



UTAH VALLEY

- Model A Club -

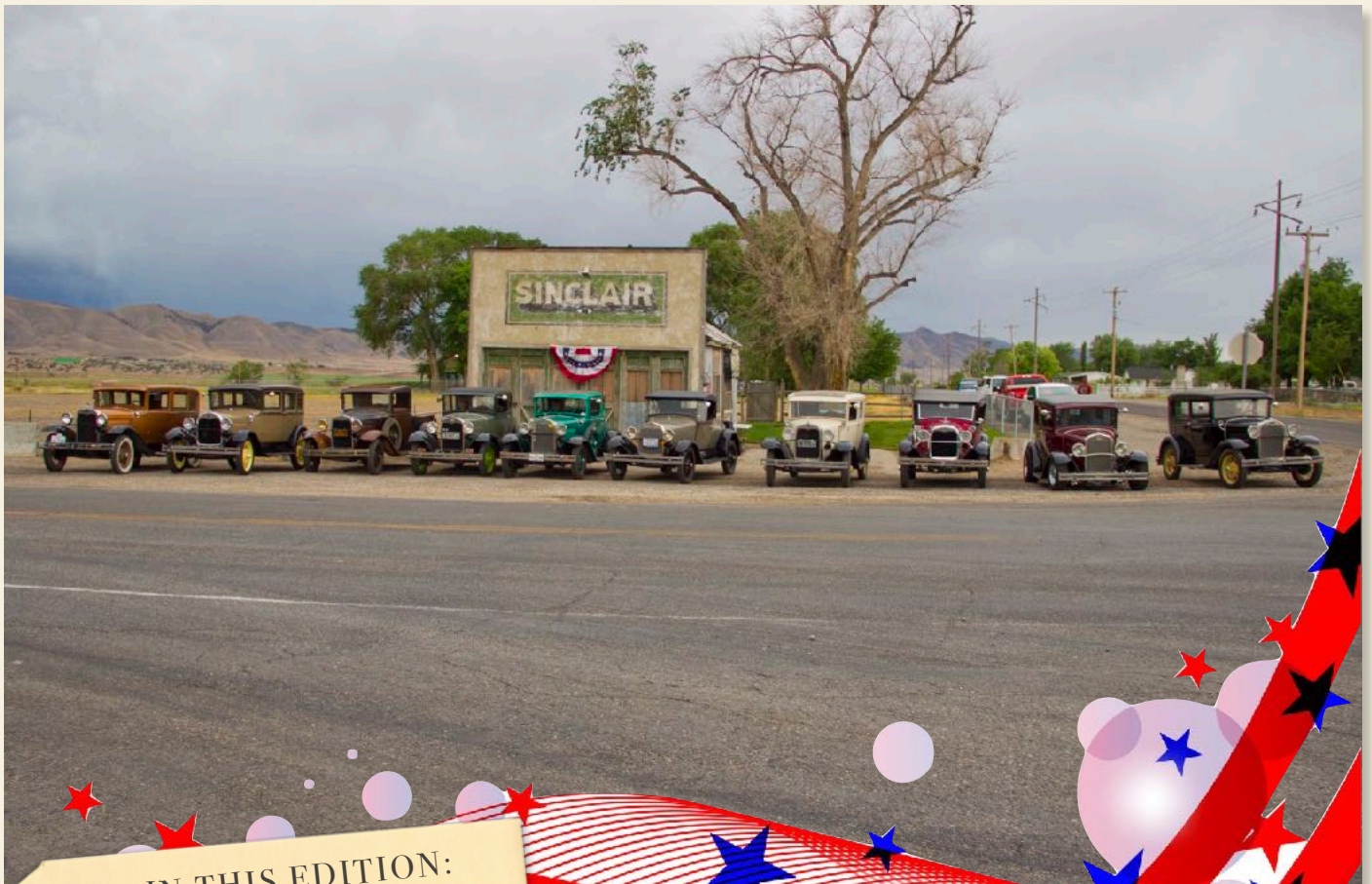
MOTOMETER

Vol. 8 No. 7

2018 MAFCA Newsletter of the Year

July 2020

Utah Valley Model A Club and Salty A's combined Tintic Mining District Tour



IN THIS EDITION:
TINTIC MINING DISTRICT TOUR
Ellie Mason Sessions

IS YOUR
HEAD ON
TIGHT?

