers Union, Henry signs the first union contract
- 25th 1956 Packard produces its last car in Detroit, MI
- 26th 1956 Congress approves the Federal Highway Act to construct 41,000 miles of interstate
- 27th 1985 Historic Route 66 is decertified after 59 years

courtesy of "MyQuarterMile.com"



happy birthday

May Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

Attendance:

Wayne & Jan Atkinson, Diane Brimley, Reid & Elaine Carlson, Mike Carlton, Vern Cope, Howard & Gemma Eckstein, Tim Isakson, Harley Jacobs, Tony Jacobs, Mark Layton, Greg, Nicholas & Robert Mack, Dave & Amber Morrell, Karl Pope, Larry Taylor, and Bill & Collet Thompson

Club Business:

News/Updates

Cliff Godfrey would like help sanding his car down to get ready for primer. He is willing to make a donation to the club for the time spent. Please contact him to find a time that will work.

Correspondence

Pomona Valley Model A Club is hosting the National Awards Banquet. They are looking for donations for the prize room. Donations can be monetary or a tangible item.

The Draper Arts Council is looking for a Model A Truck to be featured in their production of Newsies at the Draper Amphitheater June 1, 3, 7, 8, 10, 14, 15. They are also looking for an early 1900's luxury car to transport a character on stage at the end of the show. When using cars in past shows they had instances when 2 owners with the same type of car played the role on different nights reducing the individual time commitment. We would be happy to provide period costumes for drivers and any passengers each night. Please call Vic at 385-447-6757 for more information.

Splash Apron Magnets

We are waiting on the printer; they have been very busy. Bill called but the person in charge of the magnets was out of town and nobody else at the office knows about them. We should have them by our next meeting.

Recap Olmsted Power Tour

Great turnout! It was very interesting and educational. We learned more about the history of the facility and had a chance to tour the old facility and new facility and compare their differences. It is amazing what changes today's technology has made. We also had the opportunity to drive around the school and residential complex and take pictures of our cars in front of the historic structures.

Recap Orem Historic Tour

Fun and very educational! Howard did an excellent job. He put a lot of time preparing the activity, and we could all tell! We learned about a lot of interesting facts and tidbits of Orem. The final stop was Orem's History Museum. It was a real neat gem that most of us



did not know even existed. It was also a pleasure to have Mayor Brunst and his wife join us. Tour participants received a set of celebratory pins from Orem. There are a few left so if you are interested in some, talk to Howard. Awards were given to the top four participants. Tony was the only original Model A that won. It was also noted that our club is very friendly, and it does not go unnoticed.

After the tour, Mary Christensen and her family met us to go for a ride. We took them up to Bridal Veil Falls for some pictures. They seemed to have a great time and Mary made a generous donation to the club.

Activities:

May

- **18th – UVU Swap Meet** – Looks like rain, bring your umbrella!
- **25th – Spring City Days** – Mack's are going, contact them if you plan on going.
- **30th – Rat Fink** – starts Thursday, car show and festivities will be on Saturday, June 1st. If you want your car pin-striped, this is the place to do it.

June

- **8th – Lincoln Beach Tour** – Drive around West Mountain and the south part of Utah Lake. We will meet at Shopko/Sonic Drive-In in Spanish Fork at 10:00am. We will then head west towards the lake and make a stop at Lincoln Beach. We will continue around the mountain and down to Genola, then on to Goshen. From Goshen, we will pass through Goshen Canyon, a short winding 25mph drive. On the other side of the canyon are Mona reservoir and the Young Family Lavender Farm. After taking time for pictures, we will head up to Santaquin, then passed the east side of West Mountain. Round trip will be about 73.6 miles and should take 2.5 to 3 hours. Lunch will be at Sonic Drive-In in Spanish Fork.
- **15th – Orem Centennial Parade** – Orem City is looking for cars that are older than 1919 to escort their dignitaries in the parade. So far the city cannot find enough 'old' cars so Model A's are welcome! The parade is in the evening, starts around 7:00pm. Meet at 800 S 800 E in Orem at 5:00pm for staging.

July

- **4th Freedom Festival** – No candy or dignitaries. We will be in a group again. Parade is on a Thursday. Get your cars shined up!



- **20th – Mapleton Parade** on Saturday. Club interest seemed lacking, will need to decide as time gets closer.

August

- Eureka Parade – Mayor has reached out to us to come to the parade again. Clyde will check with the Salty A's to see if they are going.

