



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 7 No. 8

2018 MAFCA Newsletter of the Year

August 2019

IN THIS EDITION:
FREEDOM FESTIVAL PARADE
Birth of Ford's Interim Car pt2

PIONEER
DAY
PARADE

JULY WAS
PARADE
MONTH



Photographer, Robert Mack

Provo Freedom Festival Parade, July 4, 2019

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



Provo Freedom Festival Parade, July 4, 2019



President's Message

CLYDE MUNSON



We recently commemorated the arrival of a merry band of lunatics, several of whom were my ancestors, to the Salt Lake Valley. We do this every year. There are parades, parties and enough gun powder set off to make my neighborhood sound like an exciting night in Aleppo.

We celebrate a particular type of pioneer at this time, but many other pioneers have had an amazing effect on our life. One such pioneer was Henry Ford. Much like the folks that first settled Utah, Ford had a spirit that drove him to great things but much like the Utah pioneers, Ford also had a few misses. The history books are kind to both, it makes us feel more pride when we emphasize the best and gloss over the failures.

Ford was a pioneer of many things: \$5 a week salary for his factory workers, the weekend, and especially the assembly line. History has forgotten the less flattering ideas that Ford had that didn't quite work out. Of course, who can forget the duck horn, happily replaced by the ahooga horn? Mainly because the duck would sound off at random times rather than when it was needed, but also because it was a bit cruel to the duck (even when goggles were added to keep the dust out of the duck's eyes). There also was Ford's idea for Detroit Fried Chicken. He tried out his special recipe

during a cookout for the factory workers. Henry could not have foreseen that using 600w oil to fry the chicken would lead to massive diarrhea that would close the factory for a week. During a discussion with George Washington Carver, in which Carver recommended trying again but using peanut oil instead, Ford gave up on the chicken idea, but the discussion of using peanuts for other purposes intrigued Henry. This led to attempting to use peanut butter as transmission lubrication. Of course, this idea was a bit nutty.

Ford was famously thrifty but even though some of his ideas for cost savings worked well, the use of crate wood for body framing and then using the scraps from that to make charcoal is a famous example. The attempt to use factory rat pelts for upholstery didn't work quite as well, either. It took a large number of rats and the seams were unsightly. Feeding the rats corn and bacon grease to make them grow larger only made them more aggressive. Ford lost two killed workers and one rat wrangler to rat attacks before the whole enterprise was abandoned. All ideas can't be winners as thankfully Henry moved on from this concept.

So, as we honor our pioneer ancestors, it is important to remember that you are here, and you get to enjoy your Model A because luck and some good ideas won out over ill conceived notions.

WHAT'S INSIDE

3 President's Message	8 Pioneer Day Parade	19 Kid's Corner - Word Search
4 Calendar of Events Birthdays	10 UVMAC & the Freedom Festival Parade	20 Ladies Fashion Journal — Long & Short of It pt 2
Automotive History	12 Centerfold — The Davises	22 Classified Ads
5 Heard it Through the Grapevine	15 July Was Parade Month!	24 "Now a Word from Our Sponsors"
6 July Club Meeting	16 Birth of Ford's Interim Car	

2019 Calendar of Events

August

- 15th — Club Meeting, 7:00 p.m., Larry H Miller
- 17th — Tintic Silver Festival Parade, Eureka; north group meet at Smith's at 7:45 a.m., south group meet at Shopko at 7:45 a.m.; we all meet in Elberta at 8:30 a.m.

September

- 19th — Club Meeting, 7:00 p.m., Larry H Miller
- 21st — (Date tentative) 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 MAFA 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 — MAFA National Awards Banquet,

I don't like political jokes.
I've seen too many get
elected.

My neighbor knocked on my door
at 2:30 a. m. Can you believe that;
2:30 a. m.? Luckily for him I was
still up playing my bagpipes.

Automotive History in the Making

August

- 1st 1903 Packard makes it's 1st cross-country trip
- 3rd 1900 Firestone founded, becomes a household name when Ford chose it to furnish tires, 12 years later
- 4th 1898 William and James Packard test drive a Winton and later purchase the company, to their regret. They start over producing their own cars
- 5th 1882 Standard Oil is born; Rockefeller creates the 1st great monopoly in America; government force it to break up in 1892
- 14th 1893 Paris, France was the first to issue license plates
- 15th 1899 Ford resigns as Edison's chief engineer
- 19th 1927 Production ends for the Model T, after 15,458,781 cars were manufactured
- 25th 1910 Walden Shaw & John Hertz form the Walden W Shaw Livery Co which later became Yellow Cab; first cab to use automatic wipers, ultra-high frequency radios and passenger seat belts

courtesy of "MyQuarterMile.com"



happy
birthday

17th – Alan Justesen
19th – Lloyd Barker
22nd – Robert Mack

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Mark Jackson, from the Provo Freedom Festival Parade Committee, sent an e-mail to Howard. This is what he had to say, *“In our close out meeting last night the committee received multiple comments from the parade goers on how much they enjoyed the vehicles from the Model A Club. I echo those comments and truly love to see your club’s vehicles in the parade. I look forward to having your club participate in the parade for many years to come.”*



Clyde Munson got a kick showing a short video on the MARC and MAFCA Facebook pages showing him driving on the freeway after one of the parades. The speedometer showed the car going 70 mph, with the caption, “I don’t need no stinkin’ overdrive.” He received a lot of comments about having such a fast car! Now, Clyde never did mention that his speedometer is off by 10 mph. It shows the car going faster than it really is. Clyde, you sneaky devil!

