



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 8 No.5

2018 MAFCA Newsletter of the Year

May 2020

IN THIS EDITION:

ENGAGING MORBID CURIOSITY...

PROVO CITY
QUARANTINE
CRUISE

OUR EXODUS
FROM THE
PHILIPPINES



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.

2020 Club Officers

CLUB OFFICERS

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Let's start this newsletter with a laugh
Thanks, Clyde Munson



President's Message

GREG MACK



Greg Mack

I have continually joked about the Model A being right next to family as far as priorities go. With the pandemic bringing things into perspective, I thought I would come to reality and lower my stance on the importance of the Model A compared to family. While I was thinking about this, Roger sent me a text informing me that following the governor's orders of getting our cars running and reliable was considered essential. Combine this with the fact that all our Model A parts suppliers are considered essential businesses, the importance of our Model A started working its way back up the scale. Top this all off with the fact that we are social distancing and discouraged from going and visiting family, it looks like I will have to spend more time with my Model A. At this point, it was looking like my "Presidents message" was not going to fly as the Model A made it back to the top of importance, along with family.

That was until my dad got a phone call from a woman who needed help getting her husband's pickup running. I was surprised by this call for a couple reasons. First, my dad and I are not Howard nor Clyde, what could we possibly do to help? The second was that I knew her husband had restored this truck from the ground up,

and he knew every part of the truck better than anyone else, how would we be of any help to him?

When we went over to their house, we found out that her husband is in the rapid stages of dementia. So' although he was physically there, mentally it literally depended on the minute. They were trying to get the truck started but were unsure if it would not start because there was a problem or if it was just because they could not remember all of the proper steps to getting it started. She would ask questions and take pictures of things so she could remember how to set things up: how to hookup the battery charger, which way to turn the cutoff switch, the steps to starting the engine etc.. She admitted that she knew nothing about the Model A as it was her husband's hobby. What touched me the most was that she was there to support him in the hobby and even turn it into her own. She could simply sell off the truck and be done, but instead she was taking notes and pictures so that she could help keep it going. In the end, my dad and I mostly supplied moral support and the right tools. After getting them pointed in the right direction, they were able to figure the rest out on their own.

This act of kindness and loving support reminded me that without my family, I would not have anyone to

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2020 Calendar of Events

May

- **2nd — Garage Day, distributor rebuilds**, Brad Christofferson's home, 3020 North 100 East, Lehi, 10:00 a.m., if you want to rebuild your distributor, order a rebuild kit and bring your distributor
- **9th — Progressive Dinner**, Gov. Gary Herbert has relaxed the quarantine rules, so Howard has proposed an unusual progressive dinner that serves two-fold, 1) gives us a chance to do something together yet accommodate social distancing, 2) by going to small restaurants between Spanish Fork and American Fork we are supporting them. See page 16 for details
- **21st — TENTATIVE** Club Meeting, 7:00 p.m., Larry H Miller, it depends on if Larry H Miller will let us use their conference room.
- **23rd — Kennecott Open-Pit Mine Tour** will be a joint venture with the Salty A's; admission tickets are \$5.00, please pay Howard before the tour date

June

- **12th -14th — Overnight outing to Antelope Island State Park and Golden Spike National Historic Site** tour; make room on your schedule now for this
- 18th — Club Meeting, 7:00 p.m., Larry H Miller

July

- **4th — Provo Freedom Festival**, meeting location and time to be announced at a later date
- 16th — Club Meeting, 7:00 p.m., Larry H Miller
- 24th — **Mapleton Parade**, no word yet about our participation

August

- 20th — Club Meeting, 7:00 p.m., Larry H Miller

December

- TBA — **Annual Christmas Dinner**

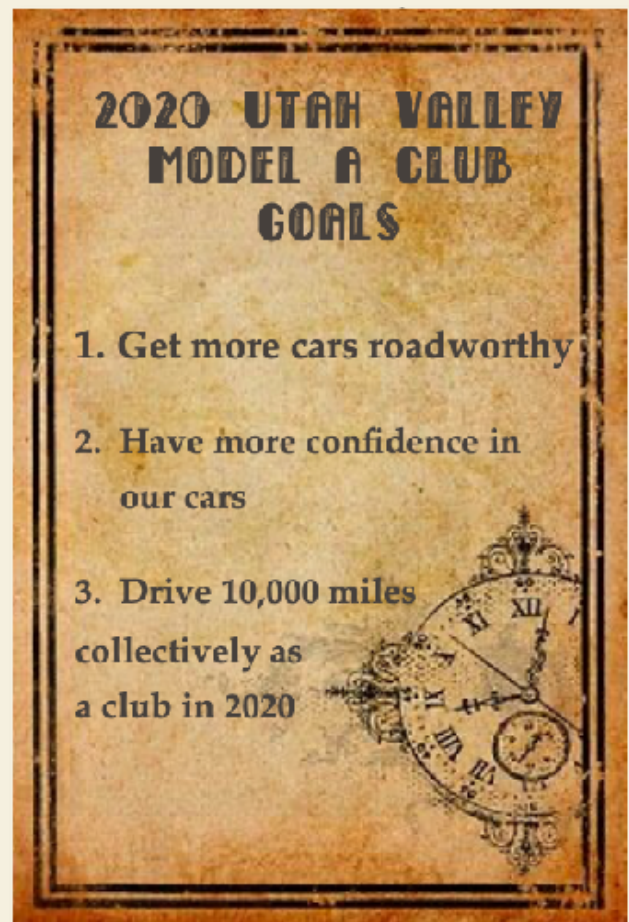
No Club Meeting this month

President's Message

(continued from page 3)

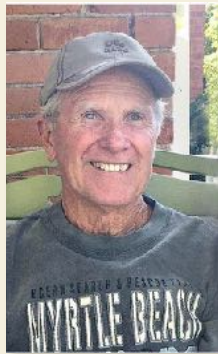
share my Model A with. What fun would it be if we could not share our joy and satisfaction with someone who cares about us? I am blessed to be able to share this hobby with my dad and brother and have the support of my mother, despite us spending too much time on these things. They have always been here to help me in making decisions, working on my car and going on crazy adventures.