September

- IMAD, Iron Chef – location to be determined

October

- 6th-10th National Tour – Most Beehive A members that are attending will be trailering. No word from Salty's so we will most likely just do our own thing.

November

- Radio Show/Mocktail Party

December

- Christmas Party

Tech Talk:

Harley Jacobs brought his '28 Roadster Pickup for an evaluation to determine what needs attention. The rain prevented us from examining the truck outside so the dealership let us pull it into the service garage. Everyone had a chance to get up close and personal with the truck. Howard took notes and discussed various areas with Harley. Vern was also able to give some input as he too has a roadster pickup. It was good to see Harley's truck; it is always fun to see a new Model A. Harley is now going to work on getting the truck reliable and safe to drive and will go from there.

Upcoming Tech Talks

- June – Clyde – Lincoln Highway
- July – Robert – Era advertisements
- August – Howard – Restorers class evaluation
- Richard Tucker – Hit & miss engines, Sterling Engine

Refreshments

- May – Tony – brought Creamies and Howard brought pizza, compliments of Mary Christensen.
- June – Nicholas
- July – Clyde
- August – Robert
- September – Richard Judd

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

At last month's club meeting, **Dave Morrell** got some advice from the club as to what might be happening that would cause their car to act up sporadically. Most people thought it was gas related. But the statement, "90% of fuel problems are electrical," came true. It was a grounding problem. See below.

Jessica Hansen, Pat and **ReNae Hansen's** daughter recently returned from serving in the Korea Seoul mission. "We let her come home for six weeks then we returned to visit her mission. There is one advantage to all the travel I do – we used Delta miles so it only cost us \$54 for each ticket to get to Korea and back.

Jessica planned the itinerary and found the Samsung Transportation Museum (she knows me too well)." See more pictures of their adventure on page fourteen.

Howard Eckstein met Dennis Peterson and his wife. They have recently moved to Utah from California and brought their 1928 Roadster with them. It's a pretty car and runs well. They are looking forward to joining the club and participating in our activities

Tony Jacobs went to the Salt Lake City car auction in April. The table on the right show some of the prices cars of our vintage are going for.

Gemma's co-worker wanted to have family photos taken with the Model A while the fruit trees were still in bloom. Howard obliged. Looks like they had fun.

Roger Davis thought he had a bad rod bearing on his engine when driving to the power plant tour. It turned out to be a nearly closed point gap. His car runs just fine now. We saw the same thing on Amber's car. The points were only about .003 open, making it hard to start and caused erratic running. If your car acts up, check your points gap! They should be set at .020".

Thanks Howard for the leads you provided. Let us know of your Model A adventures.



THE PLAYGROUND OF THE SOUTH



\$14,000 - 1920 Willys Overland
 \$17,500 - 1930 Roadster
 \$18,000 - 1931 Sport Coupe
 \$19,500 - 1931 Cabriolet



Orem's Historic Centennial Anniversary Rally

BY ROBERT MACK



A California transplant introduced many home-grown Utahans to some little-known history of Orem, during the club's celebration of Orem's Centennial. Howard Eckstein researched and developed the rally (with two touring routes) that was not only educational, but surprised many "Oremites."

On May 11th, eleven Model A's, a modified Model A and two modern cars gathered at Nielsen's Grove Park to begin our tour of Orem's history. Once rally rules were explained and instruction booklets passed out, Howard (our rallymaster) sent everyone off on their discovery treks.

Our rally navigators directed us to locations through-out the city. We explored the excavation site of a woolly mammoth that occurred in 1937 when a water trench was being dug. We saw the home where Otto Olsen trained the renown boxer, Jack Dempsey. On a previous tour many club members visited the famous Japanese Internment Site in Delta, but most of us did not know that those detainees helped construct a POW camp right here in Orem. In 1944 sixty Italian prisoners were housed here and later about 350 German prisoners of war lived in the camp. Here they were treated better than in their own country. Light rail commuter travel is becoming more prominent along the Wasatch Front. But it is nothing new. Our tour books directed us to two sites where Salt Lake and Utah Electric Interurban Railroad stations were located. Not only did we see unique historical sites, we were also treated to some of Orem's exemplary architecture.

The terminus of the rally brought us to the Orem Heritage Museum, a little-known treasure tucked within the shadows of the Scera complex. Once everyone arrived, we caravanned to the Black Bear Dinner for some great food and an awards ceremony. Orem Mayor Richard Brunst, and his wife Tammy, graciously provided a Dowdle Centennial puzzle to the 1st place winners John and Mark Stahmann, and T-shirts to Grant & Angie Eckstein, Tony Jacobs, Margaret Griffes & Diane Brimley. The Mayor presented everyone with a full set of Orem Centennial pins.