*“After many years of putting together a 1929 pickup truck, **Ken Johns** debuted it in the Spanish Fork Fiesta Days Parade on July 24. Looking good, Ken!”* This was a comment made by **Howard Eckstein** while he and Gemma were watching the parade and taking pictures.

A customer at the UPS Store talked **Greg Mack** into bringing our Model A to the Harvest Park Neighborhood Parade. Due to the fact that Greg was working that Saturday meant that **Becky and Robert** ended up participating. Greg has nicknamed the parade, The Princess Parade. While driving the route one little girl from the audience yelled out to Becky, “Look there’s the princess. Hi Princess!”



Photographer, Howard Eckstein





July Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

Attendance:

Brad Christopherson, Vern Cope, Roger Davis, Howard & Gemma Eckstein, Karl Furr, Pat Hansen, Tim & Judy Isakson, Tony Jacobs, Becky, Greg & Robert Mack, Nicholas & Natalie Mack, Dave & Amber Morrell, Clyde Munson, Larry Taylor & Jim Heaton, Bill & Colette Thompson, Bob & Jennel Todd, and Richard Tucker

Guests:

A big welcome to Jim Heaton, Larry Taylor's son-in-law, from Sacramento, CA. Brad Christopherson who came on his own volition without being coerced in any way, owns a green 1930 pickup truck and is from Lehi. Welcome!

Club Business:

Club Awards were reviewed for the benefit of the guests.

News/Updates

- Because the Mack's are selling their store, we will no longer receive some of the printing benefits from the past. The store has been donating postage and printing to those who don't have internet at home. Once the store sale is final, they will no longer be able to do that. Also, after the first of the year, we will not be able to print the newsletter. It will be e-mailed to members and, if desired, printed at home.
- Everyone who joined the Provo Freedom Parade seemed to have enjoyed the festivities. There was one drawback, those Model A's on the west side of University were always in the sun, those on the east side were able to enjoy the shade.

Correspondence

- We received a letter from Mark Jackson of the Provo Freedom Festival Parade Committee thanking us for our participation again this year. It was quite a sight to see 18 Model A's decked out with patriotic arraignment.
- The club was invited to attend a South Jordan charity car show. It is on August 10th from 9 a.m. to 4 p.m.. The address is 2080 Rosa Parks Dr., South Jordan.

Activities:

July

- Mapleton Parade — Meet at the Mapleton Junior High on Saturday, July 20th at 8:15 a.m. The parade will start at 9:00 a.m. Afterwards we will go to the Acorn Restaurant for lunch.
- Fishlake Tour — July 29th; call Bill Thompson for more details.

**August**

- Eureka Parade – August 17th, starts at 10:00 a.m.; we need to be there by 9:30. The northern members will meet at Smith's on Redwood Road at 7:45 a.m.. The southern members will meet at Shopko in Spanish Fork at 7:45 a.m. We will all meet in Elberta at 8:30 a.m.. We must be in Eureka at 9:00 a.m.

September

- IMAD, Iron Chef – Tentative plans are to drive up Hobbie Creek Canyon in Springville to enjoy the fall colors, then return to the Mapleton City Park for lunch. Pencil-in September 14th, but the date may change.

October

- 6th-10th National Tour – Three hundred registrations have been sent in already. Some of the club members will be driving their cars down, others will be trailering them. If you are planning on going, sign up ASAP, motels are filling up FAST and there are few other motels outside of Kanab.
- Cedar City Livestock & Heritage Festival is from 24-27th. The parade is on the 26th.

November

- Radio Show/Mocktail Party

December

- Christmas Party

Tech Talk:

Robert Mack gave a presentation on Ford's advertising of "The New Ford." Almost 2/3 of all advertising was directed towards women. All but one of the magazine ads contained illustrations, not photographs. Most of the time the illustration told a story independent of the text of the ad. Henry Ford did not think kindly toward advertising, Edsel Ford thought it was an important tool to promote the Model A.

Robert gave out posters from the Idaho Falls Post of the first illustrated newspaper issued on December 1, 1927.

Upcoming Tech Talks

- August – Howard – Restorers class evaluation
- Richard Tucker – Hit & miss engines, Sterling Engine



Mapleton Pioneer Day Parade

BY ROGER DAVIS

There are few better ways to spend a July morning in Utah than going to one of the many local parades. It just doesn't get much better than a bit of Americana in a small Utah town to remember the pioneer and patriotic heritage of these communities.

On July 20, 2019, 11 Model A Fords from our club converged on Union Bench (that's what the original name for Mapleton was.) Our club has been a staple of the Mapleton Pioneer Day Parade for several years, escorting the veterans for a ride in a vintage auto to bring back fond memories only a Model A can foster. We like this parade because arrival time is reasonable, it's a short parade, and our cars don't overheat.

Union Field, then Union Bench, began as a part of a "United" effort by Mormon pioneers to clear and fence 600 acres in 1850 as an agricultural extension of Springville. Prior to that time, it was an area frequented by a small Ute band led by Chief Quansette with his band moving between the Mapleton foothills and Thistle Valley in a long-established pattern. Brigham Young sent families to the area to farm sugar beets, peas and corn. Many of

the early residents of Springville and Spanish Fork would drive their cattle and sheep to the open meadows of Mapleton for the summers with many living there for the entire summer. Mapleton became a town in 1901, separating from Springville over water rights disputes and then incorporated in 1948. Limited irrigation and the lack of direct access to I-15 has kept Mapleton a small friendly town with a rural accent—particularly famous for cherries and, as my mother said, "...the best-flavored tomatoes."

We enjoyed the parade, waving flags, honking horns, and escorting two veterans—delightful men who served their country faithfully.