Although the Model A has its place in the family, it cannot replace my family. So as much as I hate to admit it, it is still just a car (a really cool car), but it cannot provide the love and support my family can. May we never take our family for granted!



We Bid Ado to Ron Sessions

EXCERPTS FROM HIS OBITUARY AND CLUB SPOTLIGHT



When asked what people like most about being a member of a Model A club, their typical response is “the people.” Club membership is all about enjoying each others company. This is why it is so hard to notify members about the death of another valued member of our group.

Ron Sessions passed away on the 18th. A private family service was held on Saturday, April 25th. He will be buried in Santa Clara, Utah. Following are some excerpts from Ron’s Member Spotlight that appeared in April, 2016 and Ron’s obituary.

Ron was born on September 13, 1936 in Los Angeles, CA to George Marvin and Iris Fairie Koontz Sessions.

When he was very young he loved cars and wanted some. After school he would mow lawns and do odd jobs to earn money, Ron could earn about ten dollars a week and he saved it for cars he wanted to buy. Ron had a 1936 Chevy and a 1939 Dodge coupe a year before he was old enough to drive. His third car was a 1930 Model A Roadster with a Flat V8. Ron paid \$25.00 for it.

Ron married his eternal sweetheart, Eleanor Mason, on September 6, 1957 in the Los Angeles California LDS Temple. Ron went to work for my brother in construction until 1966, then I went to work for the Los Angeles County Fire Department. During their marriage they lived in Monterey Park, Diamond Bar, Wrightwood, in the San Bernardino mountains, and in Tehachapi, where they raised four children.

In 1993, after working for the fire department for 27 years, Ron retired and moved to Manti, Utah.

He was a member of the Utah Valley Model A Club and loved camping, boating, cycling, and spending time with family. He could often be found hunting for antiques with his wife Ellie. Ron was an active member of The Church of Jesus Christ of Latter-day Saints

The family has prepared a nice photo tribute to Ron. It is hosted by Magbley Mortuary. It is available for viewing at: <https://www.magbleymortuary.com/obituary/Ronald-Sessions>



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Justesens: We have been driving the Model A around and about. Seems like we haven't been following instructions to stay home as we should have. However, we keep at least 6 feet of social distance between cars.

Hansons: I took Josh out driving several times to soften the HS senior blues. He has past my test and I let him drive the Provo cruise. 3rd to 2nd is still a skill he is mastering.



Davises: Because I didn't want to impose on anyone during the lock-down to help me replace my brakes, I have no wheels on my car. As I can't drive my car, about once a week I start my car up and just listen to the music of a Model A engine. 😊

I did replace my modern day coil with a Ford script straight pole coil (introduced in July 1931) Joe had included when I bought some tools and parts from him. Runs like a champ!

Lindenlaubs: We are back at home after completing a 14-day quarantine following our return from the Philippines. My daughter and her family, including a 3-year-old and 6-year-old, are staying with us. The grandkids keep us busy



Howard Eckstein: I worked on Curt Martinson's 1930 Fordor where a clutch job grew into a spring shackle removal odyssey for the rear spring. The clutch chattered badly and was found to be covered in grease. The clutch fingers were out of adjustment, too. Everything was replaced and now the clutch is smooth.



The first picture is the only before picture I have. The second photo is after I refurbished it. The third photo shows it installed.



and out of trouble. We built a sandbox for them. We've also been doing lots of yard work. Stay safe and healthy!

Carltons: We've have had our car out for some drives and also had it in the River Rock Elementary School neighborhood parade. My niece is a teacher there so I drove her in the parade, that way she could see her students, and they could see her in a Model A.

In the past month or so, I replaced the speedometer gear housing and cable and need to work over the back window mechanisms because the windows are hanging up and not rolling up all the way.

Turleys: So sorry to say but I am happy to get near my kids. We have been preparing for a move to Toguerville. Xiaoyu got a new teaching job in Hurricane. We have purchased a home and have to sell our home here. (see KSL listing #40399645) I will miss our association with UTVMAC.

Macks: We finally got the head installed in Greg's sedan. We blew the gasket while on the MAFCA National Parks tour, so we are very glad to finally get it done. We just have to hook everything back up again. Greg ended up in the ER clinic when he and the head didn't see "eye to eye."

Clyde Munson: Buster and I went to the Lehi cruise night in the week that followed the Provo cruise. It was a weeknight so it was not as well attended, but it was a fun little ride. We may have gotten lost along the way but I was following the guy in front of me so it was his fault. While driving to the cruise, Buster did have a guy follow him from Lindon all the way to Lehi to ask about the car.

Crocketts: My daughter reserved a condo in St. George and each day for a couple of hours we explored the outdoors. We also play games, practice the uke, watch movies, of course, lots of yard work going on.

Of course you have the Provo Classic car ride! I brought a friend who laughed the entire trip. Costco is still a major hang-out.

Provo City Quarantine Cruise



Its five months into the year and this is only the second activity we've been able to do as a club. And it wasn't an official UVMAC activity, but was it was fun none the less.

Howard ran across advertisement for Provo's Quarantine Cruise on the Internet. Even though word was sent out to members with short notice we had a great turn-out, 14 cars in total and 12 Model As. There were other cars/groups as well, a Mopar group, a pack of jacked-up pickup trucks and the largest gathering of VW's I've seen in a long time.

It was a novel idea. Cruise participants rendezvoused in the parking lot behind the Provo City Administrative Building waiting to start the drive. Meanwhile, those watching the cruise were lining up along the preassigned route. To keep social distancing intact the cruise participants as well as those watching had to stay in their cars. We had a great the time traveling along the route waiving a people along the way. Most of them displayed their enthusiasm for cars by waiving, cheering, and even jumping up and down as the classic and antique cars drove by.

