



UTAH VALLEY

- Model A Club -

# MOTOMETER

Vol. 7 No.7

2018 MAFCA Newsletter of the Year

Julu 2019

IN THIS EDITION:  
LINCOLN BEACH TOUR  
Birth of Ford's Interim Car

WHAT I  
LEARNED ABOUT  
YOM LICENSE  
PLATES

PARADES  
GALORE!



Photographer, Howard Eckstein

## 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

### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Photographers	Greg Mack Howard Eckstein	gregmack02@yahoo.com h_eckstein@hotmail.com
Newsletter	Robert Mack	mack4759@yahoo.com



*Lincoln Beach Tour; photographer Howard Eckstein*

# President's Message

CLYDE MUNSON



They say a picture is worth 1000 words. If that is the case then Greg is the most talkative member of our club. Every time we stop on a tour, Greg jumps out of his car, three cameras hanging around his neck, looking much like that amusement park ride where they put you in the chair at the end of a chain and then

spin you around until you vomit everything you ever ate. I am not sure how many pictures he has taken of club events and members' cars, but it probably could fill a couple of computers. In this way Greg is the hero, our exploits are well documented all due to his undying passion for capturing snippets of time in vibrant color.

My Grandfather was an avid photographer and recently my mom and dad brought me a gift. It didn't look like much initially but then I opened it up and was surprised to discover an old camera, a Kodak that is probably a couple years older than my Model A. It likely is the camera that took a picture of my grandparents in 1931. I don't know if I could ever find film for it but it is still a fun reminder of what we take for granted now. Photos are so plentiful and easy, my Grandpa took a ton of pictures but I have probably deleted more than he took.

Not that long ago, people had to rely on the fuzzy distorted image of what their mind could recreate. We probably never pause to think about how difficult it would be to recreate the perfect vision of a child while looking at the same person as an adult. Without photos I

could not picture my nearly grown bearded sons as the chubby little babies they once were.

Thankfully, we don't have to rely on photos or memories to relive the joy of driving a Model A Ford. We can hop in and experience it whenever we want. As we drive by, we may be the spark of a memory for someone else, but we get to enjoy the complete experience, the sound of the engine, the slight smell of gasoline mixed with fresh air, the amazing views of a beautiful world that passes by just a bit slower.

I now have a photo, a Model A and an old camera. These physical things represent how lucky we are, we get to save clear memories in ways our ancestors could not even dream about, and we get to drive around amazing pieces of history receiving happy waves and some appreciation for keeping special memories alive.



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## 2019 Calendar of Events

### July

- 4th — Provo Freedom Festival Parade, Provo: meet at the parking lot north of Zion's Bank, which is on 1060 N University at 6:30 am.
- 18th — Club Meeting, 7:00 p.m., Larry H Miller
- 20th — Mapleton Pioneer Day Parade, 1200 North 400 East near Mapleton Junior High at 8:00 a.m.

### August

- 15th — Club Meeting, 7:00 p.m., Larry H Miller
- 17th — 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

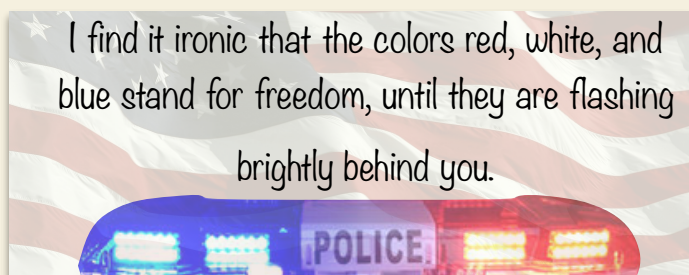
- 6th -10th — Canyonlands Hub Tour, Kanab, Utah. This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. Registration materials are available on the MAFCA website
- 17th — Club Meeting, 7:00 p.m., Larry H Miller

### 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**

**July**

- 5th 1933 Autobahn initiated by Adolph Hitler
- 7th 1928 Chrysler Corporation introduces Plymouth
- 11th 1916 Woodrow Wilson signs into law the Federal Road Aid Act
- 13th 1978 Henry Ford II fires Lee Iacocca
- 15th 1903 Ford Motor Company takes first order from Chicago dentist Ernst Pfenning
- 16th 1935 First parking meter installed in Oklahoma City
- 28th 1973 Original Bonnie & Clyde Ford was auctioned for \$175,000 and resides at Terrible's Gold Ranch Casino
- 29th 1909 Buick buys Cadillac for 4.6 million; Cadillac is the remnant of the Henry Ford Company

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



- 1st – Geena Davis**
- 5th – Gemma Eckstein**
- 6th – Bob Todd**
- 12th – Lisa Cope**
- 16th – Judy Isaksen**
- 18th – Elaine Carlson**

# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Dale Bench** needed a replacement cylinder head after his old one cracked due to water that froze in it during the winter. Howard had an old head from his coupe's previous engines. He brought it out of storage to use in Dale's car.

**Gemma Eckstein** gave Howard the ultimatum. "It's parade season, I won't be seen in the Model A without freshly painted fenders." As a dutiful husband, he did as he was told. He almost had to repaint them again, however, when he almost hit a deer on the trip back from the Rat Fink reunion. The narrow miss kept their adrenaline levels high the rest of the trip home!

**Diane Brimley** had Clyde take her car to his place to check on her engine's knock. He pulled the pan and found evidence of a poor rebuild job; complete with bits and pieces of her car's rear main thrust bearing in the oil pan.