After the parade, we convened at the corner of Maple Street and Highway 89, like so many folks before, for a Model A discussion and friendly chat about cars, tools, and politics—what a pleasant, enlightening visit. We ended our adventure with lunch at the Little Acorn at the mouth of Spanish Fork Canyon. This small, old-time drive-thru still holds the charm of days past and made a great stop for old cars and good friends.





Geena and Roger Davis



Tony Jacobs



Furrs and their funny looking Model A



Syd Crockett and Crew



Gemma and Howard Eckstein



The Carlton Family



Clyde Munson



Greg Mack



Ben & Spencer Crouch



Richard Tucker



Natalie and Nicholas Mack



The End...

The UVMAC & the 2019 Freedom Festival Parade

BY HOWARD ECKSTEIN

The UVMAC's association with the Freedom Festival Parade is long and storied. Two years ago, Mark Jackson, who is one of the organizers of the parade, came to our club meeting to invite us to participate with our cars in the parade.

Each year we have had a good turnout and this year we had 18 cars.

There's a lot that goes on behind the scenes for us to be in the parade. After receiving an invitation from the parade committee via Mark Jackson, I had to watch a computer-based training on the rules for the entrants. After viewing the training, I had to pass a test to get a certificate. After passing the course, I was then allowed to apply for a spot in the parade. As part of the entry application, they asked that I write an essay explaining how our cars fulfill the theme of the parade which was: "To celebrate, teach, honor, and strengthen the traditional American values of God, family, freedom and country"

The entry fee was waived by the committee because we were invited. I was never asked to show the certificate to any of the parade people on the day of the parade, but I had it with me.

It was my responsibility to tell the club what the rules were as part of my certification which I did at the club meeting prior to the date of the parade. The rules I remember are:

1. Candy cannot be thrown from the cars.
2. Keep a maximum distance between entries of 40 feet.
3. Cars decorated as per the parade theme.
4. No commercial signage on the vehicles.

Gemma and I like to invite friends and family to ride with us to enjoy the parade from the inside. This year, two of Gemma's friends dressed up their hats with patriotic colors, occupied the rumble seat, and interacted

with the crowd. Other club members filled their rumble seats and did the same thing. They all had a great time.

The parade organization claims that this is the largest of its kind in Utah. We believe it. The Parade people claim that the estimate of 300,000 people watching is pretty accurate.

It was impressive to look back and see two lines of Model A's behind us and more up front. We went double file and staggered so the audience could see both rows of cars. We received a lot of cheers from the crowd.

By the end of the parade, we were sporting tired left legs from working our clutches. Afterwards, we quickly left Provo to avoid the traffic that was surely to come and rendezvoused at the Sonic burger joint in north Orem.

We received an email from Mark Jackson telling us about the committees' evaluation of the parade: "Thank you for the photos of your awesome members and their vehicles. In our close-out meeting last night the committee received multiple comments from the parade goers on how much they enjoyed the vehicles from the Model A Club. I echo those comments and truly love to see your Clubs' vehicles in the parade. I look forward to having your club participate in the parade for many years to come."

It looks like we'll be doing this again next year.