Because we typically travel at such a slow speed on parades, we were surprised when we found ourselves driving along at 35 mph in order to catch up with the others. Traffic lights were the culprit. They put holes in the "car parade" as participants got separated from each other while waiting at lights. This was probably a good learning opportunity in case Provo City or other cities, (Lehi did the same event) want to do it again.

At the end of the parade, which was back at the Provo City Building, the cars split up and headed home. The Model A club headed to Sonic Drive Inn where we could adhere to the six-foot social distancing, by staying in our cars, while at the same time enjoying a meal with each other. In my opinion, if you like cars, this was better than a parade. I think everyone who participated enjoyed themselves tremendously. I certainly did. This makes me wonder what other unusual events will be thought of to keep the "car community" alive during the COVID-19 crisis.

GATHERING AT BYU PARKING LOT BEFORE CRUISE.





CRUISING IN THE "CAR PARADE."



Figure 4

Let's see if you recognize these club members who participated in the Quarantine Cruise. On the next page, match the name to the picture: Richard Judd, Syd Crockett & neighbor, Mark Layton, Howard & Gemma Eckstein, Harley Jacobs, Margaret Griffes. Oh, by the way, there were other cars on the cruise too.



Our Exodus from the Philippines

BY BRIAN LINDENLAUB



Brian & Sharon Lindenlaub

Until recently, my wife Sharon and I were working as missionaries in the Philippines Baguio mission office. Sharon was assigned to be the Mission Secretary and Recorder, and I was the Supply Manager and Vehicle Coordinator. We planned to serve there from January 2019 until July 2020. We never imagined that our mission would be cut short by a world-wide pandemic.

On Monday, March 16, the government announced an "enhanced community quarantine" in response to the coronavirus outbreak. This included mandatory self-quarantining at home and suspension of public transportation. Shortly after the announcement, Church leaders decided to remove all foreign (non-Filipino) missionaries from the Philippines. Our mission president directed all foreign missionaries to report to the mission office on Tuesday, March 17 with their belongings. Some of the missionaries had miraculous experiences on their journeys. For example, the missionaries coming from Abra province couldn't find regular transportation, but they were able to hire 2 dump trucks. They filled one truck with luggage, and the missionaries rode in the back of the other on plastic chairs borrowed from the church building. They rode in the hot sun until they were stopped at a checkpoint and screened for fever. One of the missionaries was turned back because of elevated temperature. They persuaded the police officer to re-check him after 5 minutes. The missionaries doused him with water and said a prayer. He passed the second check and was allowed to continue traveling.

The next day (Wednesday, March 18), I met with my

young Filipino replacement and spent an hour trying to turn over everything that I had learned in the past year. Then a fleet of vans arrived and took us to Manila. We encountered several check points on the way, each manned by soldiers wearing fatigues and carrying automatic rifles, but they allowed us to pass with minimal delay. Normally the drive to Manila takes about 6 hours, but we pulled into the Philippines Missionary Training Center (MTC) just 4 hours after we left.

The MTC was built to house about 250 people, but when we got there the population was close to 800. Many missionaries ended up sleeping on the gym floor. Sharon and I were fortunate to spend the night in an apartment where the temple workers lived.

On Thursday, March 19, we spent the day mingling with the missionaries and helping with some administrative tasks. In the evening we were asked to go with a group of about 250 young missionaries to hotels near the airport. We spent the next two days in a hotel with them, waiting for our travel arrangements to be finalized.

Finally, on Sunday, March 22, we got a wake-up call at 4:00 am, followed by instructions to be down in the lobby with our luggage by 5:30 am. We received our travel documents and were bused to the airport. After clearing security and customs, we boarded one of five Delta jets bound for the US. Ours left Manila about 2:15 pm. After a short stop in Tokyo, we arrived in Salt Lake City at 2:30 pm Sunday, very close to the same time we left Manila, thanks to the magic of time zones and the International Date Line.

Leaving our mission president and the faithful Filipino missionaries behind was difficult. So was saying goodbye to many people whom we had come to know and love and respect while we served there. But we left with a sense of satisfaction knowing that we did a lot of good work during our short time in the Philippines.

**CENTERFOLD OF THE MONTH
1930**

**RON & ELLIE SESSIONS
50-B SPORT COUPE**



Engaging Our Morbid Curiosity of Car Crashes

Howard had a great idea for an article, so I pursued it. Even though I'm not fond of lots of traffic rules, or new intersection alignments, they have their purpose.

In 1900 there were 8,000 cars on state's registration rolls with very few rules of etiquette. For example, speed limits weren't initiated until 1901. They were designed to increase road safety and reduce the risk of traffic collisions. Connecticut was the first state to pass a speed limit law. Legislators limited city speeds to 12 miles per hour and 15 miles per hour in the country. At this point vehicle registrations jumped to 14,800, and Americans experienced traffic jams for the first time, as well as traffic accidents and fatalities.

Lester Wire, a law school dropout turned policeman, installed the first "modern" traffic light in 1912. It looked like a birdhouse with lights and was installed on 200 South and Main Street in Salt Lake City. Vehicle registrations were up to 944,000.

By the time stop signs were invented in 1915, registrations jumped to 2,490,932. Interestingly, the stop signs were 2 feet by 2 feet square with the lettering in black.

White line road markings became popular in the United States in 1926 at which point registrations were now up to 22,200,150.

Do you see a pattern? Cars were becoming more and more popular, but traffic regulations, it seems, were always trying to catch up. With out traffic safety, increased congestion was leading to an ever increasing number of accidents.

Now, years later, there are even more autos on the states' registry (201,530,021) and yet the number of accidents have gone down and the number of accident survivors have gone up.

Take a look at the pictures from the past. See how many Model A accidents you can find.