Following lunch, the Morrells, Greg Mack, Howard and Gemma Eckstein, Tony Jacobs, and Clyde Munson chauffeured the twelve family members of Mary Christiansen in their Model A's to Bridal Veil Falls. We did a similar ride for her grandchildren a couple years ago. They made a nice donation to the club. Thank you to all who helped, and thank you Mary for your donation.

Howard Eckstein, photographer



Orem's Historic Centennial Anniversary Rally

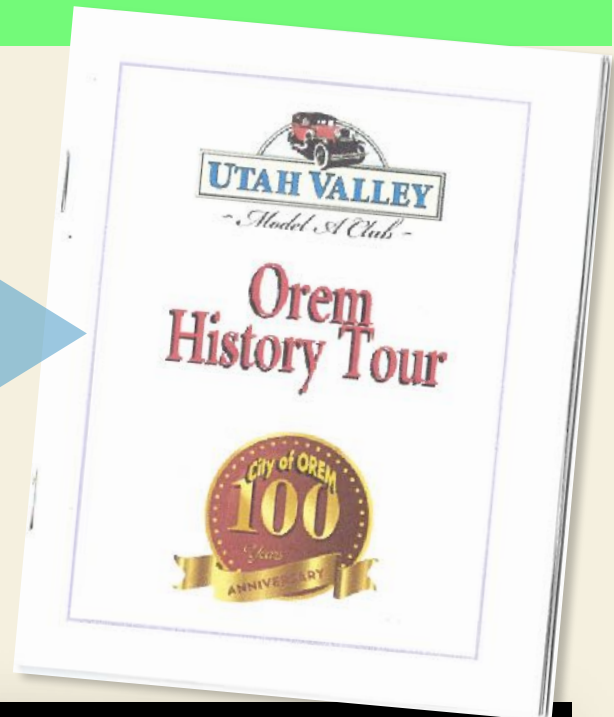
BY HOWARD ECKSTEIN



OREM HISTORIC TOUR CAR RALLY BY THE NUMBERS

2 courses written to prevent contestants from following each other and to let two cars go at a time. Since navigators didn't know who had which book, there was no incentive to follow anyone they encountered on the route.

- 1 1929 Model A Roadster hot rod
- 2 modern cars
- 4 business cards to collect
- 5 photos to take
- 5 Limousines (as of 9:30 that morning)
- 11 stock Model A's (including the Rallymaster's car)
- 13 competing teams
- 15 times, or more, that orchards were passed
- 16-mile course, Red book, drivers clocked 15.8 to 16 miles
- 19-miles course Blue Book, drivers clocked 19 to 23 miles



In attendance:

- **Car #1:** John and Mark Stahmann
- **Car #2:** Pat and Clark Hansen
- **Car #3:** Tony Jacobs and Richard and Tammy Brunst
- **Car #4:** Richard and Judy Judd
- **Car #5:** Reid & Elaine Carlson
- **Car #6:** Bill & Colette Thompson
- **Car #7:** not used by Mayor Brunst - they rode with Tony
- **Car #8:** Diane Brimley and Margaret Griffes
- **Car #9:** Richard and Chris Tucker
- **Car #10:** Grant and Angie Eckstein (+3 kids)
- **Car #11:** Greg, Robert and Becky Mack
- **Car #12:** David, Karen & Amber Morrell
- **Car #13:** Roger and Geena Davis
- **Car #14:** Clyde Munson