A BROKEN
REAR AXLE
SHAFT



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

Board Chairman	Clyde Munson	bjerg_menneskene@yahoo.com
President	Greg Mack	gregmack02@yahoo.com
Vice President	Brad Christofferson	bdc.p51@gmail.com
Sec/Historian	Amber Morrell	mystuff@live.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com

APPOINTED POSITIONS

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

**4th of July
Veteran's Tour**
a joint venture

UTAH VALLEY
Model A Club

Who says we can't have a parade on the 4th of July?
Meet at Orem High School
175 S. 400 E. Orem at 10:00 am on Saturday, July 4th!
We'll tour with historic military vehicles past veterans' homes on a 20-mile course.
Bring your own picnic to enjoy afterwards at a Scera Park pavilion at 520 S. 400 E. Orem

President's Message



Greg Mack

Last month, we had a wonderful opportunity to visit the Tintic Mining District in and around Eureka and some of the remnants of the small towns scattered throughout the area. Our adventure allowed us to travel on some good old Model A roads, emphasis on the 'good'. Even though they were dirt roads, they were probably in much better condition than those our cars originally would have traveled on. The weather also mostly held out for us and the atmosphere was perfect for the Model A as the heyday for this area encompassed the time frame of the Model A. It was probably not an uncommon sight to see a few A's or AA's making their way from one mining town to the other.

As we soaked in the picturesque views and enjoyed the slower pace, we were reminded by Mayor Castleton that it was not always this way. What started as a quiet town of about 100 people in the 1880s, its population exploded to well over 3,000 when the mining boom occurred in the 1890s and carried on into the 1920s and '30s. The way of life here changed dramatically in a short period of time and on any given day the area would have echoed of steam whistles and dynamite being set off at the various mines. Peace and quiet were the last things you would have found. The boom lasted into the '40s

until the mines fell onto hard times. Just as fast as it all exploded, it quickly settled back down and a sleepy rural town once again emerged from all of the excitement.

Just as the lives of Eureka residents underwent a dramatic change, we too have experienced a rapid turn in life. In a short matter of months, we have undergone a life-threatening virus, quarantines, social distancing, protestors, and rioters, etc. Our full schedule of exciting Model A tours and activities have also been cancelled or changed. Life as we knew it is no longer!

We are in uncertain times and it is my hope that much like the residents of Eureka, we too can ride out this extreme change in life and make it until we can return back to normal. Whatever that normal might be. In the meantime, be sure to utilize the unique power of your Model A to help you escape from all of this insanity. I hope to see you on the road, and may God bless you and your family!



Photographer - Howard Eckstein

WHAT'S INSIDE

3 President's Message	12 Centerfold — The Tuckers	19 Radiator Screens
4 June Club Meeting	14 Ellie Mason Sessions	20 Ladies' Fashion Journal
6 Tintic Mining District Tour	15 Heard it Through the Grape Vine	22 Kid's Corner
11 2020 Calendar of Events	16 Club Hat Order	23 MAFCA News
Club Goals	17 Is Your Head On Tight?	24 "Now a Word From Our Sponsors"
June Birthdays	18 A Broken Rear Axle Shaft	

May Club Meeting

BY AMBER MORRELL

Attendance: Diane Brimley, Reid and Elaine Carlson, Brad Christofferson, Roger Davis, Howard and Gemma Eckstein, Tony Jacobs, Greg and Robert Mack, Clyde Munson, and Amber and Dave Morrell, who hosted the meeting at their garage.

Guest: We welcomed Walt Burfitt to our club tonight as the newest member. He has a 30 or 31 coupe and contacted Clyde and Howard to get help to make it road worthy again. His car has been in storage for 35 years. Walt calls both Lava Hot Springs and Orem home.

News:

- The club received a request through Facebook from Sydney who would like to join the club. She inherited her parent's Model A so she wants to learn all about Model A's. That way she can enjoy it as her parents used to.
- The Eureka trip has received a lot of attention on our Facebook page. We have seen quite a few positive comments and "Chopper Gary" (the owner of the motorcycle museum in Eureka) posted three short videos.

Club Business:

- Financial Report by Diane Brimley confirmed the club is in good standing.
- T-Shirt and Hat order will be placed soon by Howard Eckstein. If you would like to place an order contact him with sizes and make arrangements for payment. He won't place an order until all payments are received.
- Splash Apron Magnets are for sale again. Clyde Munson made arrangements with a new company to produce them for us. If you want a magnet for your car (for parades) please contact either Greg Mack or Clyde. Consult your club roster for contact information.

Awards:

- Diane Brimley can relinquish her *Bent Rod Award* to a new worthy recipient. Nicholas was awarded the *Bent Rod* because he blew a head gasket (right after he, Greg and Clyde finished reassembly of his transmission).
- Dave Morrell also received his award for replacing the head on their engine (several times).

Past Activities:

- The Tintic Mining Tour in the Eureka area was a wonderful success. We had ten Model A's and a lot of modern vehicles join us. The group was so large that it was difficult to manage the group when we parked to hear about the history of a mine site or ghost town. If we do this tour again, we will have to come up with a solution

Dave Morrell accepting his Golden Wrench Award from Greg Mack



photographer, Amber Morrell

for this problem. Otherwise it was a fun tour (in spite of the rain at the end of the tour). Mayor Castleton did a great job teaching us about the area and telling some of the stories that surround many of the sites. “Chopper Gary” helped with the narrative and opened his Motorcycle Museum just for us. Thank you, gentleman!