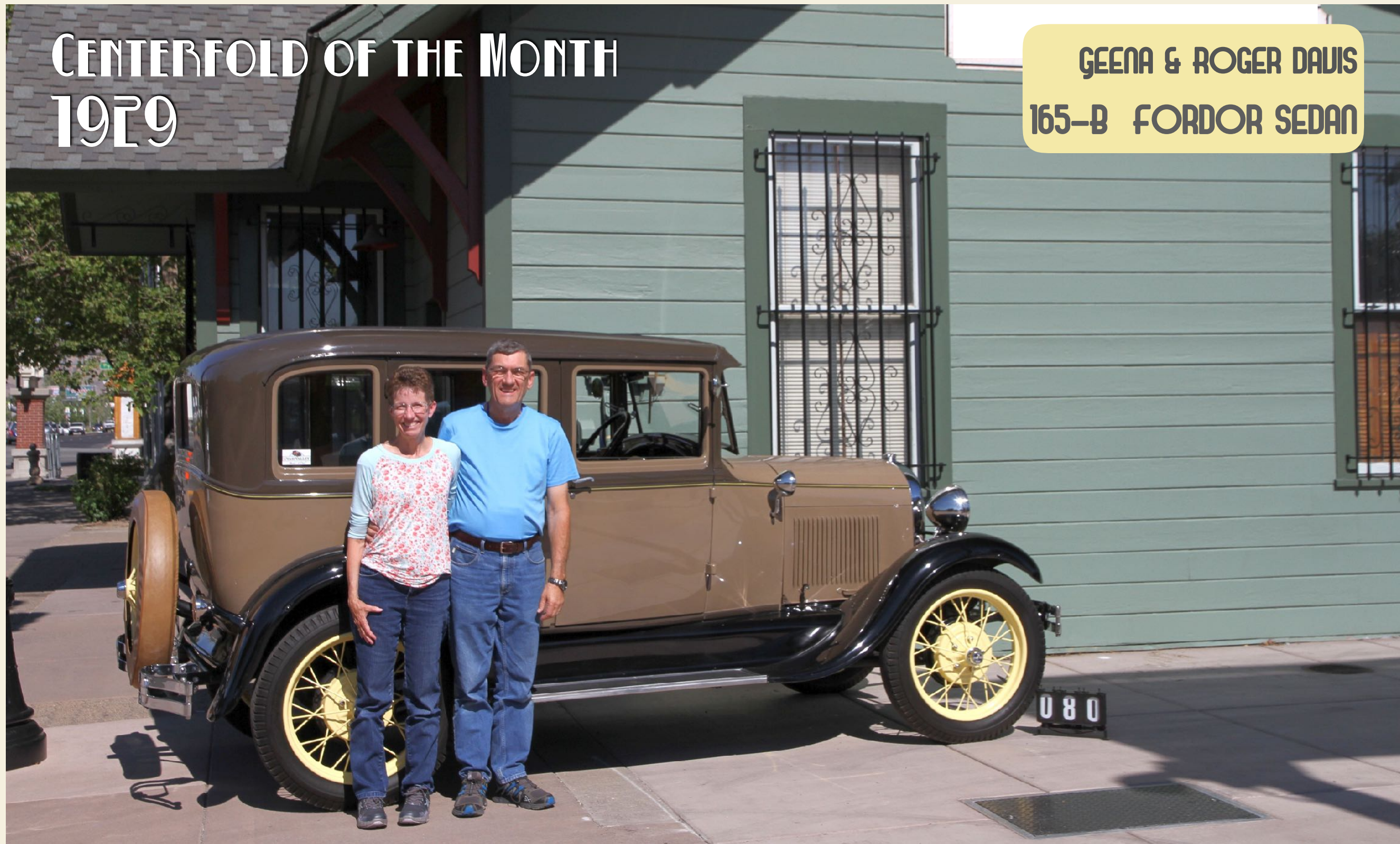






CENTERFOLD OF THE MONTH
1929

GEENA & ROGER DAVIS
165-B FORDOR SEDAN



July was Parade Month!

BY CUB REPORTER, BILL THOMPSON

July was truly parade month. Not only were the northern club members busy with four different parades (read through this issue to find what the four parades were), but the southern Sanpete group was also busy sharing their cars with parade crowds.

Bill said, "The 'coupsters' were in the Manti 4th of July parade. Alan and Pat were the Grand Marshalls driving their new Model A and Ron & Ellie and Colette & I followed right behind them in our A's."

Sam Penrod is not only a reporter for KSL News, he's also a pretty good photographer. He took the two photographs of the Manti parade. The interesting thing is, Sam is a native of Manti. Pat and Alan Justesen are driving their new coupe; they bought from Stephan Davis. The Grand Marshall signs on the doors are there not because they are escorting the Grand Marshals, they are the Grand Marshals!



Congratulations Alan and Pat! You can read all about it by following this link: <http://sanpetemessenger.com/archives/12890>. In the *Sanpete Messenger*, it says, "Pat and Alan Justesen never dreamed they'd be selected by Manti City to act as Grand Marshalls for the 4th of July celebration, but the couple couldn't be prouder to serve.

"I've been so touched by the ceremonies on the Fourth, as well as those on Veteran's Day," said Pat, whose veteran's ancestry can be traced directly through both the Revolutionary and Civil War. "I've heard their stories and they've touched me deeply. I'm so proud to be an American." Pat and Alan both spoke at the Manti City Park as part of the celebration.

Bill also gave us news about activities in other parts of the county, "Wayne Atkinson chauffeured the new Snow College President, Bradley J. Cook, along with his wife and daughter in his roadster for the 24th of July parade in Fairview. The president and his wife were in the rumble seat using blankets and coats for seats since Wayne doesn't have any cushions yet.

It's fun owning a Model A!





The Birth of Ford's Interim Car pt 2

BY MICHAEL LAMM, FROM *THE RESTORER*



Joe Galamb

name of Harold A. Hicks, who had done a lot of development on high-powered boat engines... Hicks was called in and asked how much power he could put into the Model T engine. With a couple of minutes of concentration, he (Hicks) came up with a figure of 40 hp."

Within 11 days, according to Esper, Harold Hicks had a reworked T engine putting out 42 bhp on the dyno. Hicks had designed a new cam, manifolds and carburetor, new ignition, and larger valves."

"We called in the boss, Mr. Henry Ford, to take a look at this job," Esper goes on. "He came over, and we ran up the engine... About the only thing Mr. Ford said was to shut it down before it flew apart... I've always felt that this man Hicks was never given much credit for what he had done. In other words, they just said thank you...and he went back on the aircraft job."

Actually, Hicks had come up with the engineering breakthrough that made the Model A possible. Henry and Edsel were determined that the A should have a cruising speed of 55-60 mph and that it should out-accelerate nearly everything then on the road. Allan Nevins and Frank Hill, in their second volume, *Ford: Expansion and Challenge: 1915-33*, write, "Ford was so delighted with what Hicks had accomplished that he ordered him to go out on the roads and race everything in sight... Hicks did just that. One day in late July 1927...he took a car out with the new engine, passed everything in sight, and finally headed home at 50 mph. As he attempted to go around another car, it suddenly turned left directly in front of him. A tremendous crash ensued... Hicks

was hurled through the windshield and landed in a ditch, his arm mangled. As a consequence of the collision, Henry and Edsel at once took an additional step to give the new model distinction: They equipped the windshield with safety glass."

Henry Ford ran his company pretty much the way a dictator runs a small country. That's not unreasonable when you consider he built his empire personally and owned it outright. He directed every aspect, was largely responsible for creating the product, as well as its unadvertised reputation, so his supreme power was amply justified. Ford's basic idea was to take advantage of every possible opportunity and to simplify every part of the new car. The classic story about simplification involves the carburetor. Zenith and a rival company were both working with Ford to develop a very basic carburetor. After quite a bit of trial and error, Harold Hicks concluded that the Zenith carb gave more horsepower, but Henry Ford favored the rival carburetor. In typical fashion, Mr. Ford wasn't about to concede gracefully.