3 JUDGING CRITERIA:

ALL BUSINESS CARDS AND
PHOTOS PRESENTED
BEST MILEAGE LOGGED
BEST TIME LOGGED



0 Breakdowns

Many bathroom stops

Too many standing in line to buy chocolate

2 waiting at the wrong parking lot to start

Unknown the number of people who waved at us as we drove by



SHORTEST TIME FOR RED BOOK: 1:02 - CAR #1

LONGEST TIME FOR RED BOOK: 2:07 - CAR #9

SHORTEST TIME FOR BLUE BOOK: 1:18 - CAR #10

LONGEST TIME FOR BLUE BOOK: 1:44 - CAR #12

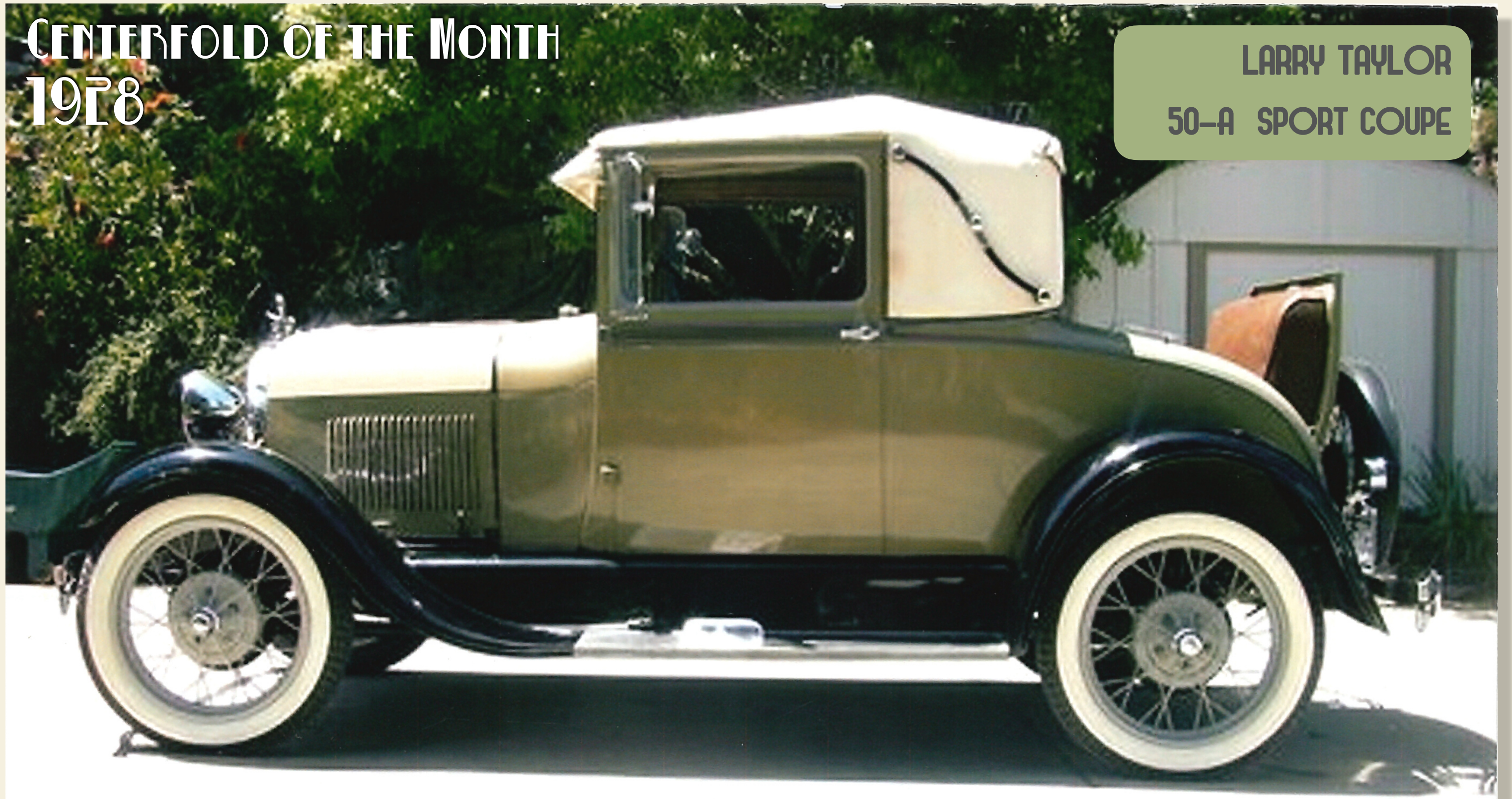
- 1st place: Car # 1**
- 2nd place: Car #10**
- 3rd place: Car #3**
- 4th place: Car #8**



Dinner was held at the Black Bear Diner where prizes were awarded by the Orem City Mayor, Richard Brunst Jr. The weather was perfect, friendships were deepened, we made new friends with John Stahmann who may join the club and got to share the day with Orem City Mayor Brunst and his wife, Tammy.

CENTERFOLD OF THE MONTH
1928

LARRY TAYLOR
50-A SPORT COUPE



The Lincoln Beach Tour

BY BILL THOMPSON

JUNE 8TH, 10:00 A.M.