**Stevan Davis** has sold his dad's car. But, it stayed in the family; the UVMAC family that is. **Alan Justesen** from Manti bought it. Alan is anxiously awaiting his new arrival, but can't get it until Stevan gets back from Brazil. Congratulations Alan!

These are a few pictures of **Larry Taylor's** car. Larry, and son, Jeff, ran into some rust so it is taking longer than anticipated to complete the body work. They retacked part of the rear sub rails, wheel houses on both sides, patch panels at the lower portion of both quarter panels and patch panels across the bottoms of the doors. Jeff sectioned in a new rear cross member as the previous one had been damaged in the past. They also cut out all of the floors and have riveted in new floors. They still have a rumble seat pan to install.



## June Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

### Attendance:

Diane Brimley and her granddaughter Alyssa, Richard Burr, Vern Cope, Roger Davis, Howard & Gemma Eckstein, Karl Furr, Steve Heartline, Harley Jacobs, Tony Jacobs, Richard Judd, Nicholas, Greg and Robert Mack, Dennis & Sharon Pederson, Jonathan Sherman, Larry Taylor, Robert & Janelle Todd and Richard Tucker. **Welcome newcomers, Dennis, Sharon, Johnathan, and Steve!**

### Club Business:

#### Minutes

Minutes were passed around, but were never approved.

#### News/Updates

- Diane's engine is finally on its way to Illinois. The engine should be back by August, Clyde has a new swamp cooler in his shop which should help make installing the engine much more pleasant.
- Show & Tell – Bob Todd brought an original fan for everyone to see if they could identify the hidden crack.
- Vern sold his roadster pickup, he is going to keep his closed cab pickup.
- Tony has decided to not sell his phaeton, lets help remind him that he made a good decision.
- Clyde sported his new club uniform! It is a retired scout uniform that is adorned with some Golden Wrench awards, a MAFCA patch in place of the Council patch, 1931 was his troop number, and a Ford logo and American flag were also present.

#### Splash Apron Magnets

Bill has magnets from the last order. Those who attended the Lincoln Beach Tour received their magnets earlier this month. Bill was unable to attend tonight's meeting so he will bring the rest of the magnets to the 4<sup>th</sup> of July parade.

#### Club Patches

Clyde received the new patches! They are silk screened with a marrow edge and are iron or sew on patches. \$5 a piece. Clyde recommends to be careful with the iron when attaching them to your clothing.

#### Awards

Bent Rod Award was given to Diane for her engine fiasco.

### Past Activities:

- **Rat Fink** – There were three Model A's, two of them were Howard & Bill's. Bill received a couple of trophy's for his car and Model T. It was a fun weekend! Howard & Gemma had a close encounter with a deer. While cruising at 50 mph a buck jumped out into their lane 40 yards ahead of them. They missed it by about five feet. They are now looking into getting seat belts.
- **Spring City** – Mack's went but did not take their Model A as it was apart for clearances on the engine. They had a good time looking at the historic homes and watching the old Dodge



Brothers and Model T drive up and down the street. The old cars really add to the atmosphere. They highly recommend the club go again next year.

- **UVU Swap Meet & Show** – Tony won a jacket, he was one of two original Model A's at the show. Mack's, Davis' and Eckstein's went home with some good finds as well. Wayne was selling some parts and was ready to scrap what was left over.
- **Orem Summerfest** – Karl Furr had three of his cars, Tony, Karl Pope, Mack's, Carlson's came as well. Other club members were needed, but communication was poor and at the last minute. The Mayor was very appreciative of all those able to attend. For some, it was a rare opportunity to see a Model A have precedence over a Rolls Royce.
- **Lincoln Beach Tour** – Great turnout! Nine Model A's, one Model T and a Willys Jeep made the tour. The weather was perfect, a little chilly in the morning but reached a comfortable temperature by midday. The route was excellent and the 35-40 mph speed was just right. There were no breakdowns or major problems. It was so much fun that some members are up for doing it again, maybe doing it in reverse order will make it feel like a whole new tour!

### Future Activities:

#### July

- **4<sup>th</sup> Freedom Festival** – 4<sup>th</sup> – Freedom Festival – No candy or dignitaries. We will be in a group again. The parade is on a Thursday. Get your cars shined up! Howard received an email from Mark Jackson; they would like a list of those attending. Changes have been made to the blurb that will be read during the parade, it has more about the history of the Model A rather than about our club. Howard also took the certified training and has specific instructions for how we are to present ourselves during the parade. Meet at north parking lot of Zion's Bank at 6:30 a.m.
- **20<sup>th</sup> – Mapleton Parade** — on Saturday, not Wednesday 24<sup>th</sup>. Meet at Mapleton Junior High at 8:00 a.m. No candy thrown from cars! Someone walking alongside the car can pass out candy. We will not have Joe's Packard for the grand marshal, so we may or may not escort them. Karl Furr may not have the Rolls Royce ready by then, so he is volunteering his Mercedes.

#### August

- **Eureka Parade** – The Mayor has reached out to us; inviting us to come to the parade again. Clyde will check with the Salty A's to see if they are going.
- **Fish Lake Tour** — 300-mile round trip, not including the loop itself. Either an overnigher for non trailering members or a one day trip for trailer owners.

**September**

- IMAD, Iron Chef – location to be determined

**October**

- 6<sup>th</sup>-10<sup>th</sup> National Tour – Most Beehive A members that are attending will be trailering. No word from Salty A's so we will most likely just do our own thing.
- 24<sup>th</sup>-27<sup>th</sup> — Cedar City Heritage and Livestock Show; parade, tractor pulls, and other events scheduled for Saturday, the 26<sup>th</sup>.