Sources:

- <https://www.allstate.com/blog/history-stop-signs/>
- <https://www.travelandleisure.com/trip-ideas/road-trips/history-of-lines-on-roads>
- <https://www.roadtrafficsigns.com/invention-of-first-traffic-light>
- <https://blog.americansafetycouncil.com/the-history-of-speed-limits-in-america/>
- <https://www.ushistory.org/us/46a.asp>
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- <https://www.fhwa.dot.gov/ohim/summary95/mv200.pdf>



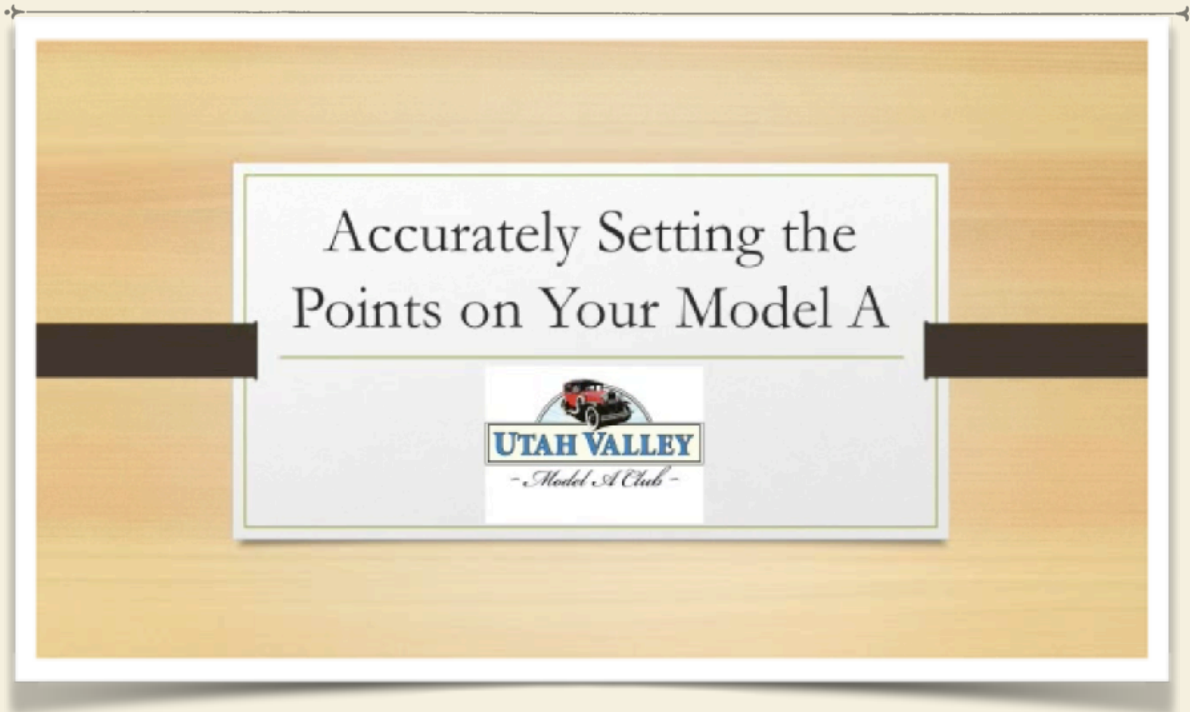
Colorized photographs





ACCURATELY SETTING THE POINTS

AN ON LINE TUTORIAL BY HOWARD ECKSTEIN



Howard Eckstein is not one to let the Coronavirus slow him down. While banished to his home during the COVID-19 pandemic, he created an on-line TechTalk on setting Model A points. The nice thing about this version of a TechTalk, is that you can download it to your computer and either watch it on your computer, or you can print it out. You can find it at: https://files.mycloud.com/home.php?brand=webfiles&seuuiid=45e86be5277232a4960683249cea5592&name=Adjusting_the_Points_in_your_Mod. Just highlight the link and paste it into your computer's Internet browser.



The distance the points are opened is critical for engine performance.

A .020" feeler gauge is used to check the point gap. The gauge should barely fit when moving it between the points.



The points are a switch for the primary ignition circuit.

The camshaft controls the opening and closing of the points.



Rotate the camshaft so the lobe opens the points and check the gap.

Reset zero after each gap adjustment.



There is another way to check your points gap.

It's a measurement called Dwell Angle.



Pitted points are hard to set accurately with a feeler gauge.

A Dwell Angle setting is better.