SHOPKO/SONIC DRIVE-IN PARKING LOT

SPANISH FORK

Thompsons have mapped out our first day-long driving tour of the season, and it promises to be a fun-filled trip. We will leave from the Shopko parking lot at 10:00 a.m. and travel to Lincoln Beach along the shores of Utah lake. From there we will travel through Genola, past the Tintic Standard Reduction Mill and into Goshen.

We will drive up through Goshen Canyon past the Bat Cave and along the western shore of Mona Reservoir into Mona. On the return trip we will travel past the lavender farm as we head north.

At no time will we be back tracking. We will make several stops along the way, at places like Lincoln Beach and the Red Barn in Santaquin.

Our trip will conclude with a late lunch in Spanish Fork at the Sonic Drive-In. It will be a great spring ride with some nice scenery and wonderful camaraderie. Please join us!





Automotive Evolution from Model T to A

BY BOB KREIPKE, FORD HISTORIAN, FROM *THE RESTORER*

From the collections of The Henry Ford.



By Bob Kreipke
Ford Motor Company Corporate Historian

On May 25, 1927, Henry Ford announced that there would be an end to Model T production. Ford simultaneously spoke of an all-new vehicle, soon to be called the Model A, the same name as the first vehicle Ford Motor Company built back in 1903.

No details were given out about this new vehicle, because none were really known. All that was said was that something was arriving. The next day, May 26, 1927, Henry Ford and his son, Edsel, drove the 15 millionth Model T off the Highland Park assembly line to show the world the T was ending a triumphant run. It had been introduced back in 1908 and had built the greatest 19-year sales and quality success of any vehicle.

Naturally, everyone was wondering what could ever come close to replacing the Model T. Only four years prior to the end of the Model T, Ford had purchased Lincoln. Henry Ford appointed Edsel as the president of Lincoln and was very proud and confident that his son knew aesthetic styling and what the public wanted.

The marketplace in 1928 was much different from when the Model T debuted. The father and son, Henry and Edsel, realized this as they started work on the new creation. Henry Ford supervised engineering, while Edsel was responsible for the internal and external design. Their creative process was very trial-and-error oriented, and it took much more time than anticipated. Edsel had one body engineering assistant – Joe Galamb. The two crafted a clever, simple replacement for the Model T.

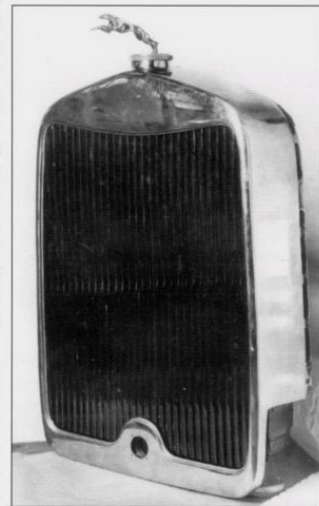
Edsel shaped the classy radiator shell, similar to that on the Lincoln. He also added numerous color choices to the body.

Model T's had primarily been sold in black for the last 11 years of production, despite demand that Ford offer more color choices like other automotive companies.

While Edsel worked on his projects, Henry Ford and his staff developed a more powerful four-cylinder engine to improve longer distance traveling.

Henry Ford really wanted a V-8 power plant, but he had to wait until 1932 for that. A new transmission was installed in the Model A, with sliding gears instead of the Model T's planetary gears. A comfortable ride was achieved by utilizing hydraulic shock absorbers. Even a safety glass windshield was made standard, an automobile first.

Model A production started up at the newly designed Rouge Complex in Dearborn, Michigan. The Ford dream of manufacture by vertical integration – starting with raw materials and turning out a



From the collections of The Henry Ford.

Edsel Ford thought the Lincoln radiator shroud was a customer pleaser, so he had a similar one created for the Model A.

finished vehicle in one place – was also being incorporated. It took a mere 33 hours to turn raw materials into the completed car at the Rouge.

All this overhauling of new parts processes and moving to a new assembly site did take a toll. Chevrolet led in sales in 1927 and in 1928. But once Ford worked out the bugs, it reclaimed the top spot in 1929 with more than 1.8 million Model A's produced – more than a third of the automobile market for the year. The stock market crash of October 1929 slowed Model A sales.

The Model A, although a tremendous success, was short-lived – its run ended in December 1931. There were two main reasons: One, the vehicle was produced during an era of financial ruin, and two, the vehicle became obsolete quickly. The public wanted more frequent model changes, and brand-new car companies were on the scene to supply new innovations and at lower costs for manufacturing and assembly.