Future Activities:

- **July 4th** — Because there will be no Freedom Festive Parade in Provo this year, we will be participating with the historic military vehicle group. We will start at the Orem High School (175 S. 400 E.), 10:00 a.m. A twenty-mile loop will take us past several veterans’ homes. Afterward, we will have a picnic at the Scera Park. Howard Eckstein has reserved a pavilion for us at 600 S. State Street. Please bring your own lunch.
- **July 11th** — The Steel Days Parade in American Fork starts at 9:30 a.m. with a car show afterward from 12:00 p.m. to 7:00 p.m. Clyde is looking into a parade fee waiver.
- **August 8th** — The Bonneville Salt Flat’s Speed Week is a unique activity that can only be fully appreciated by attending. A tour is in the planning stages that would have us depart American Fork at 6:00 a.m. traveling up Redwood Road, then along I-15 to the Salt Flats. We will watch the time trials for a couple hours and proceed to the Historic Wendover Air Field that housed the Enola Gay. We will take in a Wendover buffet and then return home. It will be a very long day, but should be an enjoyable one.
- **August 22nd** — The Sanpete County Fair is a great place to enjoy a fun filled day. They have a parade and a car show to participate in, in addition to tractor and horse pulls. Food vendors and other booths offer a great variety of food and craft items. We will travel down the frontage roads of I-15, then up Nephi Canyon. It will be a relaxed, yet fun day.

Tech Talk:

Roger Davis was not afraid to tell us about the mistakes he made as he went about collecting tools correct for his car. The “school of hard knocks” is the best, and usually the most painful, way to learn what is correct and what is not. Roger brought his collection of tools and told us how to avoid some of the mistakes he’s made. He passed out a Power Point printout that helped illustrate the subject matter. It was very informative, and likely piqued the interest of some club members to start collections of their own. Thanks, Roger, great job.

Refreshments:

The most important club member of the evening was Amber Morrell. She provided a variety of cookies, chocolate bars and other items that brought smiles to everyone’s faces. Thank you Amber!



*One of the Salty As cars at the Tintic Tour
photographer, Liz Hales*

Tintic Mining District Tour

BY HOWARD ECKSTEIN — AUTHOR & PHOTOGRAPHER

We had the opportunity to enjoy a history tour of the Tintic Mining area last June 6th. Nick Castleton, the mayor of Eureka and “Chopper” Gary Poh helped to arrange the trip and open properties for us to explore on this outing.



Our club was joined by members of the Salty As who brought five Model As to the event.



Between our club and theirs, we had 12 old cars in spite of the heavy clouds and threat of rain for the afternoon. Our meeting place was the old Sinclair building at the intersection of Highway 6 and Redwood Road in Elberta. The owner came and opened the building so we could go inside to look around. It was originally a workshop and was moved to its present location. It never was a filling station in Elberta.

Mayor Castleton was our tour guide who led us on the backroads past the sites of long-gone mining towns. Only sagebrush and a few chunks of concrete in the ground mark the places where families lived and men toiled in the underground mines. There they dug out of the earth gold, silver, lead, copper, iron and other base metals.



Most of the drive was over the old rail bed used by trains to take ore to the smelters. The tracks were removed decades ago. Cut into the sides of the mountains, these narrow dirt roads were passable only in single file. It was a chance to see our vintage iron in its natural



MOTOMETER

habitat.

We were led to the sites of the Sunbeam Mine, the first in the area, and the Dragon Mine where activity was



observed from our vantage point above the cut and an open mine shaft that went down 400 feet.

We passed the townsites of Knightville, Dividend, Diamond, Silver City and Mammoth before returning to Eureka.



We heard a ghost story prior to exploring the old cowboy graves at the neglected Diamond Cemetery and how Jesse Knight got inspiration to prospect the area that eventually became the Humbug Mine.

Our journey took us to the top of the town of Mammoth to the mine where we were welcomed by the owner who had bought the property, restored the surface buildings and lives in the adjoining McIntyre Mansion.



Finally, we landed in Eureka and visited the abandoned Chief Consolidated Hoist House. Here, equipment including the main hoist and several compressors sit as they were left when the mine was closed.

By 5:30, we went to lunch. The rain began to fall, but that didn't slow us down. We went to "Chopper" Gary's where we recreated a 1937 photograph that he had of the original Eureka Post Office building which now houses his Tintic Motorcycle Museum.



It was fun to learn about the local history that played an important role in the nation's mining industry of its day. And it was even more informative to hear the stories of the people who made it all happen.