**November**

- Radio Show/Mocktail Party

**December**

- Christmas Party

**Tech Talk:**

Lincoln Highway; Main Street Across America – Clyde Munson. Started from a \$50 bet to cross the United States in a Winton. Horatio Nelson Jackson took the bet but never collected on it. The only part of his car that did not break on the trip was the drive chain, but it finally gave out shortly after arriving in New York. Ten years later Carl Fisher encouraged better roads to promote driving which would sell more of his auto products. Carl got some of his wealthy friends to donate. Henry Ford would not donate as he felt this was the responsibility of the government, not private parties.

On July 1<sup>st</sup>, 1913 the Lincoln Highway Association was formed. During the expedition to form the route, they created markers that were red white and blue painted poles. One town was going to be bypassed so they made their own markers and rerouted it through their town. A guidebook was created to help guide people over the route, it gave advice on supplies and directions. One area it was recommended that in case of trouble you should start a fire and someone who could see your fire for up to 22 miles away would come with their ox team and rescue you.

The route originally avoided the Salt Flats, and for good reason. The latest route cut right through them and is now I-80. In Nevada, Hwy 50 from Ely to Fallon is pretty much the exact route. There were some areas that were eventually bypassed and today appear the exact same way they originally did, long dusty dirt roads surrounded by sagebrush.

In 1919 a military tour took the route to promote the highway. The trip had many problems. It seemed like a failure, but it was used as an example of why the U.S. needed to improve the roads to help effectively get the military from one side of the country to the other. Dwight Eisenhower was part of the 1919 tour and knew of all the problems, when he went to war in Germany he learned how the autobahn worked and was able to adapt it to the highway system in the U.S. when he became president.

The concrete markers that are visible along parts of the route were installed by the Boy Scouts of America. The highway association was abandoned in 1928 which was the same year that the Scouts installed the markers.

The Lincoln Highway Association was revived in 1980 to promote travel along the old route. The association will be recreating the 1919 tour this year in September.



# Orem's Centennial Summerfest Parade

BY ROBERT MACK

**“Calling all cars 100 years or older!”** This was the call of Orem City’s Mayor Brunst. He wanted to use cars equal to, or older than, the city of Orem to chauffeur city dignitaries. But, because of the limited number of responses, he came to the club for help. He asked for any open cars or cars with rumble seats to help. Karl Pope met the criteria for a 100+ car with his Detroit Electric. Karl Furr came close with his 1921 Rolls Royce. In fact, he almost furnished enough cars for all the dignitaries when he brought two more cars; his Model A Roadster and his mother’s Chevy. Other club members that were able to help were Tony Jacobs, Reid Carlson and Greg Mack with their Model A’s.

As the line-up commenced, the mayor tagged Karl’s Rolls Royce to chauffeur his family. But, when the Macks pulled up in their red car, the mayor promptly switched to their car. Thus, Greg led the procession of dignitaries in the parade, ahead of the Rolls. This caused Karl to suffer such an indignity that he stated, “My Rolls Royce has never been upstaged by a mere

Model A until now.” Obviously, the Mayor has a good taste in cars.

Prior to the parade starting, Robert had placed the ownership magnets on the splash apron of their car. The mayor later placed his signs on the doors. About halfway through the parade, people were calling out to the mayor such things as “Robert & Becky Mack, we love you!” This only happened with the crowd on the right side of the car however. This mystery was solved at the end of the parade. Unbeknownst to any of the occupants, one of the door magnets fell off and people thought Robert & Becky were the mayor and his wife, thus leading to the confusion.

After the parade, every single club member was awash with praise and gratitude for donating their time and vehicles for Orem’s Centennial Summerfest Parade. It was a fun-filled evening sharing their cars with the residents of Orem. Howard Eckstein was in the crowd and captured the photographs below.



# Lincoln Beach Tour

BY NICHOLAS & GREG MACK



A crisp 65 degrees permeated the air making any Model A'er excited for the upcoming tour. After gathering our numbers in the parking lot of a once-booming Shopko, our caravan of nine Model A's, a Model T and a military escort, compliments of Harley Jacobs, ventured out into the untamed jungle of modern cars. Our drive through the wild lasted only a couple of miles before we crossed the I-15 overpass. Crossing I-15 was like breaking through the prison walls of civilization. We had the city to our backs and only freedom lay before us. The only thing between us and West Mountain was wide open farmlands. A beautiful sight, but one that is quickly diminishing in our county.

From Spanish Fork, it was a straight shot to the west. Harley's Jeep and Atkinson's Model T had no problem keeping up with our comfortable 35-40 mph. We passed through the community of Lake Shore which consisted of a church and a few farm houses dotting the land and arrived at our first destination, Lincoln Beach. It was a wonderful stop for those looking for a restroom, and the view of the lake was awesome! Those staying at the Lincoln Beach Campground had a very pleasant surprise. The campers greeted us with smiles and cameras as we came and went. Bill did not allow us to waste any time so our stop here was short. Which was fine as we had some unwanted mosquito guests that we weren't sad to leave behind.

After Lincoln Beach, we headed around the backside of the mountain. We enjoyed a less seen view of the southernmost point of Utah Lake on one side and on the other was miles of beautiful green orchards. The orchards growing in the foothills of West Mountain are usually the only greenery available on this normally barren mountain, but with the abnormally wet spring we had this year, the whole mountain was still nice and green.