When Hicks brought him the prototype Zenith, Ford looked at it, counted the number of bolts holding the float bowl onto the main body, and said, "Fourteen bolts - that's too many." Hicks took the carburetor back and returned in a week or so with another prototype, this one with only two bolts holding the float bowl to the carburetor body. Hicks handed it to Mr. Ford with a smile, confident that two bolts were the ultimate simplification. Mr. Ford scowled and handed the carburetor back again. "Too many," he repeated. Hicks looked at the carburetor and said, "But it only has two bolts in it now." Mr. Ford said, "I know - that's one too many." The production carburetor had one long bolt that went up between the bowl and venturi.

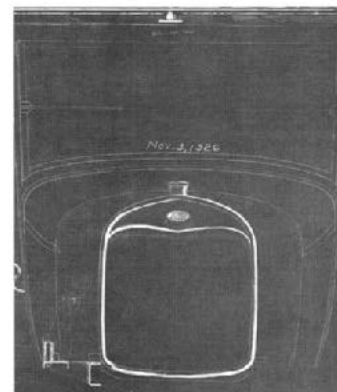
Small groups of engineers worked separately at first on the various components of the Model A. One group was hardly aware of what the others were doing. Sheldrick had charge of the engine. Gene Farkas saw to the chassis, the cowl-mounted gas tank, axles, suspension, and brakes. Frank Johnson, who'd been chief engineer at Lincoln, developed the multi-disc clutch and transmission. Joseph (Joe) Galamb and Edsel Ford designed the body. Lazlo Farkas (Gene's brother) and American Bosch worked together on the ignition system and generator. Clarence Avery, Charles Hartner, and John

Findlater, saw to the huge job of moving from the Highland Park Model T plant to the Rouge Model A plant and also to the equally huge job of retooling.

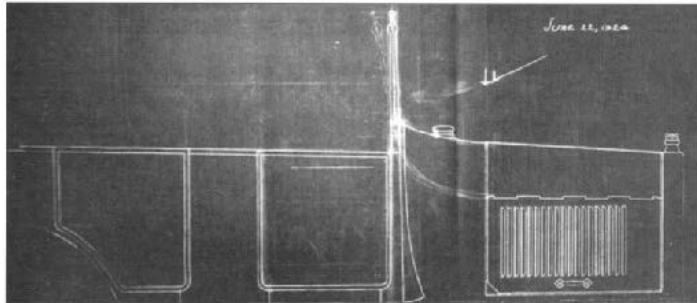
Ford actually had two staffs working on the Model A, one for development and one for testing. "Testing" simply meant putting each piece through the severest imaginable torture: twisting, bending, freezing, burning, hammering, etc. The testing staff had no engineering knowledge and wasn't expected to suggest improvements. Its job was merely to break what it could. Once the testers could no longer wreck a piece, it was considered good enough for production.

The Ford Motor Company had no formal test track, so on-the-road testing was done on actual roads. Everyone would join in, especially on runs up to the Ford farms in upstate Michigan. Ray Dahlinger, manager of Ford's farms and a man with no engineering training whatsoever, had Mr. Ford's complete confidence and became the final judge of a test car's success or failure. The significant fact was that Dahlinger had only two reactions: "It is no good," and "It is good." There was never any in-between. Unless the car was good, it was no good. Henry Ford wanted only good.

The man who coordinated and oversaw all this disparate activity during 1926 and 1927 was Henry Ford himself. He had good lieutenants in such men as Sorensen, Pete Martin, A.M. Wibel, and Edsel Ford. Yet there were no star engineers on his staff - no one you'd call a genius or any-



By November 1926, A's shape was set, but Henry wanted a higher roof than Edsel. When Henry saw the taller body, however, he agreed to lower it.



Edsel Ford, Joe Galamb, and Gene Farkas had primary responsibility for body design. This sketch from June 22, 1926, shows A's lines emerging from T's.

thing even near it. Most of Ford's engineers hadn't gone beyond high school. Henry Ford was the only real genius among them. As Charlie Sorensen said, "Mr. Ford did his work by intuition." Ford had to have his men accept that intuition, so he didn't really want any hotshot engineers on his staff. If they were practical, tractable, hard-working, if they would do things "right" according to Henry Ford, they were fine. Too bright or too original, they threatened Ford, and he got rid of them.

Mr. Ford purposefully didn't set up a formal corporate structure. This meant that he was everyone's boss, almost directly. People did answer to certain superiors during the A's development, but ultimately they all answered to Mr. Ford. His inner circle would have lunch with him in his private dining room. If any member of the inner circle displeased him, Mr. Ford would give him the "silent treatment" - would ignore him for a few days. Edsel often endured the silent treatment. After lunch during this period, Mr. Ford and some of his top aides would drop by Sheldrick's office, so eventually Sheldrick became, in effect, the Model A's chief engineer, although he was never called that.

Henry Ford realized that once he'd committed himself to the Model A, he had to come up with something pretty spectacular - an infinitely better car than the T. The world expected it, and so did he. His reputation and the future on the Ford Motor Company rode on the new Model A.

William F. (Bill) Pioch, head of Ford's tool design department, recounts in *Reminiscences*, "I know that on the first production of the Model A, Mr. Henry Ford was vitally interested in putting out a car that would stand up better than any-

thing on the road. To accomplish that, he wouldn't allow any stampings in the chassis, like brackets and things of that sort. Everything had to be a forging. Of course, it was quite expensive. There were a lot of stampings on the (Model T) that were to be all forgings... In other words, he wanted a car much better than our competitors' cars."

