



# UTAH VALLEY

- Model A Club -

# MOTOMETER

Vol. 8 No. 8

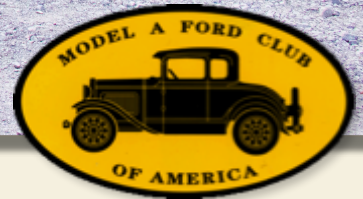
2018 MAFCA Newsletter of the Year

August 2020

**IN THIS EDITION:**  
WATCH WHAT YOU WEAR!  
American Fork Steel Days Parade

LIGHT'S GOLDEN  
JUBILEE & THE  
VINTAGE IRON  
CHEF

FORTH OF JULY  
VETERANS  
PARADE



*Utah Valley Model A Club trip to Fish Lake*



## 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
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### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
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Photographers	Greg Mack Howard Eckstein Amber Morrell	gregmack02@yahoo.com h_eckstein@hotmail.com mystuff@live.com
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Photographer Howard Eckstein



# President's Message

BY GREG MACK

1930 Town Sedan

**For Sale**

Ran When Parked

I had a nice happy president's message all thought up for this month in anticipation of getting my sedan back on the road. Well, that message quickly went out the window after buttoning the car

back up just to find out that it still knocked! In my fit of anger and total frustration, I was ready to give up! Why in the world was I wasting so much time and money on this stupid hobby? This car was supposed to be providing fun and happiness, not frustration and anger! Maybe it was time for something new!

Not long after venting these crazy thoughts, Bill Thompson called to talk about taking the Model As to Fish Lake. Hmmm... that sounds like a lot of fun! Maybe I should wait until after going on this trip to quit the hobby.

Sure enough, it was a good call to hold off as we had an amazing time! It was quite a sight to see the line of

Model A's winding through the mountains and around the lake! As I watched the cars ahead of me the frustration and anger of working on the sedan quickly melted away and became the farthest concern on my mind. It was then that I had a reminder of why I enjoyed the hobby so much; good friends, unique cars and beautiful scenery. I was in paradise! It was amazing how something seemingly as simple as a drive through the mountains could help ease so many weeks of frustration.

Typically, it is the chaos of everyday life that creates a need to get away from it all. Unfortunately in my case, the thing that usually allows me to escape is the very thing that caused me to need an escape. Thankfully there are those who are willing to help out and share their "escape mobile" with those of us in need of some relief. Considering all that is going on in the world today, now is not a good time to lose your method of escape. Thank you to all who make each one of our trips so great! I am sure that I am not the only one who benefits from these getaways.

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## 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.

### August

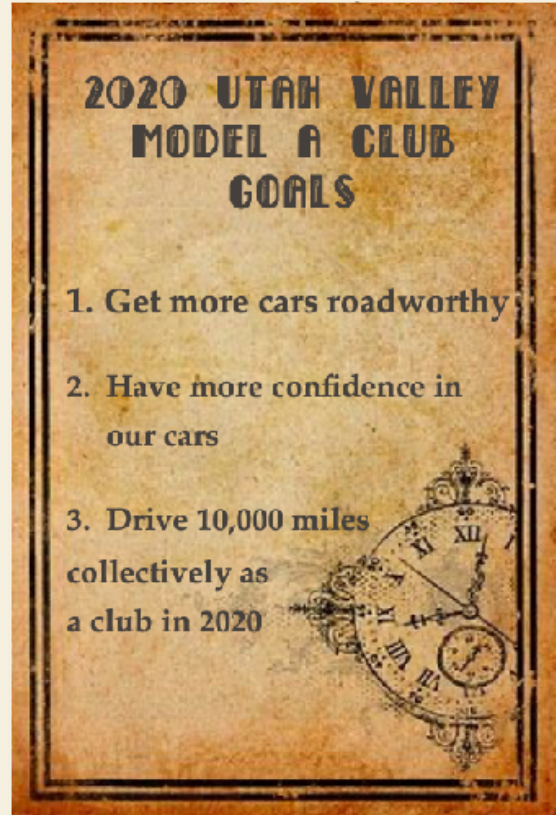
- 8th — **Bonneville Speed Week**, 6:00 a.m., we will use our modern cars, travel to the Salt Flats to view races, then travel to the Wendover Air Base to visit the training grounds of the Encina Day, ending in Wendover for dinner. **CANCELLED by STCA UNI**
- 15th — **Tractor Crawl**, 10:00am at Richard Tucker's. We will visit three collections of tractors and hit & miss engines
- 20th — **Club Meeting**, 7:00 p.m., Morrell's garage at 8282 S. State St., Spanish Fork
- 22<sup>nd</sup> — **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. **CANCELLED**