Photographers are: Lisa Hales, Howard Eckstein, and Robert Mack





2020 Calendar of Events

COVID-19 makes it very hard to schedule any activities in advance. So this year the club will need to be flexible and expect short notice when activities are announced.

July

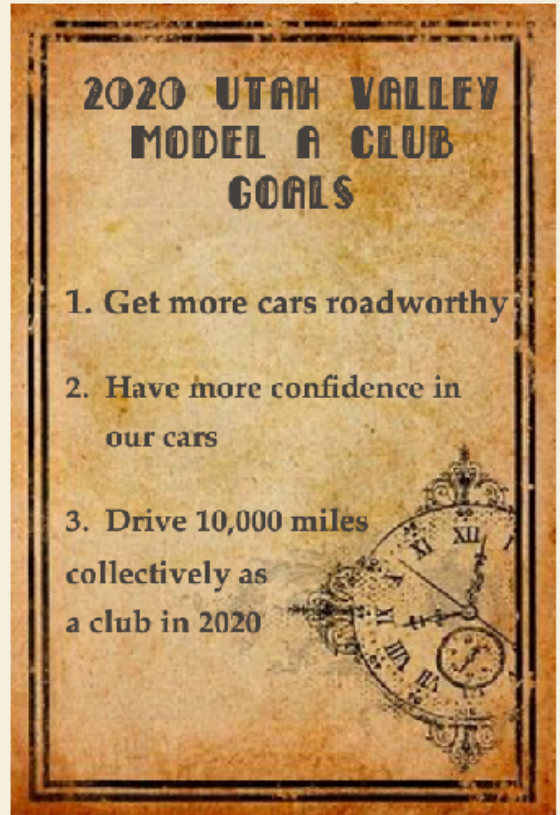
- **4th — Veterans Tour**, meet at Orem High School 15 S. 400 E. at 10:00 a.m.; we will be driving with the historic military vehicles past several veterans home and will have a picnic afterwards at Scera Park pavilion at 520 S. 400 E. in Orem; please bring your own lunch
- **11th — Steel Days Parade**, Clyde says it's a go. For the Parade we will meet at 8:30 a.m. at the American Fork Junior High School (20 W. 1120 N.), and for those that want to participate, the car show will commence at noon, until about seven o'clock. It will be held at the Rotary Park
- **20th — Club Meeting**, 7:00 p.m., location to be determined

August

- **8th — Speed Week** at the Bonneville Salt Flats
- **20th — Club Meeting**, 7:00 p.m., location to be determined
- **22nd — Sanpete County Fair** is held in Manti, there is a good possibility we will attend as a club. There is a lot to do there on Friday, Saturday, and Sunday. The club will caravan together and participate in the Saturday festivities

December

- TBA — **Annual Christmas Dinner**
No Club Meeting this month



**CENTERFOLD OF THE MONTH
1930**



**RICHARD & CHRIS TUCKER
45-B STANDARD COUPE**

Ellie Mason Sessions

BY BILL THOMPSON

The passing of Ellie Sessions, age 80, was announced by her family less than two months after her husband, Ron's, death in April. She was born in Santa Clara, Utah November 26, 1939 and died on June 12, 2020 in Springville, Utah. She was buried in Santa Clara, Utah. She and Ron were married in 1957 in California where her family had moved when she was young.

She and Ron had been members of the Utah Valley Model A Club for about four years. They first purchased a 1929 Sport Coupe in Colorado. The car needed a great amount of work so after driving the car one time, Ron began disassembling it and working on it. After a year of work they decided to buy a 1930 Sport Coupe that was running and he and Ellie began to enjoy driving around Manti and out to the golf course in Sterling for lunch with the other Model A people in Manti. They enjoyed their

membership in the Utah Valley Model A Club and attended many meetings and activities.

Ellie was a member of the Daughters of Utah Pioneers and was very proud of that heritage. She loved antiques as evidenced by visiting her beautiful restored Victorian home on Main Street in Manti. She assisted Ron in running an antique store from their backyard shed for many years. She enjoyed traveling to look for antiques and visiting her family. Ellie enjoyed gardening and together with Ron maintained a beautifully landscaped yard.

Her family was her greatest joy and she loved shopping for presents for them and could spend hours looking for the perfect gift and card to accompany it.

Ellie will be greatly missed by our club and we hope the Model A will find a good, new, home.



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Roger Davis submitted this photograph of the club at the Sinclair Station in Elberta on our way to Eureka for the mine tour. Rick Black, the webmaster for MAFCA, chose to post it on the national club's web page.

Roger Davis has primed the pump. He has encouraged members to show their cars on Peterson's on-line "Cars and Coffee." The last episode featured **Brad Christofferson #7**, **Buster Hansen #8**, and **Karl Furr #42**. You can see their segments by going to: [Peterson Global Cars and Coffee](#). Brad was featured at 4:54 minutes after the video started. Buster followed immediately at 5:24 and Karl wasn't shown until 34:31.