The Model A will always remain a classic mass-produced automobile. The fact that the Model A's were still being used as second cars decades after their production ended is a testament to their reliability and their simplicity. Restorers, such as many of the readers of this article, will surely agree.



From the collections of The Henry Ford

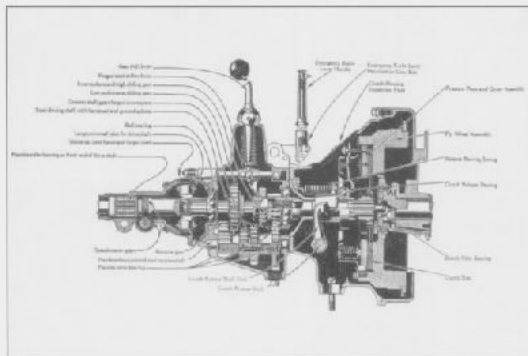
Edsel Ford and his father, Henry, teamed up to create the 1928 Model A.

Advancements Introduced During the Model A Years

- Stainless Steel Head lamps, Taillights, and Radiator Shell.
- Three-speed Sliding Gear Transmission.
- Safety Glass Windshield.

The Greatly Improved Model A Engine (shown on page 18)

Photographs
From the collections of The Henry Ford



Torque Values

MAR/APR 1999 *THE RESTORER* REPRINT BY LES ANDREWS



Service Hints

Les Andrews - Technical Director

Torque Values For Model A Nuts & Bolts

The expression, "a little knowledge can be a dangerous thing," is usually true. I have learned this lesson the hard way at times. My thanks to Enrique J. Klein of Los Altos, CA for pointing out to me some stated torque value errors and asking that I reevaluate some of the stated Model A torque values given in previous publications. In most of the previous articles, including some I have written, a specification table is included that comes out of an engineering handbook that shows torque values for the different size bolts, giving bolt size, threads per inch, and torque value for different grade bolts, with dry or lubed threads. It's up to the reader to determine which torque value should be used.

There are many factors to be considered when apply-

ing torque to a bolt or nut: bolt size, bolt grade, dry or lubricated threads, and how many times the threads have been torqued (stressed).

Before torquing a nut or bolt, make sure the threads are dry to obtain a more accurate reading. Clean all threads and make sure they have not been stripped or show evidence of overstressed or stretched threads. Many of you have asked for a chart listing the recommended torque value for the specific torqued nuts and bolts on the Model A. The table below lists the recommended torque values.

For additional information see *The Restorer* article, "Nuts and Bolts for Model A" (September/October 1976, Volume 21, Issue 3).

Model A Recommended Torque Values

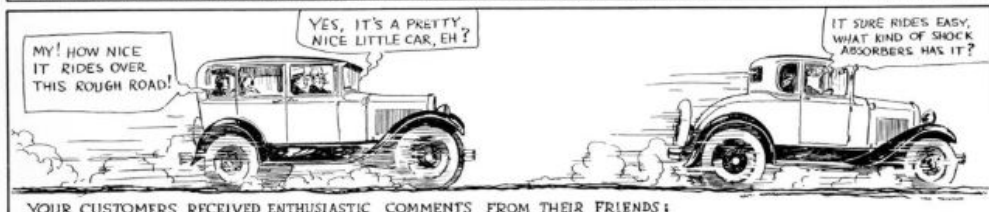
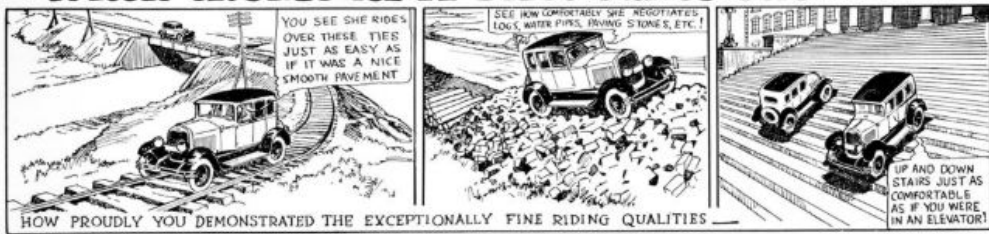
Bolt Location	Bolt Size	Tensile Strength psi	Grade	Torque ft. lbs.	Remarks
Differential Carrier Assy	3/8-24	74,000	⬡ 2	20	Low Carbon Steel (Original Model A)
Axle Housing-to-Banjo Bolts	3/8-24	74,000	⬡ 2	20	Low Carbon Steel
Torque Tube-to-Banjo Bolts	3/8-24	74,000	⬡ 2	20	Low Carbon Steel
Rear Axle Nut	5/8-18	110,000		100	Hardened Axle Threads
Wheel Lug Nuts	--	--		64	
Pinion Bearing Preload Nut	--	--	New Bearing Used Bearing	20 in.lbs. 15 in.lbs.	Adjust nut for Torque inch lb. drag on Drive Shaft
Timing Gear Nut	--	--		100	
Pressure Plate Bolts	5/16-18	150,000	⬡ 5	20	Replace with Grade 5
Head Nuts	7/16-20	150,000		55	
Manifold Nuts	7/16-20	150,000		45	
Flywheel Hsng-to-Block Bolts	7/16-14	120,000	⬡ 5	50	Grade 5 or Better
Flywheel-to-Crank Bolts	7/16-20	120,000	⬡ 5	50	Grade 5 or Better
Crankshaft Pulley Nut	-	-		50	
Main Bearing Bolts	1/2-20	-	-	80	
Rod Bearing Nuts	7/16-20	-	-	35	
Spark Plugs	-	-	-	25	