Progressive Luncheon Cruise

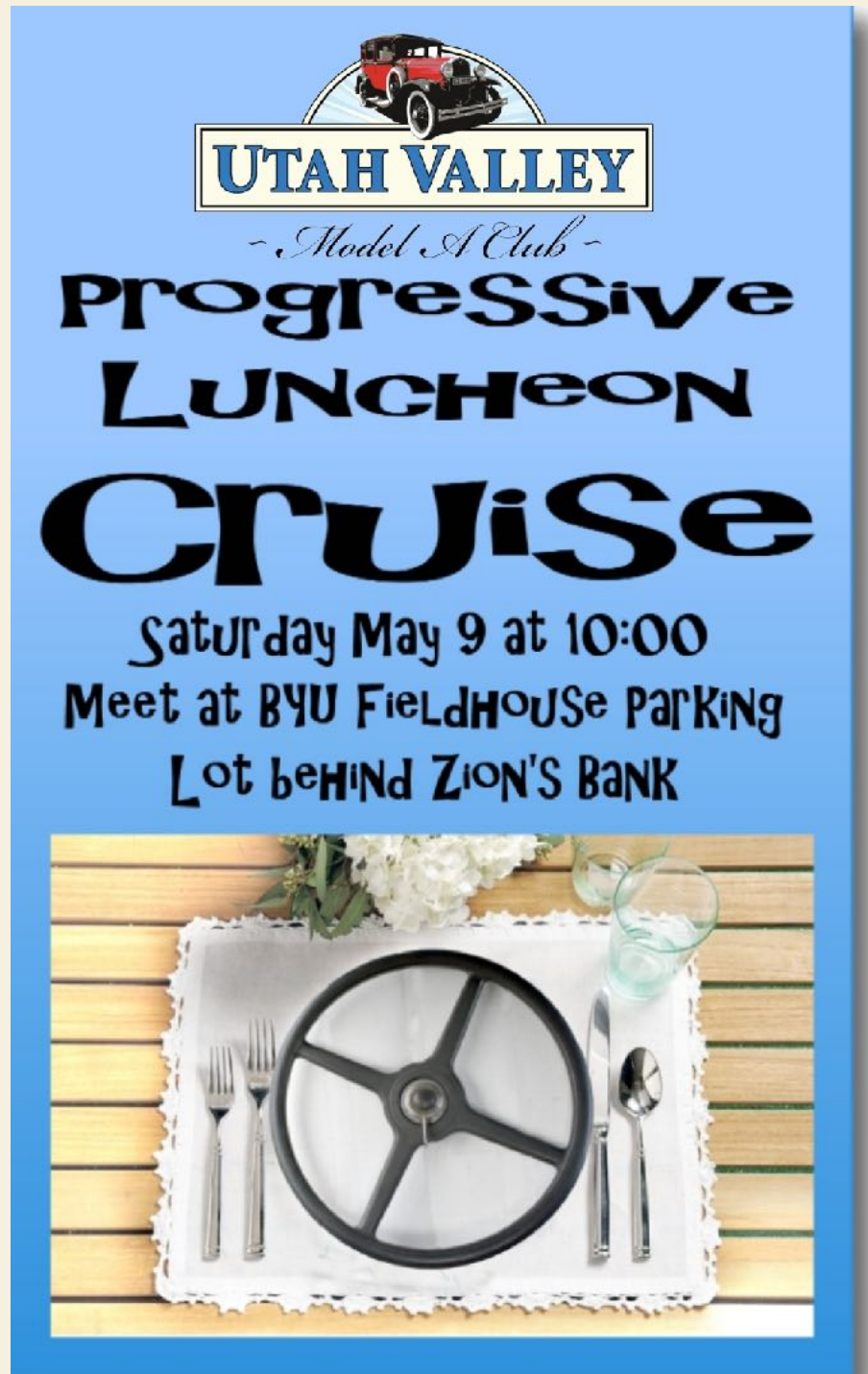
CONTRIBUTED BY ACTIVITIES CHAIRMAN, HOWARD ECKSTEIN

We just had a cruise with Provo City last month, so I thought we'd dress it up a little. We haven't had a progressive dinner for a while, so I thought combining a cruise with three stops at different food establishments would be fun.

My goal is to have a nice cruise with decent food at locally-owned restaurants. At the meeting place I'll distribute maps and menu information for the restaurants so we can call in our orders as we travel to their establishments.

We'll get our appetizers at Magelby's on University Ave in Provo, then continue up the canyon to the Homestead in Midway for our entrée, then to Heber to get dessert at Granny's Drive In. There are a lot of good photo ops at the Homestead, maybe we can get calendar shots of our cars to give to Robert.

Each of these places will bring food to the curbside for us. Granny's doesn't have a lot of parking, so we may take our desserts to a park nearby where we can enjoy them.



The poster features the Utah Valley Model A Club logo at the top, followed by the event title "Progressive Luncheon Cruise" in large, bold, black letters. Below the title, the date and time "Saturday May 9 at 10:00" and the meeting location "Meet at BYU Fieldhouse Parking Lot behind Zion's Bank" are listed in a smaller, bold font. At the bottom of the poster is a photograph of a dining table set with a white tablecloth, silverware, a glass, and a centerpiece of white flowers. A large, black, five-spoke wheel is prominently displayed on the table.

How Members Combat the COVID-19 Blues

BY UTAH VALLEY MODEL CLUB MEMBERS

Natalie Mack

There have been so many changes in our lives in the past two months. Things that we thought we would never have to do, like stay at home, no playgrounds, no groups more than ten and no children in school. That has been one of the biggest changes for us, but we have made the school at home work for the most part. The thing that is hard is not knowing how the kids are, and not seeing and hearing their voices every day.

In mid-April, our school decided to do a parade and go around our school boundaries and see the cute smiling faces of some of our students. It was a great opportunity to get out the good old Model A. It is always up for a parade and showing off its amazing horn. As we went around there were cheering, signs, and maybe even some tears of all the love that was shown. It was a great way to show off the car and the love I have for the kids that are in my class now or have been in the past. After the parade, I did get a lot of e-mails about how cool our car was. It was a moment, in all the craziness, that a little joy and happiness was spread throughout Central Elementary in Pleasant Grove, Utah.



Nicholas Mack

Being quarantined with your loved one can be considered both a blessing and a curse. With it being just Natalie and I at home there are only so many movies and TV shows we can watch. Where we live in a townhome we don't really have a yard that we can enjoy. I will admit we do sneak over to mom and dads from time to time, to enjoy their company, and also their yard.

Natalie was in the mood to get out of the house since most of her day is teaching online and interacting with her computer screen. When I got home from work Natalie recommended we take Caroline out to stretch her legs as well. We ordered online and picked up our food at Cubby's, from there we headed to Salem Ponds. The tick tick of the exhaust leak, combined with the rattling of the doors let us know that we were up to speed and in no time would arrive at Salem Ponds. After a few smiles and waves from passerby's we arrived at Salem pond. As is the new normal, folks were keeping their distances, and very few people were able to be seen at the pond.



We parked Caroline next to the bridge, stayed in the car and began dinner. While eating we were entertained by families practicing their fishing skills, couples out for a walk, and a family of ducks just swimming around at their leisure. It was a nice relaxing date night, to sit and enjoy the slower pace of life.

Bob & Janell Todd

Janell and I have been blessed with plenty to do around our home including projects in the yard, garden and house. We have also been blessed to be able to communicate with each of our 8 children and their families spread throughout the country now and then using Zoom. There's even been some time to work on both of our Model A Fords!