Roger's car was featured earlier and can be found at this link: [Roger Davis on Peterson Global Cars and Coffee](#). He is #31 and his Model A spotlight starts at 13:19.

Take a minute and enter your car. Roger Davis can tell you how.

We learned on Facebook that **Robert Steggell** and his group were headed down from SLC to participate in the Eureka Tour, but had problems with both Model A's, so they turned around at the Sinclair Station. We are disappointed they didn't make it.



Club Hat Order

BY HOWARD ECKSTEIN



Hats are available for club members with the generic club logo pressed on. Click on the link below to see the colors available. You can scroll over the hat you like for a close-up view. At the same time the names of the colors will appear over the small hat you clicked on

https://baseball.epicsports.com/prod/20462/richardson-112-twill-mesh-snapback-trucker-caps.html?gclid=EAIaIQobChMIvbiEnKL76QIVS73ACh38aQwtEAAAYASAAEgLsy_D_BwE#

Write down the names of the colors you've chosen on the order form. Turn in your money to Howard and the order will be placed. All hats are \$17. This covers the cost of the hat, pressing labor and logo appliqué. If you choose a two-color hat, the front panel and visor are the same color.



Quantity	Front Panel Color	Back Crown Color	Visor Color

Name: _____ Phone: _____

Is Your Head on Tight?

BY HOWARD ECKSTEIN

I got a call to go to Heber to see a 1931 Fordor to get it running. I arrived at the car and began my diagnosis with a review of its “medical history.”

The car had been running really nice awhile back, but had overheating issues. To fix that, the owner was told that perhaps the timing was off. I opened the distributor and inserted the timing pin and rotated the engine with the fan blade due to a lack of a hand crank.

It seemed that the engine turned easier than I expected. Once the pin found the dimple in the timing gear, it was obvious that the distributor rotor was 180 degrees out of time.

The owner had a Nu-Rex timing wrench. He’d watched a YouTube video on how to use it, so he undertook to correct the timing. Instead of lining the wrench up with the #4 spark plug, he had indexed the cam with the wrench to the #1 plug. This was why the cam was out half a turn.

We set the timing correctly and started the engine. It fired up just fine, but only ran on two cylinders. Cylinders three & four were not contributing to the cause.

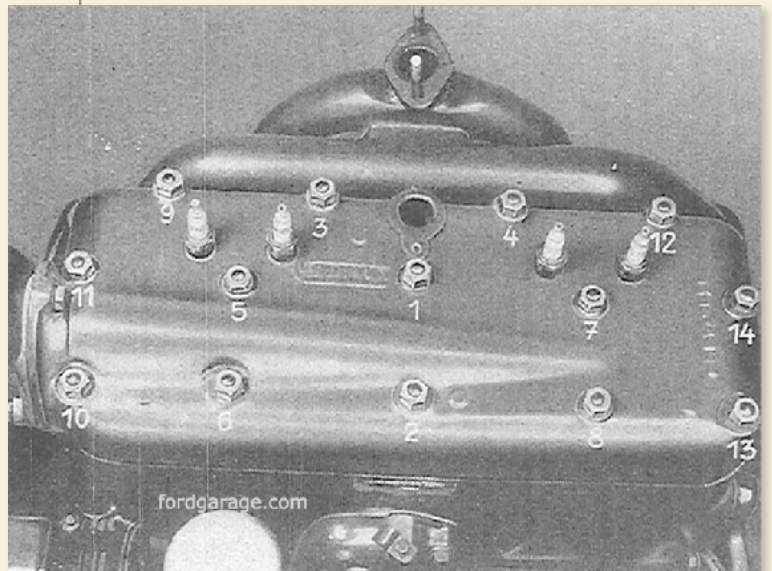
We pulled the plugs and found the back two were gas fouled, as was expected. Since I’d left my compression tester at home, we used the thumb method to compare compression between cylinders. Numbers one & two popped the thumb off really good, but three & four were weak.

This led us to investigate the head gasket. While removing the head, I was shocked to find the nuts were loose. They must have been around 25-30 ft/lbs when they should have been 55.

With the head off, we investigated the gasket and found it had been leaking under the fire rings between three & four. It wasn’t burned through, but the loose head nuts likely allowed compression gasses to move between the cylinders.

The gasket that was installed was the “premium” version with the silicone traces around the water holes. We’ll be replacing it with the graphite coated Best gasket.

The moral of the story is: Be sure the head is tightened down according to specifications following the tightening sequence chart in steps of 25, 35, 45 and finally 55 ft/lbs. Run the engine to operating temperature, then when cooled down, re-torque the head nuts. This should be done two or three times before releasing the car for the road. After 500 miles of driving, the head should be re-torqued again for the last time.