We enjoyed the orchards well into the small town of Genola. From there we picked up Hwy 6 and

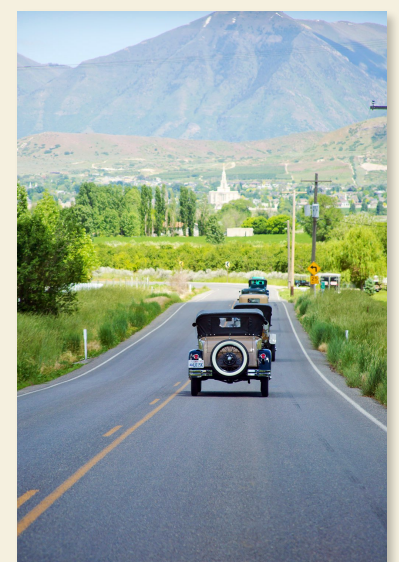




continued our trek west until we reached Goshen; then we headed south. This leg of the route was the most technical and probably most enjoyable. We started it off with an 's' curve up a decent grade. A quick downshift into second gear and the Model A had no trouble climbing the hill. For a minute we lost sight of our mountains as blue sky's and white puffy clouds filled the windshield. As we leveled out, the view of our mountains returned. After a couple swooping bends in the road, we arrived at the mouth of Goshen Canyon. The canyon is only two miles long but it provides for a fun drive through the low-speed curvy road with rock walls towering above you. The view through the canyon was spectacular, with Model A's at various points in the curves ahead and the snow-capped Mount Nebo rising up before us. It was quite a sight!

Upon exiting the canyon we were treated with more open farmland and a distant view of Mona Reservoir. We ventured into Mona and continued right on through as we headed back toward Santaquin. We stopped to stretch our legs at the Young Living Farm and discussed adjusting our plans. We didn't have enough time to stop at the Red Barn, but in exchange, we decided to enjoy a home-cooked style meal at the Leslie Family Tree Restaurant. After all, how can you refuse the almost two-foot-long scones that always make you regret eating the entire thing when your eyes were bigger than your stomach. When everybody felt well fed and ready for a nap, we hit the open road again. Our wonderful tour came to an end as we ventured back to our desolate Shopko parking lot.

Upon our arrival, I am happy to report that we had zero breakdowns! We couldn't have asked for better weather, beautiful blue skies, wonderful cool temperatures, good food, and fantastic friends. This tour was perfect! Thank you to the activity committee for their time and effort in orchestrating the Lincoln Beach Tour. Greg and I loved it so much that we are planning on doing the tour again later this year.