### September

- 5th — Labor Day Weekend, **Iron Chef and IMAD**, in Heber at Brent Baker's Home, we will leave Orem's Harmons Grocery Store at 10:00 a.m.
- 17th — **Club Meeting**, 7:00 p.m., location to be determined
- 26th — **UVU fundraiser**, details to follow

### December

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





# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Natalie Mack** — came across this YouTube music video and immediately thought of the club. Hit this [link](#) and see what she found. (You will have to skip the ad at the beginning.)

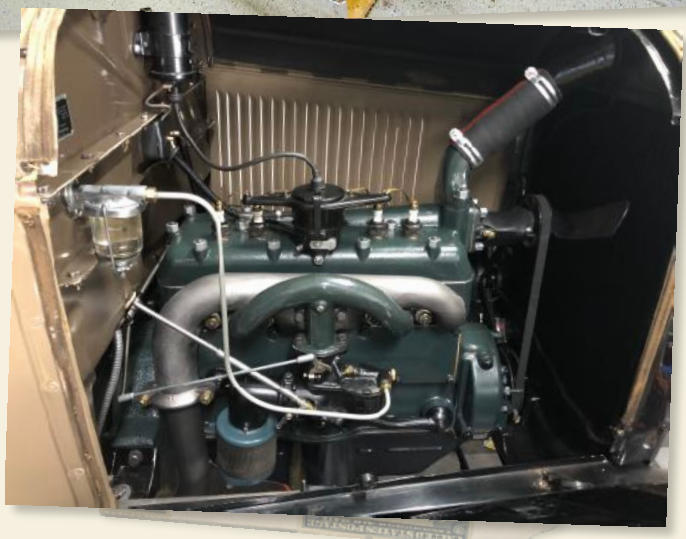
**Wayne Atkinson** — has had his clutch knee replaced so that he can better drive his roadster. He is home now recuperating. Well, that is what he wants his wife, Jan, to think. He has already been working on a Mustang with a friend.

**Clyde Munson and Howard Eckstein** — have been working on **Walt Burfitt's** Model A. Walt is waiting for brake parts to arrive so they can finish the brakes.

**Bill Thompson** has been helping the Sessions family dispose of Ron Sessions' Sport Coupes. They were able to sell the project car to a local Manti resident. Bill and others of the Manti Model A group are working to fix a few bugs on the newer Model A before selling it.

**Roger Davis and Howard** dug into Roger's clutch when the new clutch plate he received with his newly rebuilt engine started to clatter. It turns out that Howard had just written an article about the subject matter and recognized the problem right off. Rich Fallucca of Antique Engine Rebuilding replaced the clutch plate at no cost.

**Buster Hansen** and his son, Joshua, worked on **Karl Furr's** roadster by adding a Mitchell transmission seal. They were working on it through the observation plate opening. Because of the likelihood of dropping bolts into the bell housing, Buster kept saying, "This is a stupid idea!" Joshua, in all of his teenage wisdom put his father in his place by saying, "Then why are we still doing it this way, Dad?"





# July Club Meeting

BY AMBER MORRELL



### Attendance:

Diane Brimley, Brad Christofferson, Roger Davis, Howard Eckstein, Karl Furr, Buster Hansen, Tony Jacobs, Greg, Nicholas and Robert Mack, Amber and Dave Morrell, Clyde Munson, Bill and Colette Thompson, Richard and Chris Tucker.