Ford photograph showing the tightening sequence.

photo courtesy of The Ford Garage

A Broken Rear Axle Shaft

BY TOM ENDY

A repair made on the car without removing the rear end:

It is not unusual for a Model A Ford to suffer a broken rear axle shaft. When it happens, the break is usually right at the key slot, and it is definitely a show stopper. Many Model A Ford enthusiasts know how to remove the rear end from the car and completely disassemble it. If you restored the car, you probably had the whole works apart at one time. But, if all you want to do is replace the broken axle shaft, you don't have to remove the rear end from the car and you don't have to completely disassemble it. There is a short cut that can be taken if you are sure that the fault is limited to only a broken axle shaft. This article will describe how the axle shaft can be replaced with a minimal amount of disassembly.

Preparation:

You will need a good safe spring spreader, a hub puller, a jack, and a set of hardy jack stands. Drain the oil from the banjo. Do not remove the floor boards or disassemble the U-joint housing. Jack up the rear of the car and set the frame on the jack stands just forward of the axle housings. Leave the jack in place supporting the banjo, but slightly to the right so that it will clear the edge of the left axle housing. Remove both rear wheels and both rear brake drums (you will need the hub puller). Be sure to remove both axle shaft keys. Do not do any more disassembly to the right side (passenger side) of the rear axle.

Disassembly on the car:

Insert the spring spreader and remove only the left (driver's side) spring shackle. Remove the left shock arm and both left brake rods from the left backing plate. Unbolt the left brake rod anti-rattle springs from the radius rod. Remove the left rear radius rod by unbolting the two forward bolts at the left backing plate and by

removing the nut from the bolt up at the front of the torque tube where both radius rods are held together. This is why the nut is supposed to be on the left side of the torque tube and the bolt head on the right side. Lower the jack slightly to clear the left axle housing away from the rear spring. Remove the ten bolts that secure the left axle housing to the banjo. Pull the left rear axle housing clear of the car with the backing plate still attached to it. With the left axle housing removed, pull the entire axle shaft and differential assembly out of the rear end housing. Both right and left axle shafts, the carrier assembly, and the ring gear will come out as a complete assembly. Take the assembly to a work bench and disassemble the carrier to replace the broken axle shaft.

Disassembly of the carrier:

Center punch both halves of the carrier so that you can reassemble it exactly as it was. Remove the safety wire and the nine carrier bolts and nuts. Remove and replace the damaged axle shaft. Reassemble the carrier assembly just as you took it apart. Torque the carrier nuts and bolts to 30-35 ft. lbs., and reinstall safety wire. The carrier assembly is ready to be reinstalled in the axle housing.

Axle shaft oil seal replacement:

At this point of the disassembly both axle shaft seals can easily be replaced if desired. Reach in the hub openings of both axle housings with a long screwdriver and knock out both of the old seals. A special seal installation tool that screws onto a length of pipe will be required to install the new seals.

Banjo gaskets:

It is important to take special note of the quantity and total thickness of gaskets that were installed between the left axle housing and the banjo. If possible, measure the

total thickness with a micrometer. It is extremely important that you reinstall the left axle housing with the same total thickness of gaskets. The total gasket thickness determines the carrier bearing preload and ring and pinion backlash that was set (if it was) the last time the rear end was overhauled. If you only install a single .010 gasket back on the left side, the carrier bearing preload may be too tight and you chance burning out both carrier bearings when you are back on the road.

Reassembly of the rear axle:

Reinstall the axle shaft and differential assembly back into the banjo and right axle housing that is still attached to the car. The ring gear should be toward the left side of the car. Make sure that the ring gear is properly engaged with the pinion gear before you reinstall the left axle housing. Install the proper thickness banjo gasket on the left side of the banjo and install the housing (the left backing plate is still attached). Torque the ten banjo bolts to 30-35 ft. lbs. Reinstall the left radius rod to the backing plate and connect it to the bolt and nut at the front of the torque tube. Reinstall the rear spring to the left axle housing and insert the shackles. Install the two shackle nuts, but only snug tighten them. The shackle bar must have some amount of movement. Install cotter pins in the shackle nuts. Reinstall both left rear brake rods and the shock arm. Reattach the brake rod anti-rattle springs. Remove the spring spreader.

Finish:

Install new axle shaft keys on both sides to preclude breaking another axle shaft. Install the brake drums and torque both rear axle shaft nuts to 90-100 ft. lbs. and install the cotter pins. Install both wheels and torque the lug nuts to 60 ft. lbs. **Remember to put oil in the banjo housing.**

Radiator Screens

I have found that most of the problems of overheating are caused by a stopped-up radiator. Rust and grease from the engine and water pump work their way through the engine and lodge in the radiator.