*Photographers: Greg Mack & Howard Eckstein*

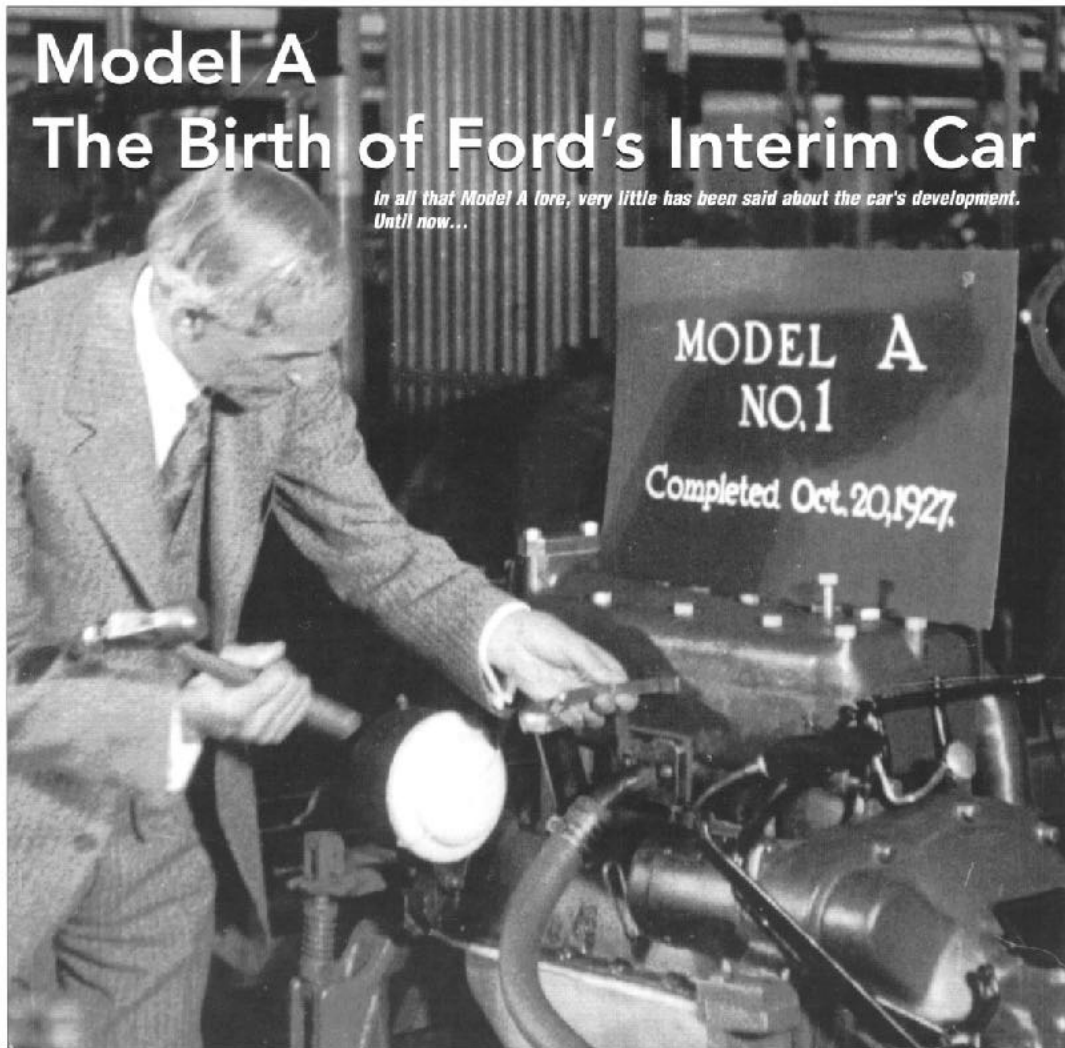
CENTERFOLD OF THE MONTH  
1929

VERN COPE  
76-A ROADSTER PICKUP



## The Birth of Ford's Interim Car

BY MICHAEL LAMM, FROM *THE RESTORER*



*By Michael Lamm*  
*Editor - Special Interest Autos*  
*Originally published Aug-Oct 1973*

I was 16 when I bought my first Model A - a red and black 1929 Roadster. Paid \$30. Fine car. I've owned five more Model A's since. The thing that impressed me over and over each time I got another one was the design's honesty. No waste, no excess, just logical, beautiful simplicity. Ford maximized everything.

It's always seemed to me that a tremendous amount of consideration went into

the Model A. I've felt for a long time that the men who conceived the Model A must have had the sort of engineering integrity you simply don't find anymore. You couldn't design a Model A in 1973. There's an overwhelming straightforwardness about the A. Plus an overdoing. You don't see this overdoing at first glance, but you do if you own an A for a while. Everything's twice as strong as it needs to be.

Enough of that. In all that's been written about the Model A - the tons and tons of it - there's never been much said about the car's actual development. How and why

did the A turn out the way it did? Who were those inspired geniuses who conceived it? Were they geniuses? Inspired? What circumstances and company politics surrounded their frenetic day-to-day work? Was the car born as a whole or piece by piece?

It's a cloudy period in Ford history, probably because everyone in on the A project was too busy at the time to write down what happened. The evidence we do have today comes from oral reminiscences - tape-recorded interviews gathered in the early 1950's by Owen Bombard, then a member of the Ford Archives Oral History



staff and now public relations manager for Lincoln-Mercury. The Ford Archives Oral History staff went around to all the important living Ford ex-employees that could be found and taped their remembrances. *Reminiscences* cover more than the A's birth, but they also cover that very thoroughly. Typed and bound in blue notebooks, these oral histories now fill about 45 square feet of stack space within the Ford Archives.

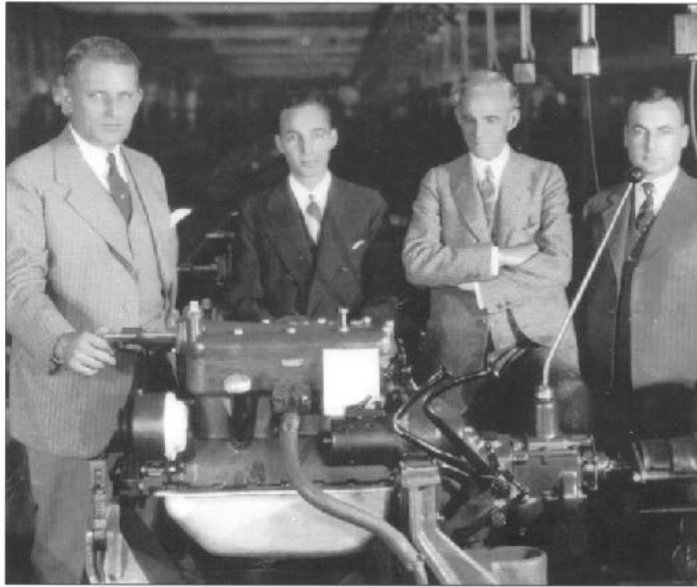
The Ford Archives has been kind enough to make this material available to SIA, and the story of the A's gestation is very clear now in my mind. Whether I can capsulize it and not squeeze out all the life remains to be seen.

No one knows exactly when work began on the Model A. It didn't start all at once anyway. People had been working on various components a year or more before Henry Ford decided there was to be a Model A.

One of the principal engineers, Eugene J. (Gene) Farkas, recalls in *Reminiscences* that he had been reworking several Model T engines, trying to draw more power from them, for perhaps 1 1/2 years before Mr. Ford committed himself to the A. Farkas's main job wasn't to develop a four-cylinder engine at all, though. Rather it had to do with Mr. Ford's pet project, the X-8 engine. This was an eight-cylinder engine in a double-X configuration; very different and Henry's own idea. The X-8 never was successfully developed, but Mr. Ford nursed it along for years, both before and after the Model A. Prior to 1926, Mr. Ford had seriously looked forward to X-8 power for the Model T's successor.



Eugene J. Farkas



Cast-iron Charlie Sorenson (left), Edsel Ford, Henry Ford, and P.E. Martin gather around a dyno-mounted, pre-production Model A engine on October 21, 1927. The huge Rouge plant was silent then.

There's an unsigned engineering memo in the Ford Archives, dated January 26, 1926, and probably written by Edsel Ford's brother-in-law, Ernest C. Kanzler, which says in effect: 1) Ford Motor Company needs a replacement for the Model T - a more modern car. 2) Mr. Ford's X-8 car is nowhere near ready for practical consideration. 3) An in-line six seems much more reasonable than either a four or an eight. 4) An "interim car" should be designed immediately and put into production until a more radical X-8 car can be developed. This memo turned out to be very prophetic. The Model A became Ford's interim car, and the X-8 later ended up transformed into the 1932 V-8.