Almost everyone connected with the A's development mentions this insistence of Mr. Ford's on forgings. Sheldrick says they were a waste, and in the end Mr. Ford agreed. During tooling and even after production began, Ford changed at least 29 forgings to castings and stampings simply because forgings held no practical advantage. "My only analysis of the matter was that Mr. Ford felt he was being held up by the malleable iron foundries," says Sheldrick. "He felt they were gypping him on prices. It was also expressed a number of times that this was going to be the finest motorcar ever built, and I think the use of forgings was an indication of quality to him, regardless of whether it was in a place where a forging was required or not... Mr. Ford always objected to stampings, right up to the last contact I had with him. He called them 'Hungarian stampings,' an expression he quite often used with reference to Joe Galamb's (a Hungarian-American) way of speaking. The reference was to stamping versus Galamb's accented "stimpings." Anyway, Mr. Ford sure hated stampings.

Joe Galamb and Edsel Ford had primary responsibility for the Model A's body design. Technically, Galamb was Ford's engineering director and overall head of all engineering, even experimental. But as it worked out, Galamb contributed mostly to body design and also indirectly to chassis development.

Again, there's no way to date when work started on the A's body. Henry Ford, along with Edsel, Galamb, Sorensen, Farkas, and several others, settled on a 103.5-inch wheelbase, one inch longer than the contemporary Chevrolet's. Henry insisted on a cowl-mounted gas tank, which eliminated the need for a fuel pump and also the complication of an electrical gas gauge. Stewart-Warner and AC Division of General Motors held most fuel pump patents of that time, and Mr. Ford didn't want any dealings with either one. He tried for a while to develop his own fuel pump, based on non-patented principles, but he failed. So gravity feed from the cowl-mounted tank seemed the best alternative.

This cowl-mounted tank became the body's key factor. Everything else had to be built around it. It was actually Farkas who developed the A's tank, and a complicated thing it was, especially to manufacture. Farkas points out "...the idea was to develop a method whereby you could use the skin of the tank for the skin of the body. We worked out a method with Riemenschneider in order to give it strength and the proper shape. He developed a seam welding. It was a stitch welding where you can take two pieces of metal, any shape...and run along a couple of electrodes, and just stitch it on. It was spot welding, really, but it was so close together it was continuous. The tank had to be made of terneplate in order to keep it rustproof. The only trouble (was that) the paint didn't seem to last as long on the tank as the rest of the body."

Sheldrick explains how Mr. Ford visualized all work on the A's components, including the body: "Mr. Ford had a great preference for seeing things full size, vertically, in front of him. He could see them at a distance, stand back and get an overall picture. It was a technique that Farkas had developed to a fine point. We speak of a blackboard, but it was really a blackboard cloth stretched on a vertical drawing board. After we finished one of these, we could roll it up and put it away."

Early bodies were drawn up full scale on black velvet, and they looked like slightly modified T bodies. Slowly, though, the A's lines began to emerge. Edsel had taken charge of styling, this being his area of greatest confidence. He had had a lot to do with custom Lincolns, and that might be why the Model A came out looking like a baby Lincoln. It wasn't a copy of the Lincoln exactly, but the general body



Edsel Ford in the first production Model A off the line.

shape, radiator shell, visor, and door handles were all scaled-down Lincoln, as was much of the running gear.

Joe Galamb was Edsel's mentor during the A's birth, just as Bob Gregorie became his mentor in V-8 days. Galamb would do sketches and clay models, and he and Edsel would discuss them. Galamb said later, "When we made the first sample (body), Edsel criticized the trimming and the material. He was very particular about the cushions we used. He was very particular about the riding qualities of the car. He knew what he wanted and insisted that he get it."

Gene Farkas takes credit for the radiator shell shape - the widow's peak and the slight puffing out of the front panel. Too, Farkas says that Edsel kept trying to get the body lower. Henry insisted on enough room to wear a plug hat, plus three or four inches to tip the hat to ladies. This again led to arguments between Edsel and Henry. Farkas managed to get the frame three inches lower than the T's by tilting the engine rearward so the drive shaft stood lower.

Bill Klann got in on some of the body-height arguments when early sample bodies were being secretly built on the sixth floor of his Highland Park engine

plant. The experimental bodies were always under lock and key. To fit the cushions, Edsel used himself and Pete Martin as typical short drivers and his father and Charlie Sorensen as typical tall drivers. Finally, after much argument about roof height, everyone finally agreed, so Klann made cardboard patterns showing cushion and roof height, plus toe board lengths.

Klann remembers: "We put that cardboard away in Mr. Avery's office. About a couple of weeks later, Mr. Ford came around and said, 'Bill, how about these cushions? How high are they going to be?' I said, 'Just the way they are now.' He sat in the car and he said, 'Well, this isn't what we had when I was in it three weeks ago.' I said, 'Yes, it is.' 'No it is not,' he said. 'I want them a little higher.'"

So Klann called in Joe Galamb and told him what Mr. Ford had said. Galamb pointed out that everyone, including Mr. Ford had okayed the less tall body, but after some soul searching, Joe decided to go ahead with raising the roof another 1 1/2 inches; this despite the fact that body dies had already been started. Klann continues, "Joe had the panels made at the Rouge plant, and he sent them to Highland Park. I looked at it and said, 'My God, if that thing isn't top heavy! It's worse than

the Lincoln car.' So Joe called Mr. Ford over and he said, "Now here is that job 1 1/2 inches higher." Mr. Ford said, "Who asked for that job?" Joe said, "You wanted it 1 1/2 inches higher - there it is!" He said, "Scrap that. It looks terrible."