On the '31 Deluxe Roadster we have rebuilt the distributor and performed a number of other adjustments after the Canyonlands National Tour to the three national Parks in Southern Utah last the Fall. Referring to the Model A Ford Lubrication chart—and yes, there are Lots of grease fittings on a Model A—there is always plenty to do and enjoy doing—when you own a Model A Ford. Bugs like to get caught in the cooling fins of the radiator and it is always a good idea to adjust the brakes after a long outing.

I noted that I have enough spare parts in my 'cache' of the approximately 5500 parts that make up a Model A Ford to put together a 'ready-to-run' rebuilt distributor with a split shaft and a new 'old-stock' upper shaft that is drilled for oiling the upper bushing of the distributor by just removing the distributor cap and rotor. I should be able to tackle this task in the next week or two. I have all of the parts laid out on my workbench ready to go.

On our '31 Tudor I had a wiring problem with the left-front turning signal light. It was a troubleshooting challenge that revealed the cause—a broken wire inside the wiring loom.

I was also given an antique 1930 Revere, Westminster Clime, electric clock by my sister who lives in Florida. Her request: see if I could figure out how to get it working properly. So far I have been able to get the induction motor and the clock mechanism working well, but there is still some challenges ahead with the chime mechanism.

We have planted lots of flowers and the early part of our garden, checked out and adjusted the sprinkler system for the yard and garden and are enjoying the blessings from our Heavenly father of His springtime in the Rockies!



When we aren't meeting on a regular basis, it has been hard to find material the would be of interest to members. When I sent out the call for help, I was amazed that so many of you responded. Thank you for your help!



The Ladies Fashion Journal

FASHION COST COMPARISONS 1928-1929 Undergarments From Sears

By Sharon Johnson
courtesy of MAFCA

Charming Underthings
Descriptions and Other Colors May Be Found on Opposite Page

- A** Shadowproof Blouse \$2.98
- B** Shadowproof Blouse \$3.98
- C** Shadowproof Blouse \$1.69
- D** Shadowproof Blouse \$2.95
- E** Shadowproof Blouse \$1.95
- F** Shadowproof Blouse \$2.98
- G** Shadowproof Blouse \$1.98
- H** Shadowproof Blouse \$2.48
- I** Shadowproof Blouse \$2.48
- J** Shadowproof Blouse \$2.95
- K** Shadowproof Blouse \$1.95
- L** Shadowproof Blouse \$1.95
- M** Shadowproof Blouse \$2.95
- N** Shadowproof Blouse \$1.95
- O** Shadowproof Blouse \$1.95
- P** Shadowproof Blouse \$1.95
- Q** Shadowproof Blouse \$1.95
- R** Shadowproof Blouse \$1.95
- S** Shadowproof Blouse \$1.95
- T** Shadowproof Blouse \$1.95

Exquisite Rayon Garments

SEARS ROEBUCK AND CO. - THE WORLD'S LARGEST STORE

Undergarments From Sears

Note It's hard to read the fine print, but you can read the garment name and price.

Beautifully Applied
32 C 1035—Peach.
32 C 1036—Nile green.
State size. Slip, wt. 5 oz.
Front and top bound in contrasting fabric with dainty bows. Flat plaits.
Hem. Flounced self straps.

Fairy Spun Rayon Slip \$198
32 C 805—Black.
32 C 807—Peach.
32 C 817—Nile green.
Satin slip of best quality Fairy rayon as above but plain without decorative hem. Bound on length 8 inches. Flat plaits. Flounced self straps. Inverted plaits for ribbon draw.

Silk Flat Crepe \$395
Our Finest Slip
32 C 1021—Peach.
32 C 1022—Nile green.
32 C 1023—Black.
32 C 1024—Nile green.
32 C 1025—Black.
32 C 1026—Nile green.
32 C 1027—Black.
32 C 1028—Nile green.
32 C 1029—Black.
32 C 1030—Nile green.
32 C 1031—Black.
32 C 1032—Nile green.
32 C 1033—Black.
32 C 1034—Nile green.
32 C 1035—Peach.
32 C 1036—Nile green.
32 C 1037—Black.
32 C 1038—Nile green.
32 C 1039—Black.
32 C 1040—Nile green.
32 C 1041—Black.
32 C 1042—Nile green.
32 C 1043—Black.
32 C 1044—Nile green.
32 C 1045—Black.
32 C 1046—Nile green.
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32 C 1099—Black.
32 C 1100—Nile green.

Soft—LUXURIOUS
32 C 661—Flesh pink. 32 C 662—Peach.
32 C 663—Nile green. 32 C 664—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, wt. 5 oz.
Such an silk ray as finely knitted, with a beautiful rich luster—best of all. It wears wonderfully. Super-rayon with dainty ribbed straps.

Super Rayon Bloomers \$169
Finely Tailored
32 C 578—Flesh pink. 32 C 579—Peach.
32 C 580—Nile green. 32 C 581—Black.
LENGTHS: 25, 27, 29 in. Slip, wt. 8 oz.
Silky, long wearing super Rayon Bloomers—the same wonderful quality as that of Vests above. All improved features—double reinforced crests, flatlocked seams, elastic at waist and knees. Unusually fine quality. Low price.

Popular Yoke Front Rayon Bloomers \$100
32 C 513—Flesh pink. 32 C 514—Peach.
32 C 515—Nile green. 32 C 516—Black.
SIZES: 1, 2, 3 (same 42 C) above for length and hip. Length 26 in. (41 to 44-in. hip); 2, 3, 4 (same 42 C) above for length and hip. Length 26 in. (41 to 44-in. hip). Slip, wt. 7 oz.
Designed with flat yoke front to make a smooth foundation for your dresses. The same good quality rayon as the vest below. Double reinforced crests. Flatlocked, bar-tacked seams. Elastic at waist and knees.

Our Leader Heavy Rayon Vest \$69
32 C 644—Flesh pink. 32 C 645—Peach.
32 C 646—Nile green. 32 C 647—Black.
State size. Slip, weight, 5 ounces.
Fine quality silk rayon—much more than our price. Flounced straps. Rayon draw.