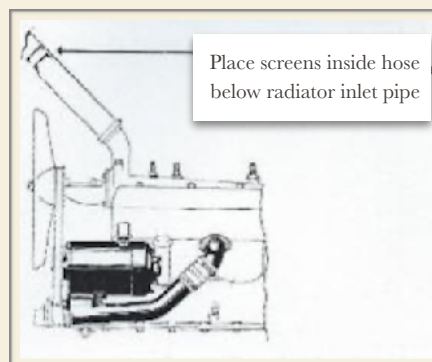
To stop the matter from reaching the radiator, a screen can be placed in the upper radiator house.

Here's how: 1) Cut two pieces of window screen (aluminum is good, but brass is better), about 1-inch larger in diameter than the radiator inlet pipe. 2) Form each piece of the outside of the radiator inlet pipe making a cup. 3) Push each cupped screen into the upper radiator hose from the engine end toward the radiator end of the house. It should fit snug. Push the first screen so that it rests just below the radiator inlet pipe. Push the second screen to a point just below the first screen. Do not push the two screens together. Do not push the screens so that they are crushed by the radiator pipe after installation.

The object of the screens is to trap rust before it can enter the radiator. The screen should be cleaned about every 500 miles at first. After that, at intervals as needed. It is recommended that if the radiator has been on the car a long time or if the radiator seems to lose water after long drives, the radiator should be cleaned to remove all rust and grease.

I had the problem of a radiator, stopped-up from engine rust, forcing the water out the top of the radiator. I flushed the radiator but it stayed clean only a short time. Since installing the screens in the radiator, it has stayed clean.

Author, Robert Hitchcock



The Ladies Fashion Journal

ERA GARTERS FOR THE FAMILY

By Gal Doemland
courtesy of MAFCA

At the first mention of “Garters”, one may think of the “something blue” the bride wears at her wedding or what the groom “slings” to a group of eligible bachelors at the wedding reception. It may surprise many to know garters were frequently worn by all classes during the Model A years and that garters are just one style of the broad category of stocking supporters. Garters fall under the Footwear area of fashion judging, along with shoes and stockings. Other styles of stocking supporters for women are garter belts, girdles, and corsets. These styles of stocking supporters fall in the undergarment group of Coordinated Apparel.

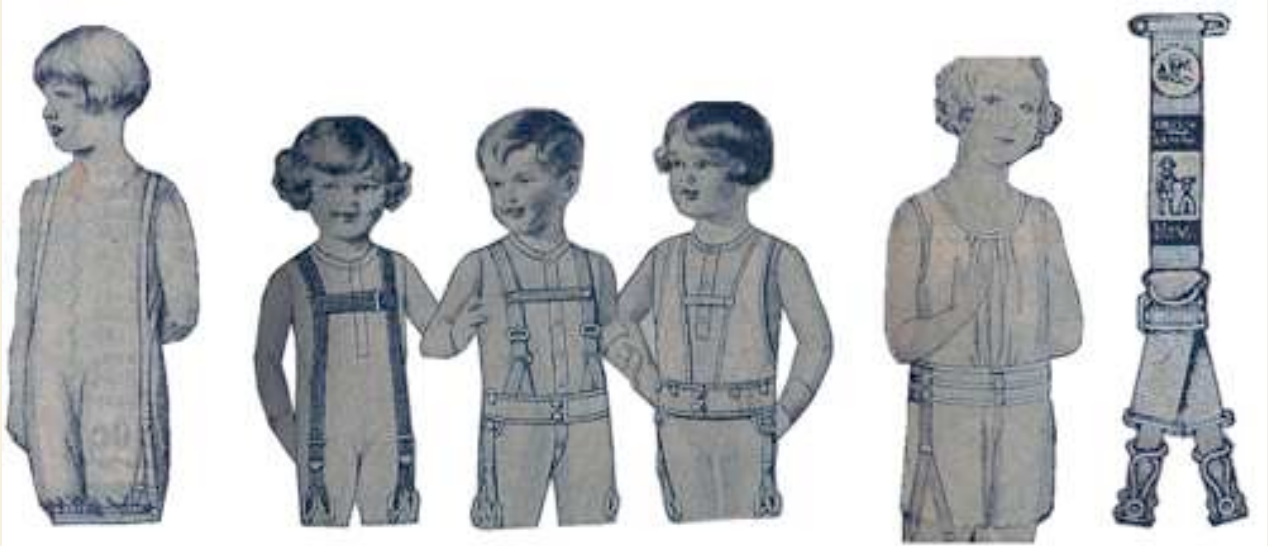
Toddlers, children and men wore garters for comfort, to prevent their socks or stockings from slipping down and bunching around the ankles. The only reason garters would be worn in today’s fashion judging by these same classes would be in an attempt to obtain extra points for the overall appearance or to prevent a reduction in points for ill fitting stockings.

Women, on the other hand, wore garters or some style of stocking supporters out of necessity, to hold up their stockings. It is for this same reason, garters or some style of stocking supporters are just as important and required in today’s fashion judging.