The Model A's clutch and transmission were to be miniaturized versions of the Lincoln's, very literally. Frank Johnson, the Lincoln engineer, developed both, including the Model A's initial multiplate clutch. Lincoln used a multiplate clutch, as did the Fordson tractor, so the first A's did, too. Ford tried to invent a multiplate clutch that didn't release its torque load on the rear main engine bearing, but he was never able to work it out. Finally, after producing the A's multiplate clutch for a year, Ford changed to the cheaper, less complicated single dry disc in November 1928.

At the time of the Model A's development, Henry Ford didn't know how to shift a standard three-speed transmission. Nor had he ever mastered the conventional clutch. He called hand-shifted transmissions "crunch-gears." He was dead set against the crunch-gear at first and very reluctant to settle for it. What he really wanted and perhaps envisioned for his X-car was a planetary transmission that shifted itself hydraulically. In other words, he

Continued next month.



Find all the club members last names in the puzzle below. Answers on page 23

Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)

G S U E A T F X C T J G C D X H M L V Y
 B Z E T A Y L O R T L D H E X S H T N E
 B Y V S N K S T U C K E R T Z K U Y J L
 A G U N S F E C K S T E I N B A R K E R
 M D G O O I I E F M U N S O N H F R C U
 W D N S R S O Y I M M N T I S R D Y A T
 T O L L T R R N G O D Q O Y E L M I R B
 T T Y I T Z U E S R E M P S N A S E L D
 K H U T J W R B T R B F H I N W S P T A
 Z O M S K K H L V E W Y E J M I F O O V
 X M L B R O I I I L P C R U M K K C N I
 F P H M L Y X N E L I Z S S Z N W T L S
 V S W L O E H D Z P G I O T O M L R A J
 I O A A I R G E C G O A N E K J Y Y Y A
 W N G H P F M N L A N P P S H O K N T C
 D C Z A M D O L F A R Y U E M F O H O O
 D X U N A O L A Q Y Q L K N R X P S N B
 B I O S C G A U V B A K S H X J H S H S
 N L Q E K B B B I W D C R O C K E T T S
 Z N X N F I S A K S E N S O N C K M R Y

THOMPSON
 JUSTESEN
 POPE
 ATKINSON
 JACOBS
 TUCKER
 CARLTON
 BARKER
 DAVIS
 ISAKSEN
 MORRELL

STILSON
 CROCKETT
 MUNSON
 TAYLOR
 HANSEN
 TODD
 CHRISTOPHERSON
 TURLEY
 GODFREY
 LAYTON

SESSIONS
 COPE
 MACK
 BRIMLEY
 ECKSTEIN
 CARLSON
 PETERSON
 BURR
 HOLLAND
 LINDENLAUB

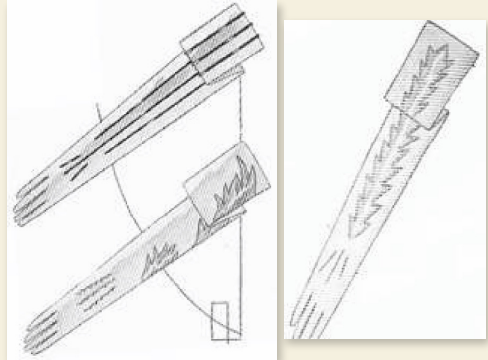
The Ladies Fashion Journal

GLOVES, THE LONG & SHORT OF IT

Part 2 of 5 Part Series
by Patti Jones
Courtesy of MAFCA
Fashion Committee

Like dresses, gloves are very distinct between daytime/sport, afternoon, and evening. Afternoon and evening types of gloves are mainly concerned with the length. 6 or 8 button lengths are endorsed by Paris as for the more formal wear. The article went on to say there are "occasional demands for the 16 button length." There really wasn't 16 buttons on the gloves, but a industry standard for various lengths.

It appears there was no reason why some gloves had snaps at the wrists or some had buttons. All of these are shown with the popular 3 stitches on the back of the hand. Formal gloves came in suede, silk, kid leather, and crocheted string in white, cream or black.



These gloves on the right are examples of a 16 button gloves. Top glove has an appliqué design running the length of the glove. The middle evening glove is white with black kid trim and 15 button length. The bottom one is white kid, 15 button, with leaf shaped appliques of gold kid and stitching interspersed with brilliants on the back. (Style Sources, Oct. 6, 1930, pg. 85) Another interesting technique that was done on long evening gloves was stenciling. The last 16 button glove in suede has stenciled rose motifs all over the outside in dark brown on rose beige leather. (Style Sources, Sept. 22, 1930, pg. 85)



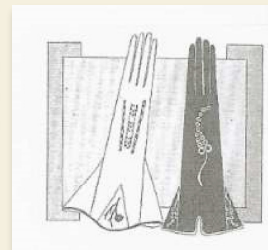
A more common version of evening glove we see during our era is seen here on the right. This 16 button glove is made of white silk, has 2 snaps for easy entry. (National Bella Hess, Spring/Summer 1931, pg. 97) Another version of this popular glove came in fine lamb glace, with 2 buttons at the wrist for easy entry. (National Bella Hess, Fall/Winter 1930-31, pg. 98)



For sport wear, the pull-on glove with or without the “wristlet” (gauntlet), is the current style. The length could be from 3 to 6 buttons. The longer glove is supposed to cover the sleeve of the dress. Because of this, the “wristlet” would be adorned with fancy stitching, gussets, cutouts and shirrings. The example on the right is a pink kid gauntlet stitched in black and bordered in black, and the bottom is a 8 button black suede, lined in pink. The bottom glove is shirred on one side of the wrist and the other is fastened with lacing and vari-colored brilliants on the balls. (Style Sources, Oct. 6, 1930, pg. 90)