Heavy Rayon Bloomers \$95
Special Low Price
32 C 648—Flesh pink. 32 C 649—Peach.
32 C 650—Nile green. 32 C 651—Black.
SIZES: 1, 2, 3 (same 42 C) above for length and hip. State size. Slip, wt. 7 oz.
Double reinforced crests. Flatlocked and bar-tacked seams. Elastic at waist and knees.

Glove Silk Vest \$125
Outstanding Value
32 C 904—Flesh pink. 32 C 905—Peach.
32 C 906—Nile green. 32 C 907—Black.
SIZES: 1, 2, 3 (same 42 C) above for length and hip. State size. Slip, wt. 8 oz.
Fine quality all silk—in semi-dainty style. Self straps. Ribbon draw. Armholes.

Glove Silk Bloomers \$149
High Quality—Low Price
32 C 921—Flesh pink. 32 C 922—Peach.
32 C 923—Nile green. 32 C 924—Black.
SIZES: 1, 2, 3 (same 42 C) above for length and hip. State size. Slip, wt. 8 oz.
Double reinforced crests. Elastic waist and knee. Neatly tailored.

Tailored Chemise \$295
Heavy Crepe de Chine
32 C 803—Flesh pink. 32 C 804—Peach.
32 C 805—Nile green. 32 C 806—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, weight, 12 ounces.
Locations of fabric—of color, enhance this new French style crepe. Shimmering, lustrous. Beautifully tailored. Double yoke, full length clusters of fine knit plaits on either side are caught with tiny ribbon roses. Heavy knit ribbon girdle runs through flounced loops. Deep Hemstitched. 100% rayon. Combination neckline. Hand turned seams and shoulder straps.

Fine Nightgown \$395
Silk Crepe de Chine
32 C 1101—Flesh pink.
32 C 1102—Nile green.
32 C 1103—Black.
32 C 1104—Nile green.
32 C 1105—Black.
32 C 1106—Nile green.
32 C 1107—Black.
32 C 1108—Nile green.
32 C 1109—Black.
32 C 1110—Nile green.
32 C 1111—Black.
32 C 1112—Nile green.
32 C 1113—Black.
32 C 1114—Nile green.
32 C 1115—Black.
32 C 1116—Nile green.
32 C 1117—Black.
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32 C 1119—Black.
32 C 1120—Nile green.
32 C 1121—Black.
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32 C 1124—Nile green.
32 C 1125—Black.
32 C 1126—Nile green.
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32 C 1146—Nile green.
32 C 1147—Black.
32 C 1148—Nile green.
32 C 1149—Black.
32 C 1150—Nile green.

those who love dainty underthings.

Rayons that are richer and far more lasting than most rayons at even higher prices. Lovely, petal-soft, knit of the finest "A" quality yarns on improved spring needle machines. Made as few rayons are made—knit (not stretched) to their elastic shape. Favorite of fastidious women who choose lingerie thriftily—getting the best in service and style at lowest prices.

Styles that have won fast friendships in past seasons; modern garments, indispensable for wear with the new frocks. Each garment a supreme fashion value. Each bringing you the very best for the price in lovelier fabrics, newer styles.



All Silk Crepe de Chine

Genuine Fairy Spun Fine Rayon Vests \$89
32 C 1035—Peach.
32 C 1036—Nile green.
32 C 1037—Black.
32 C 1038—Nile green.
32 C 1039—Black.
32 C 1040—Nile green.
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32 C 1099—Black.
32 C 1100—Nile green.

Genuine Lustersheen Slip \$198
32 C 1035—Peach.
32 C 1036—Nile green.
32 C 1037—Black.
32 C 1038—Nile green.
32 C 1039—Black.
32 C 1040—Nile green.
32 C 1041—Black.
32 C 1042—Nile green.
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32 C 1099—Black.
32 C 1100—Nile green.

Amosque Flannelette \$159
Warm Nightgown
32 C 1116—White. 32 C 1118—Peach.
32 C 1117—Flesh pink.
32 C 1119—Nile green.
32 C 1120—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, weight, 1 pound.
Locations of fabric—of color, enhance this new French style crepe. Shimmering, lustrous. Beautifully tailored. Double yoke, full length clusters of fine knit plaits on either side are caught with tiny ribbon roses. Heavy knit ribbon girdle runs through flounced loops. Deep Hemstitched. 100% rayon. Combination neckline. Hand turned seams and shoulder straps.

Fine Rayon Pajamas \$295
32 C 921—Flesh pink. 32 C 922—Peach.
32 C 923—Nile green. 32 C 924—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, wt. 1 lb. 2 oz.
Double reinforced crests. Elastic waist and knee. Neatly tailored.

Dainty Chemise \$195
Exceptional Value
32 C 806—Flesh pink. 32 C 807—Peach.
32 C 808—Nile green. 32 C 809—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust. State size. Slip, wt. 8 ounces.
Newest Step-In Chemise of all silk crepe de chine—A fashion value that's unique. Cream color double net edging trims top and bottom, and two medallions of embroidered net in the same color add a dainty touch to the bust section. Fine knit girdle and a ribbon rosette complete its feminine appeal. Hand turned shoulder straps of self material.



Good Quality Knitted Rayon

Fairy Spun Fine Rayon Bloomers \$149
32 C 578—Flesh pink.
32 C 579—Peach.
32 C 580—Nile green.
32 C 581—Black.
32 C 582—Nile green.
32 C 583—Black.
32 C 584—Nile green.
32 C 585—Black.
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32 C 624—Nile green.
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32 C 696—Nile green.
32 C 697—Black.
32 C 698—Nile green.
32 C 699—Black.
32 C 700—Nile green.