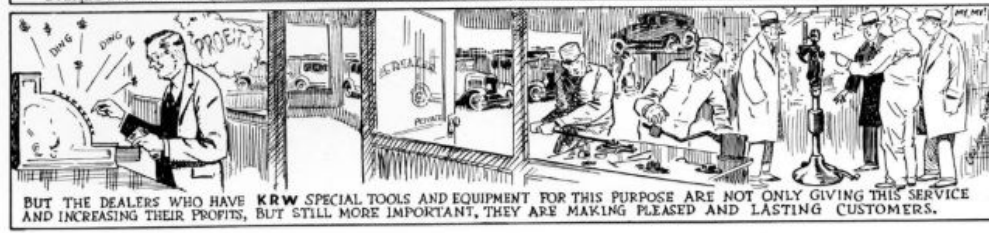
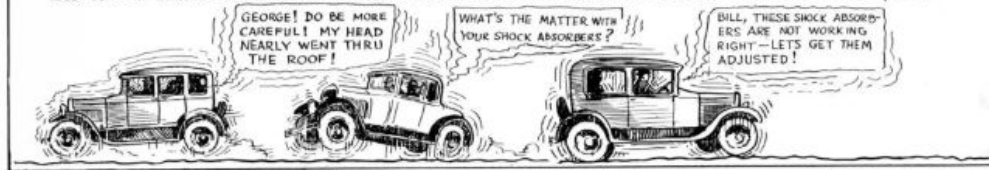
K R Wilson Model A Tool Advertisement

BACK IN THE DAY...

When the Model "A" first came out



Today the Model "A" is still a great car, — BUT MANY OF THEM HAVE LOST THAT WONDERFUL RIDING QUALITY, BECAUSE THE "SHOCKS" HAVE BEEN NEGLECTED,

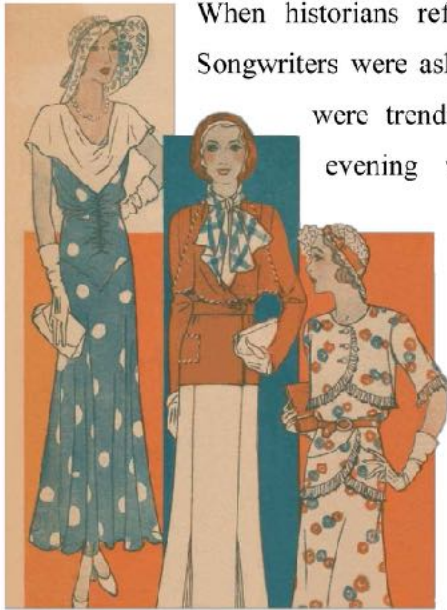




The Ladies Fashion Journal

LOOKING YOUR LOVELIEST IN 1931

By Jill Barrett,
Santa Clara Valley
Courtesy of MAFCA
Fashion Committee



When historians refer to the 1930's, we read about 'the great depression'. Songwriters were asking, "Brother can you spare a dime?" But fashion dictators were trending feminine hairstyles, wider shoulders, narrow hips and evening wear with a new emphasis on the back. In 1931, dresses were charming, graceful, slenderizing and exuded femininity.