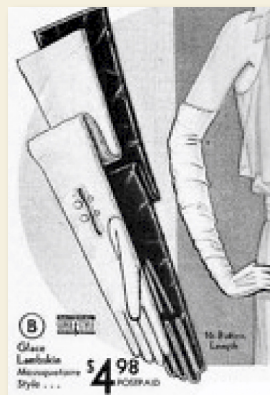


Additional examples of the gauntlet/wristlet adornments are in the next two examples...the top two are pull-on with two contrasting colors at the wrist and at the 3 gores. The bottom two have floral motifs worked in the stitching and appliqués on the two flared glace pull-on. (Style Sources, July 6, 1931, pg. 72, 73)



Suede or glace kid can be worn with sheer dresses so long as they are plain. Black and white colored gloves are mostly sold, but pastel colors were starting to appear from Paris. One fashion house is offering suede gloves to be worn with dresses of georgette, chiffon, or tulle; the black glace kid is shown with satin or velvet dresses. If the glove is white, they are being shown with white dresses of satin or panne velvet. These color and fabric combinations have been questioned by judges in the past, but this is solid documentation that suede and kid can be worn with the sheerest of dresses.

Examples on the right show the different lengths and detailing for this type of wear. (National Bella-Hess, Spring/Summer 1931, pg. 96)



MILANESE WEAVE SILK
Illustrated at Right
 Your gloves should blend with every costume you have. It's really a very inexpensive proposition when you can buy Gloves like these of pure Milaneese Weave Silk for 98¢. Washable and have double finger tips for greater wear. Scalloped top.
 25W595—Colors: White, Eggshell or Tan. Sizes: 6 to 8½—in half sizes..... **98¢** POSTPAID

2-CLASP PURE SILK
Illustrated at Right
 The always popular Two-Clasp Gloves. Made of Pure Silk in tailored style with silk stitched backs. Double fingertips.
 25W526—Black, White or Eggshell. Sizes: 6 to 8½—in half sizes..... **69¢** POSTPAID

IMPORTED SUEDE CLOTH
Illustrated at Right
 Assorted Barecuffs silk embroidered in blending colors add a piquant air to these Gloves of Imported Washable Suede Fabric.
 25W552—Crystal Beige, Cocoa, Grey or Eggshell. Sizes: 6 to 8½—in half sizes... **69¢**

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 \$8,500 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."



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

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





Model A Ford Club of America

Established 1957

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



MAFCA News



Jim's Tech Tip

Installing the Horn Rod

When installing the small C-clip on the end of the horn rod, use an old wooden yardstick or something similar up at the steering wheel end to hold the horn button down. Slip the yardstick under the wheel on one side, go over the horn button, then gently flex the yardstick and slip the end under the steering wheel on the opposite side. The yardstick will hold the rod down while you work at the other end, pushing up on the spider against the spring, and inserting the C-clip keeper.

Copyright © 2014 by Jim's Tech Tip. All rights reserved. <http://www.jimstechtip.com>

REMEMBERING ALEX JANKE

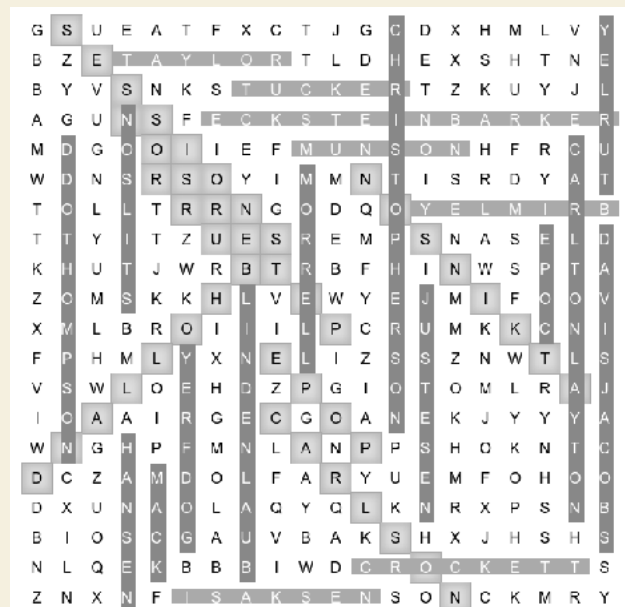


MAFCA President, Doug Clayton, announced today that MAFCA has lost another leader. "I must, with the utmost sorrow, notify all of you that MAFCA Treasurer Alex Janke passed away yesterday afternoon as the result of a tragic tractor accident. Few people have done more for MAFCA and

the Model A hobby. I already miss him dearly."

Few people have had the impact on MAFCA or the Model A hobby as Alex did. Alex served as president, treasurer, chief judge, and was involved with many of MAFCA's publications.

WORD SEARCH ANSWERS



2019canyonlandstour

“And Now A Word From Our Sponsors...”



The World's Largest Selection of 1909-31 Ford Parts

Snyder's

ANTIQUE AUTO PARTS

12925 Woodworth Rd. • New Springfield, OH 44443
 Toll Free Ordering (888) 262-5712
 or FAX (888) 262-5713
 Order On-Line @ www.snydersantiqueauto.com



FREE Fully Illustrated CATALOG
 \$10.00 outside the U.S., Canada, & Mexico





For the first time since Henry Ford, Mike's A Ford-able Parts is offering **A Complete New Rear Brake Backing Plate Assembly** for your "A"

Keeping the hobby A-Ford-Able since 1992
1-888-879-6453
www.mikes-afordable.com
*Dealer Inquiries Welcome




CALL & ORDER YOUR FREE CATALOG TODAY!



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