### News:

- Clyde Munson and Howard Eckstein have been working on Walt Burfitt's Model A. Walt is waiting for brake parts to arrive so they can finish the brakes.

### Correspondence:

- Clyde posted a paragraph about our Tintic Mining District Tour along with some pictures on MAFCA's Facebook page. He checked the comments recently and found that there were 90 likes about that post.
- The Pasadena High School sent us some correspondence concerning their program and inviting club members to purchase a raffle ticket to support their group.

### Club Business:

- Diane Brimley gave us the latest financial report. We are in good shape at the moment.
- This is the last call (for awhile) to get a hat. Howard is getting ready to place an apparel order, so if you want hats, shirts, or jackets, call Howard soon. The costs are: \$17.00 for hats, \$15.00 for shirts, \$75.00 for jackets.
- Because of the the recent "parade" activity, Greg asked if any other members were interested in purchasing a splash apron magnet for their car. If so, contact Clyde who knows the vendor.



### Awards:

- Nicholas Mack received the Bent Rod Award this month because he blew a head gasket immediately after finishing a rebuild of his transmission tower.

### Past Activities:

Both the 4th of July Veterans Cruise and the American Fork Steel Days Parade were a success, especially when you consider how many Model As participated. It was nice to join in events that didn't require the Activities Director to organize. We learned a few new touring ideas that kept the groups together.



It was nice to see that all the Model As, who were twice the age of the military vehicles, made it through the cruise with no incidence, whereas the historic military vehicles had seven casualties.

Hats Off! The American Fork police force did an amazing job coordinating the officers so that all the major intersections had a police presence. Considering the fact that the parade was 20 miles long and took two hours to complete, this was no small feat!

**Future Activities:**

- **August 1st**, Lindon Days Car Show has been cancelled.
- **August 15th**, Tractor Crawl will take us to three locations to observe some “hit & miss” engines and watch them run; meet at Richard and Chris Tucker’s home (4114 N. 200 E., Provo) at 10:00 a.m.
- **September 5th**, Labor Day Weekend, meet at Harmons (870 E 800 N, Orem) at 10 a.m. for this year’s Iron Chef tour. We will drive up Provo Canyon to Brent Baker’s home in Heber and enjoy our freshly cooked manifold meals.
- **September 26th**, Utah Valley University has invited us to bring our Model As and help them with their annual fundraiser. Typically it is a “white tie affair,” but this year it will be a different affair because of COVID-19.

**Tech Talk:**

In preparation for this month’s activity, Richard Tucker talked about how a “hit and miss” engine works. If Richard’s presentation is any indication, we will have a good time.

After the lengthy discussion about the work member’s are doing on their cars, Master Mechanic and Philosopher Extraordinaire Howard, made this observation: “Isn’t it amazing how far this club as come? Four years ago few people were working on their own cars. Members were afraid of driving them very far. Now things have changed. Club members are working on their cars and we are making longer and longer trips. The club is maturing.”

Nicholas Mack said he remembers his family’s first drive to his grandparents home nine miles away and how thrilled they were to make the round-trip with no problems.

Buster Hansen recalled the first time he took Joe Fazzio’s Model A to the Lindon Car Show. He asked Joe if he should use his or Joe’s trailer to haul the car to the show. Joe said his cars don’t get trailered. Buster was very relieved to make it from Mapleton to Lindon and back. What a change this club has undergone. We are achieving many club goals.

*Consoling Nicholas Over His Bent Rod Award*

In an attempt to console Nicholas over the fact that he was going to have to change his head gasket,...

Dave Morrell said, “No sweat, it only takes a couple of hours!”

Greg Mack replied, “Add those hours to the number of times it takes you to install a gasket that doesn’t leak.

Amber Morrell answered, “Three times, so far...”

Howard Eckstein closed with, “Amber’s head is now equipped with a zipper.