The dropped waist was gone. The waistline was worn higher at the natural line and belts were worn tighter. Hemlines were one to two inches longer than the previous year falling at the mid-calf and for the most part were straight although uneven hems were seen on "Sunday Supper", semi-formal and other formal afternoon fashions.

Sleeveless dresses had matching jackets or boleros. Dresses with short sleeves were here to stay. Semi-formal dresses had capped sleeves, short elbow length sleeves or a shallow cape attached.

Dresses were seen in black, shades of dark brown, wine, maroon, rose and a variety of dark greens. Black or navy blue were combined with white, pastels or bright colors and were important spring and summer colors. Shades of tan and brown were mixed with colors in a print or as an accent. Ornamental bows and flowers of earlier years weren't as common but were seen on semi-formal and formal dresses.





Felt and straw cloches had close fitting brims with shallow cap-like crowns for daytime wear. For afternoon wear, straw and horse hair hats tended to have larger brims. In general, hats were worn up off the face, pulled down on one side to expose a woman's graceful waves of hair. Her hat was matched with her accessories instead of her dress or coat as in previous years. Fur scarves were still popular and a sign of discriminating taste. Shawls and scarves were practical and available during all years. Colored stone jewelry was almost entirely relegated to sport and morning outings. Pearls are seen more with fluttering afternoon frocks and colored crystals

were popular for afternoons and evenings.

Purses were still a major accessory, usually made from leather, but fabric purses were also found with needlework or petit point. Late afternoon and evening bags were smaller than daytime bags. Course mesh, fine mesh and enameled mesh were popular with art deco designs and shapes. Glass beaded purses with colorful designs were popular for evening outings.



Seamed hose and shoe styles did not change in 1931. Shoes with round, square and pointed toes were common throughout 1931. The heel height was determined by the purpose of the shoe. Evening shoes had graceful, slender heels.

The new lines were nothing if they weren't slenderizing. Women were encouraged to select dresses with small prints, soft flattering collars and surplice closings. The sophisticated, elegant look and fashions of 1931 were meant to uplift women and help them forget the bleak years and the shapeless day wear when the stock market crashed.



Classified Ads

Vern Cope has purchased a roadster pickup so he is selling his old truck. \$11,000. Vern can be reached at (801) 377-0657.



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.



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.

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.



Stevan Davis is looking for a new home for his dad's coupe. It is a 1931 Deluxe Coupe. Stevan can be reached at: (801) 836-5678.



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.



Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



News from the Board

BY DOUG CLAYTON



Doug Clayton

Model A activity is heating up. Our schedule is quickly filling. Exactly at the time rains were ending in our area, a 1929 Ford Tri-Motor arrived at the local airport offering 20 to 30 minute rides. Our 1930 Cabriolet was already cleaned up and ready for the tour season. Fortunately, the airplane belonged to the Experimental Aircraft Association (EAA) and they were very receptive to our bringing the Cabriolet over for a few photographs. Even the TSA folks at the airport went along with the idea and allowed us easy access. Taking advantage of an ideal situation, we rushed over and brought two more Model A's to be photographed next to the Tri-Motor.

The deadline for submitting your application to run for the MAFCA Board of Directors is June 15th. [Applications are available on the MAFCA Website.](#) The club is very much run as a business using well-established policies that have developed and proven over the past 60+ years. I encourage interested people to apply as soon as possible. Help lead the hobby that we all love.

We are heading to the NCRG Roundup in Santa Rosa, May 27-30. This time we are bringing a one-of-a-kind Model A for display only. I took a quick look at the MAFCA calendar and see some interesting events coming up. There is a Midwest Regional Meet in Des Moines IA June 10-14. The tours include a visit to a Bonnie and Clyde campsite, a Jesse James train robbery and the bridges of Madison County. Another huge Regional event is the Texas Tour, which is set for June 13-15. These are usually huge events.

This year's National Awards Banquet is in Claremont CA, December 2-5. Many Model A tours, seminars and other activities are scheduled. For those who have never attended a Banquet, these are much like a National Convention at a relaxing environment and pace. Registration forms and information will be printed in an upcoming edition of *The Restorer*.

Canyonlands Tour, October 6-10 is still the HOT ticket for this year. Registrations have exceeded 250. Fortunately, there are still a few hotel rooms left in Kanab Utah for the big event. [Click here for more information.](#) You won't want to miss the Greatest Tour on Earth!



Tour Registrations A Record Number Are Pouring In

Follow us to MAFCA's
Canyonlands National Tour

Tour Website

<https://modelafordclub.wixsite.com/2019canyonlandstour>

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