Diaper garters were specially made for babies. They were adjustable to size and were equipped with a special tab and safety pin for attaching. Diaper garters relieved the baby of the discomfort of having the stockings pinned directly to the vest and provided a greater freedom of the legs.

Children had an array of different styles of garters or stocking supporters. There were shoulder styles, waist styles, and pin-on styles. Shoulder styles were made of non-elastic webbing with adjustable straps and garters. The garter waists were made of white mercerized sateen or white muslin with hose supporters of strong elastic. Some garter waists came with chest vests or chest bands with adjustable shoulder straps for more support. The pin-on style of hose supporters were made of wide lisle elastic webbing with adjustable garters which would give freely to the movements of the body.



There was little difference, if any, between boy's and men's garters. The hook-on garters were wide Rayon covered elastic used to hold up knee length athletic socks as those shown.



Can you find
10 Differences?

Photographer
Robert Mack

Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)





Model A Ford Club of America

Established 1957

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



MAFCA News

BILL TRUESDELL — PRESIDENT



Bill Truesdale

In May, your Board of Directors made another very difficult decision. We concluded that risk to our members would still be at unacceptable levels in early December, so the Board has cancelled the annual National Awards Banquet (NAB) that was to be held in Fort Worth, Texas. This has been a very

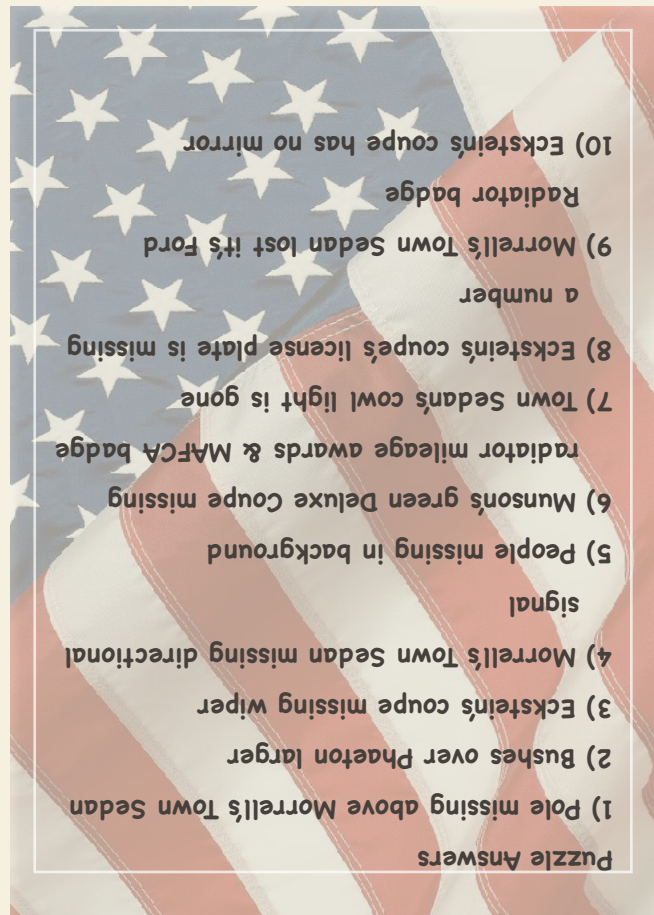
disappointing year for our members and we are extremely sorry that we have had to take this action. Like our move to cancel the National Convention originally set for this month, we believe it would be best to avoid even the possibility of COVID-19 problems in December. We are grateful to Fort Worth's Cowtown A's for agreeing to sponsor the event in 2021. They had already made some wonderful plans for 2020 and assure us those plans will be transferable to next year.

As you know, the National Awards Banquet is when the newly elected Board members are installed for the coming year. That will still happen, but it will be happening at the MAFCA office in La Habra rather than in Fort Worth.

I hope you agree with our decisions. They are unprecedented. Our hope is that 2021 will allow us to get back on track with our national and regional events. Our primary national event for 2021 will be the **MAFCA National Tour** in North Conway, New Hampshire. It will be held from **June 20 through June 24**. Mark your calendar now so you can be sure to get your reservation when the forms become available early next year. The New Hampshire Lakes Region MAC has been working hard to get ready for us. They have a wonderful tour

planned with experiences that you will be able to brag about for years to come. And, then there will be the **National Awards Banquet** in Fort Worth, Texas in the **December 2021** time frame. Exact dates will be announced in the near future.

We all wish you continued good health and safety as these days of COVID-19 roll on. If you have a chance to get out and drive your Model A, even around the block a few times, you will feel better just by getting out in your favorite car. I hope to see you soon.



“And Now A Word From Our Sponsors...”



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

Snyder's
ANTIQUÉ 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



If your clutch disc
has only spokes
in the center, it's



about 90 years old
and prone to chatter



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.*