At the time of this memo, though, Mr. Ford wasn't at all ready to give up the T. He held onto it the way a child clings to a toy or a philosopher to a favorite idea. Despite pleading and reasonable arguments from those near him, principally his son Edsel and Ernest Kanzler, Henry wouldn't budge. Laurence P. (Larry) Sheldrick, a young, green engineer who would soon begin laying out the four-cylinder Model A engine, says in *Reminiscences*: "The years before the Model A came out could be called the years of the Great Debate. Everyone but

Mr. Ford wanted to change the Model T. He wanted to continue the Model T until he had his X-car, or a very radical car, ready for production. Openly, Edsel and Kanzler were against it. Rickelman was against it, not openly, but quite frankly. Sorenson and Martin were against it, in a very veiled way. No one was really happy with continuing the Model T until this new X-car could be developed."

Edsel's good friend and ally was his brother-in-law, Ernest Kanzler. Kanzler, being young and perhaps too brash for his own good, pushed so hard for killing the T that he got himself canned several months before Mr. Ford came around to Kanzler's way of thinking. (Henry Ford II relied heavily on Kanzler's advice 15 years later.) Edsel, too, would sometimes get his father so furious with anti-T arguments that Mr. Ford would tell Charles E. (Cast-iron Charlie) Sorenson, his production chief, to ship Edsel out to California just to get him off his back. Sorenson, who basically agreed with Edsel about dumping the T, used to wait two or three days before delivering such messages, by which time, Henry had usually cooled off.

But Henry knew deep down that Edsel, Kanzler, and the rest were right. He simply wasn't willing to admit it at first. Model T sales peaked in 1923 at 1.8



million and had been slipping since then. Chevrolet, meanwhile, came up from 262,000 in 1924 to nearly 600,000 in 1926. More and more, Mr. Ford heard people berate the Model T. Several states even threatened to outlaw the car because of its two-wheel brakes. So did Germany. Ford dealers said people were tired of the T's antiquated looks and planetary transmission. Ford face-lifted the Lizzie for 1926 and again for 1927, but sales kept dropping.

At first, Mr. Ford shrugged it off. He said he didn't care if he didn't sell so many cars - he had enough money in the bank. He didn't need to produce half the world's cars. The public was wrong and the product was right. So what if Chevrolet would soon introduce a six and Walter Chrysler would launch his new Plymouth?

But then sometime in July, 1926, Henry Ford privately made up his mind to replace the T with a more modern car. He decided, too, to power it with another four-cylinder engine. It wasn't a decision he liked, but he realized he had no choice. He would call the new car the Model A, probably because that's what he'd hoped to call his radically different X-car. Mr. Ford's reasoning was that for a car so new and revolutionary, he had to start his lettering system all over again. It marked the beginning of a new era. Yet in his mind, he might well have considered the four-cylinder car an interim job between the T and the X-8. Several of Ford's engineers mention the A in *Reminiscences* as an interim car, although Henry himself never did in so many words.

Larry Sheldrick, the young engineer who'd come over earlier from Lincoln to help Gene Farkas on the X-8 remembers, "...Edsel Ford and Mr. Kanzler were pressing for a new car, and there was a certain amount of conversations in favor of a six-cylinder... It didn't take hold at all. Shortly after this, on August 7, 1926, I was commissioned to start the designs of a new four-cylinder engine of larger displacement for a new car to replace the Model T... At that time, Mr. Ford and Mr. Sorensen, along with Mr. P.E. (Pete) Martin, had daily sessions with me to decide on what the general specifications should be on this engine. It was finally decided to make it 3 7/8 by 4 1/4. We made a number of very sketchy layouts before we settled down on that bore and stroke. I remember that it was 3 3/4 by 4 1/4 for quite a while. Finally, for good



Larry Sheldrick



William Klann

measure, an eighth of an inch was added to the bore..."

The average Ford worker didn't realize the Model A was coming until Model T production stopped. By that time, a good number found out via a pink slip. William C. (Bill) Klann, superintendent of Model T engine assembly at Highland Park, expresses the typical employee reaction in *Reminiscences*: "I became aware that there would be a changeover to the Model A in about September 1926. Mr. Ford came out to the motor assembly and said, 'You know, I passed a remark one day, Bill, that we would never change the magneto unless it was over my dead body. Well, we're going to change now. We're going to stop building this car next month and build something else.' This was the first I ever heard of it. I told (Clarence W.) Avery about it and he said, 'Yes, I know all about it. We heard about it at a meeting last week, Bill.' I said, 'You're going to stop building it?' I said, 'Why?' He said, 'Well, we're going to change it over to a brand new car called the Model A.' I said, 'Well, what's the matter with this job here? It's going pretty good.' He said, 'It's not fast enough, Bill. We've got to sell more cars. We can't hardly make ends meet.' When they stopped just like that, I was pretty near stunned. Our cylinders (blocks) went on just the same. Our cylinders and other parts amounted to \$1 million a day on service parts. We made more money on parts in those days than we did on the cars."

The last Model T left the assembly line on May 26, 1927, and it would be nearly seven months before the first A was sold. The A was about half engineered when T production ended. The effect of that

seven-month fallow period is beyond the scope of this article: its impact on workers, dealers, the other car companies, and even the national economy. But rest assured, it was a critical time for everyone.