Dainty Printed Rayon Dance Set \$198
32 C 816—Flesh pink with contrast.
32 C 817—Peach with floral design.
32 C 818—Nile green with floral design.
32 C 819—Black with floral design.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, weight, per set, 10 oz.
Something new! Knitted rayon bodice and shorts. Bloomer printed with contrast floral design. Handmade in bound all round in contrasting pastel shade and the ribbon shoulder straps. Lined throughout with Habslerite. Shorty Bloomer has same binding at knee. Elastic waist and knee.

Fine Rayon Brassiere Uplift Style \$69
32 C 816—Flesh pink.
32 C 817—Peach.
32 C 818—Nile green.
32 C 819—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, wt. 5 ounces.
Fine rayon—100% rayon—double quilted extra rayon—delicate elastic in uplift effect.

Rayon Sprint Pants \$129
Delicate Pastel Shades
32 C 808—Flesh pink.
32 C 809—Nile green.
32 C 810—Black.
LENGTHS: 21 and 23 inches. State length.
Smooth yoke at the front and the flat top below in being comfortable. Fullness. Wide cuffs are caught with a satin ribbon bow. Double reinforced crests.

New Style Dance Set \$295
Silk Crepe de Chine
32 C 803—Flesh pink.
32 C 804—Peach.
32 C 805—Nile green.
32 C 806—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, wt. 10 oz.
Especially lovely! Dress set of finest quality and design. Every Margot lace Braisier, partly lined with crepe de chine.

Rayon Nightgown Beautifully Applied \$269
32 C 1101—Flesh pink with orchid and Nile green.
32 C 1102—Nile green with coral and orchid.
32 C 1103—Black with coral and orchid.
32 C 1104—Nile green with coral and orchid.
32 C 1105—Black with coral and orchid.
32 C 1106—Nile green with coral and orchid.
32 C 1107—Black with coral and orchid.
32 C 1108—Nile green with coral and orchid.
32 C 1109—Black with coral and orchid.
32 C 1110—Nile green with coral and orchid.
SIZES: 34, 36, 38, 40, 42, 44-inch bust.
State size. Slip, weight, 12 ounces.
Fine knitted rayon in loveliest color combination. Shimmering luster. The heavy tubular style. Contrasting pastel color applique. V-neck, armholes and ribbon rosette. Girdle of double self material.

Knitted Rayon Tailored Nightgown \$195
32 C 276—Flesh pink. 32 C 277—Peach.
32 C 278—Nile green. 32 C 279—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust. State size. Slip, weight, 12 ounces.
All in the same delicate color—the rayon, the lining, the V-neck and arm openings. The embroidered design in the front has the three insets of the ribbon rosette. Cut in the—most tubular style. Ribbon draw. About 50 inches long. Fine value.

Fine Rayon Shorty Bloomers \$169
32 C 691—Flesh pink. 32 C 692—Peach.
32 C 693—Nile green. 32 C 694—Black.
LENGTHS: 1, 2, 3 (same 42 C) above for length and hip. State length.
New—very smartest Shorty Bloomers in pastel color and quality. Knitted rayon. Heavy embroidered pocket in delicate contrasting color. Elastic at waist and leg openings. A popular gift.

Tailored Chemise Heavy Knitted Rayon \$100
32 C 801—Flesh pink or peach.
32 C 802—Nile green. 32 C 803—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust. State size. Slip, wt. 10 ounces.
Delicate colors, softest texture—its fine wearing qualities and wonderfully low price make it a feature.

Step-In Chemise Lace Trimmed \$98
32 C 808—Flesh pink. 32 C 810—Peach.
32 C 812—Nile green. 32 C 814—Black.
SIZES: 34, 36, 38, 40, 42, 44-inch bust. State size. Slip, wt. 10 ounces.
Lace makes an elaborate trim on this knitted rayon Step-In Chemise. Lined on top has ribbon draw. Full bottom. See dainty lace detail—see page 229.



The Kid's Corner

FOR KIDS YOUNG AND OLD



FIND THE DIFFERENCES

Can you find the 10 differences in the two photo to the left? (There are two bonus points.)



- 1.
- 2.
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MAFCA News

BY BILL TRUESDELL



It seems like it has been a long time since we have been able to get out in our Model A's and tour to new and exciting destinations. Actually, it has only been a few weeks. The end will come soon and we will be able to gather again to pursue our favorite pastime.

We have some really great news to share. **Bob Kreipke**, former Ford Motor Company historian and author of many books, including 2020's *The Ford Model A*, has agreed to be the Honorary Historian for our Model A Ford Club of America. We are delighted to have Bob join our family. You can look forward to reading articles from Bob in future issues of *The Restorer*. His insights and life-long interest in Ford products gives him a unique ability to help us all understand more about Model A history. Welcome, Bob. His new book is available on [Amazon.com](https://www.amazon.com).

MAFCA has been working diligently on a new book about the Victoria Coupe model of Model A Fords. It is in the final stages of preparation and will be ready for ordering by mid- to late-June. It is an updated version of the original compilation of articles from *The Restorer* and the Victoria Association's *Bustle*. The new volume will include a list of Surviving Model A Ford 190-A Victoria Coupes and a table of Similarities and Differences for the 400-A, 190-A and the 180-A models. Those are the Convertible Sedan, the Victoria, and the Deluxe Phaeton. If you have an interest in Victoria's, this is a book you will want to have in your library.

I'm pleased to tell you that Chuck Christensen is back from his heart surgery and once again answering your technical questions. During his absence, Jim Cannon filled in and we thank Jim for his help. Welcome back Chuck.

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2. Sport Coupe's trunk handle
3. Sport Coupe's landau iron
4. Sport Coupes Flying Quail
5. Green Coupe's license plate
6. Green Coupe's spare tire hub cap
7. Lt Green Tudor's "Ford" logo on spare tire cover
9. Lt Green Tudor's rear bumper light
10. Lt Green Tudor's steering wheel
11. Maroon Coupe's rear wheel/rim
12. PHS stadium light pole and tree

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Howard provides these tips every month. Thanks!