Larry Sheldrick became Mr. Ford's protege during the A's gestation. Sheldrick was young and eager to please, and Mr. Ford, who turned 64 in July 1927, took a sort of fatherly liking toward him. But Sheldrick soon found himself in trouble with the new four-cylinder engine. He couldn't get enough horsepower out of it. Sheldrick soft-pedals that fact in his own memoirs, but Al Esper, a Ford mechanic and electrician, tells in *Reminiscences*: "I was working on aircraft engineering back in 1927... They had been trying to develop this new Model A engine for possibly a year or year and a half (first under Farkas, then under Sheldrick). They weren't able to get over 27 hp out of the revised engine... When the Chrysler 52 came out...its performance was far superior to the new car they'd been working on. So at this point they had quite a meeting, which included Edsel Ford, Charlie Sorensen, P.E. Martin, and I believe Mr. Ford, Sr. The horsepower problem was discussed. Edsel Ford said he definitely would not accept this new engine of 27 hp, because it didn't have enough stuff to compete with the new Chrysler 52. It was quite a discussion, and Mr. Edsel Ford made the statement that, as they didn't have the engineers in the Ford Motor Company who could produce something comparable (to Chrysler), he would go out and hire some new men and put them on the job.

At this point, Mr. Sorensen suggested that they had a man in Aircraft by the

*Continued next month.*

# Parades Galore!

CLEAR YOUR CALENDAR



## Provo Freedom Festival Parade

**When:** Thursday, July 4th

**Time:** 6:30 a.m.

**Where:** 1060 N University Avenue in the parking lot north of Zions Bank. They will start blocking off roads after 6:30, so don't be late.

Shine up your car and decorate it with a patriotic touch if you have flags or bunting.



## Mapleton Pioneer Day Parade

**When:** Saturday, July 20th

**Time:** 8:00 a.m.

**Where:** Usual place, 200 North 400 East. East of Mapleton Junior High School.

Decorate your car if you can.



# What I Learned About YOM License Plates

BY ROGER DAVIS

Even before we bought our Model A, I was intrigued by old license plates. I admired those in the club with vintage plates.

I particularly enjoyed John Clark's presentation on license plates at our September 2018 club meeting. I seriously began hoping somehow I'd find a vintage plate for my 1929 Fordor. I began looking online and found that while they were more than I wanted to pay; the market cost was acceptable.

As usual, the club is a great place to meet people who can help solve our Model A problems. I mentioned to Vern Cope that I was looking for a vintage plate, and he had a 1929 plate he had restored to pristine condition. I was elated. Vern told me he had checked and the number could be licensed.

I bought the plate and registered it. You can imagine my concern when the agent at the DMV took my plate and registration stickers to his manager to identify where they should be placed. I pictured they would return with the stickers firmly adhered to my plate in exactly the wrong places. He returned soon saying they didn't know where to place them—glad my plate survived. If I understand Utah laws correctly, basically this is registered as a 'personalized' or vanity plate so it costs more each year to license your car as you forfeit the antique car discount.

Vern and I talked about how the longer, narrower plate would stick out more and thus was vulnerable to being accidentally bent. After thinking about ways to prevent accidental damage, I decided to sandwich the plate between two polycarbonate sheets, separating them from the screws, placing neoprene washers between all surfaces. I had to be careful drilling the polycarbonate, especially as the bit is about to finish the bore. A pilot hole with a small bit and a light touch kept the brittle poly from cracking (in most cases).



Vern tipped me off that I could find some license registration sticker holders online. That's where I learned what YOM means—Year of Manufacture. It was widely used on all the old plate sites I found on the internet. It appears this is a legal description, at least in California, that designates a license plate reflecting the year the car was manufactured.

I found a nice chrome license frame from [www.californiaoldlicenseplates.com](http://www.californiaoldlicenseplates.com) and some registration sticker holders at [www.oldplateguy.com](http://www.oldplateguy.com). I added the club topper, painted the sticker holder with black paint, and used some black chrome screws, washers, and nuts for the final touches.

Courtesy of AWord  
by Sherry "Wink"  
Can you find  
Six Differences?

## Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)



# The Ladies Fashion Journal

## GLOVES, THE LONG & SHORT OF IT

Part 1 of 5 Part Series  
by Patti Jones  
Courtesy of MAFCA  
Fashion Committee

I have always been fascinated by our Model A Era gloves. I find them to be sexy, but important in completing an outfit for fashion judging. In the following pages, I have attempted to show the reader the many styles, fabrics, and leathers that were used and the beautiful art deco designs they inspired.

Finding gloves is easy, the hard part is finding ones that fit. Leather gloves are the hardest to find that fit. When being judged, the judges will ask you to wear one glove, and carry the other. This is so they can judge the fit of the glove on the entrant.

I know of no easy way of getting leather gloves to fit, other than, putting plenty of talcum powder on and start working your fingers to the end of the glove.

Silk gloves can be washed and then immediately put on so that they can dry on your hands and thus, stretch them to fit. I have some plastic glove dryers that help stretch the glove after being washed, but it's easier to wear them.



Example of glove stretchers at right.



To measure your hand for your glove size, hold out your hand with fingers touching and the thumb aside. With a tape measure, measure your hand all around, but not tight. The number of inches shown on the tape measure is your correct glove size.



When looking for gloves, make sure they have the 3 gores on the back of the hand as seen in the examples of this article. A few gloves, especially evening gloves, were produced with out the 3 gores. Some gloves have an art deco type of stitching instead of the 3 gores that you will see in the examples. Wrist length gloves should be worn with long-sleeved dresses. Many of these gloves have a fancy cuff to be shown over the dress sleeve. Long, over the elbow evening gloves should be worn with sleeveless dresses. Some of the mid length of gloves could be worn with sleeveless dresses or short sleeved daytime dresses. Many illustrations show this length wrinkled at the wrist.

The following are some of my glove collection as examples.



Daytime Silk & Crochet



Daytime Leather



Evening Silk/Fabric



Evening Leather

## Classified Ads

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.

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.

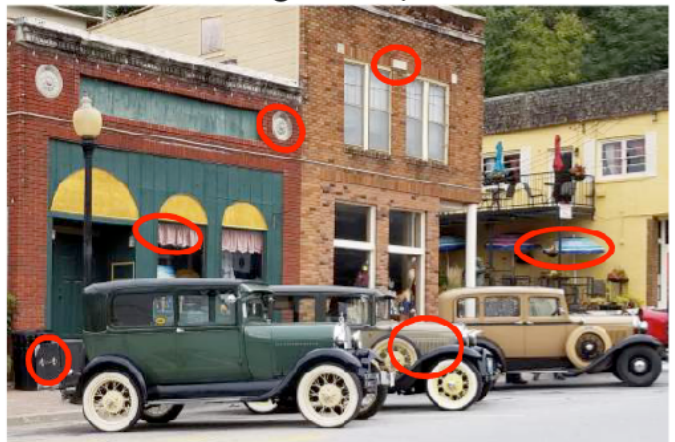


**Wanted:** Rick Black collects 1931 license plates from each state. He is looking for a **1931 Utah plate**. He's going to put it on the wall, so it doesn't need to be immaculate - just readable and with no missing pieces (small bends and rust is fine.) You can reach Rick at: 541-499-1356.

Chad Burnell is still selling his **1931 Tudor**. He is asking \$9,000 for it. He can be reached at (435) 659-5805. He says, "This car is in great condition, it starts great, it drives great, it stops great.



**Six different things:** Did you find them all?





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## MAFCA News

BY DOUG CLAYTON



**Doug Clayton**

Today we just returned from the 2019 Northern California Regional Group meet in Santa Rosa. This meet was hosted by the Sonoma A's chapter with the assistance of the Capitol A's chapter (Sacramento). The whole meet was a rousing success. The Sonoma A's have established a reputation for organizing, planning and carrying out Model A events. Attention to detail has become the hallmark of their efforts over the years. The Grand Tour was super as we drove through beautiful scenery in California's wine country. Debbie and I enjoyed riding along with Gary Floyd which allowed us to see all the sights while Gary did all the work. While at the meet, we also visited the Charles M. Schultz Museum to see how he created all the wildly popular "Peanuts" cartoon strips.



MAFCA Board of Directors has selected **Garth Shreading** to fill the remainder of Alex's term as Treasurer.

Special tributes were presented for **Alex Janke** and **Trudy Vestal**, both long time MAFCA leaders who have recently passed away. Alex was the Chief Judge for this meet and his organizational planning and judging assignments were followed to perfection by Judging Coordinator Bob Johnson and his assistant Dave Uhlig. The

Our contribution to this affair was to bring out the only surviving **1928 Prototype Town Car**. This is the same vehicle that Tim Kelly took to the Gilmore Museum last September on Model A Day (along with four other rare vehicles). It was a great honor to follow Tim's tradition of bringing and sharing rare Model A's.



The summer tour season is finally here. This month the 56th Texas Tour is held from June 13-15 in Kerrville Texas. The biggest MAFCA event will be the Canyonlands tour in Kanab, Utah, October 6-10. There are still a few spots available, but get your reservations in now! See the Jan/Feb edition of *The Restorer*.

June 15 is the deadline for volunteering to serve on the MAFCA Board of Directors. I can tell you, it has been a very enjoyable experience.

MAFCA's National Awards Banquet is set for December 2-5, 2019 in Claremont California. The host chapter has an online registration form that can be found on the MAFCA website or by visiting [www.2019NAB.com](http://www.2019NAB.com).

“And Now A Word From Our Sponsors...”

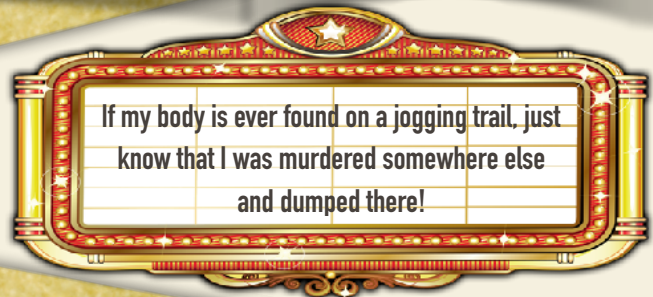


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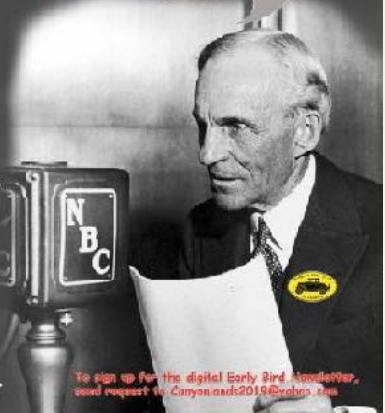
**Canyonlands National Tour**  
 October 7-11, 2019

This just in.  
 The Model A Ford Club of America is heading to Kanab, Utah in the heart of Red Rock Country. You can visit 6 of America's favorite National Parks in one trip all while driving your Model A Ford.  
 Are you going?



Take some time and visit

- Grand Canyon\*
- Zion\*
- Bryce\*
- Arches
- Canyonlands
- Capital Reef
- National Parks



\* Part of official tour. To sign up for the digital Early Bird Registration, send request to: [Canyonlands2019@vnet.com](mailto:Canyonlands2019@vnet.com)