## The 4th of July Veterans Parade

BY HOWARD ECKSTEIN



I received a referral from one of the members of the Salty As to contact Vernon Stout of the FVA (Freedom Vehicles Association) here in Utah County. It was regarding an invitation for our club to tour a 20-mile route through Provo and Orem past the homes of some veterans.

Our club brought out 19 cars, 17 of which were Model As. The FVA produced about 20 or 30 vintage war wagons from Jeeps up to heavy equipment; all of which were painted olive drab or desert tan. One of our members, Harley Jacobs, drove his Jeep and trailer in the event.

After taking the tour, we all gathered at a pavilion at Scera Park for a picnic lunch and socializing.







# UTAH VALLEY

*- Model A Club -*



*Thanks to photographers: Diane Brimley, Reid Carlson, Brad Christofferson, Howard Eckstein, Karl Pope, and Clyde Munson.*

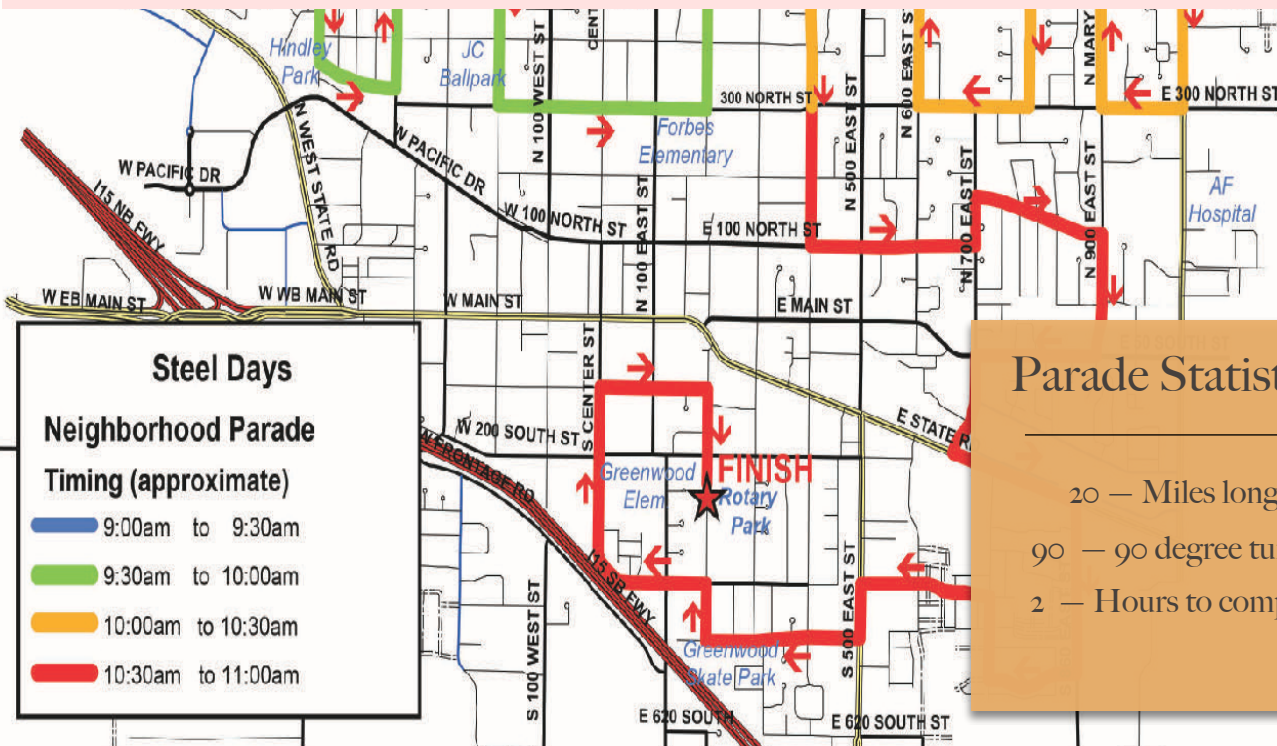


# American Fork Steel Days Parade

BY CLYDE MUNSON

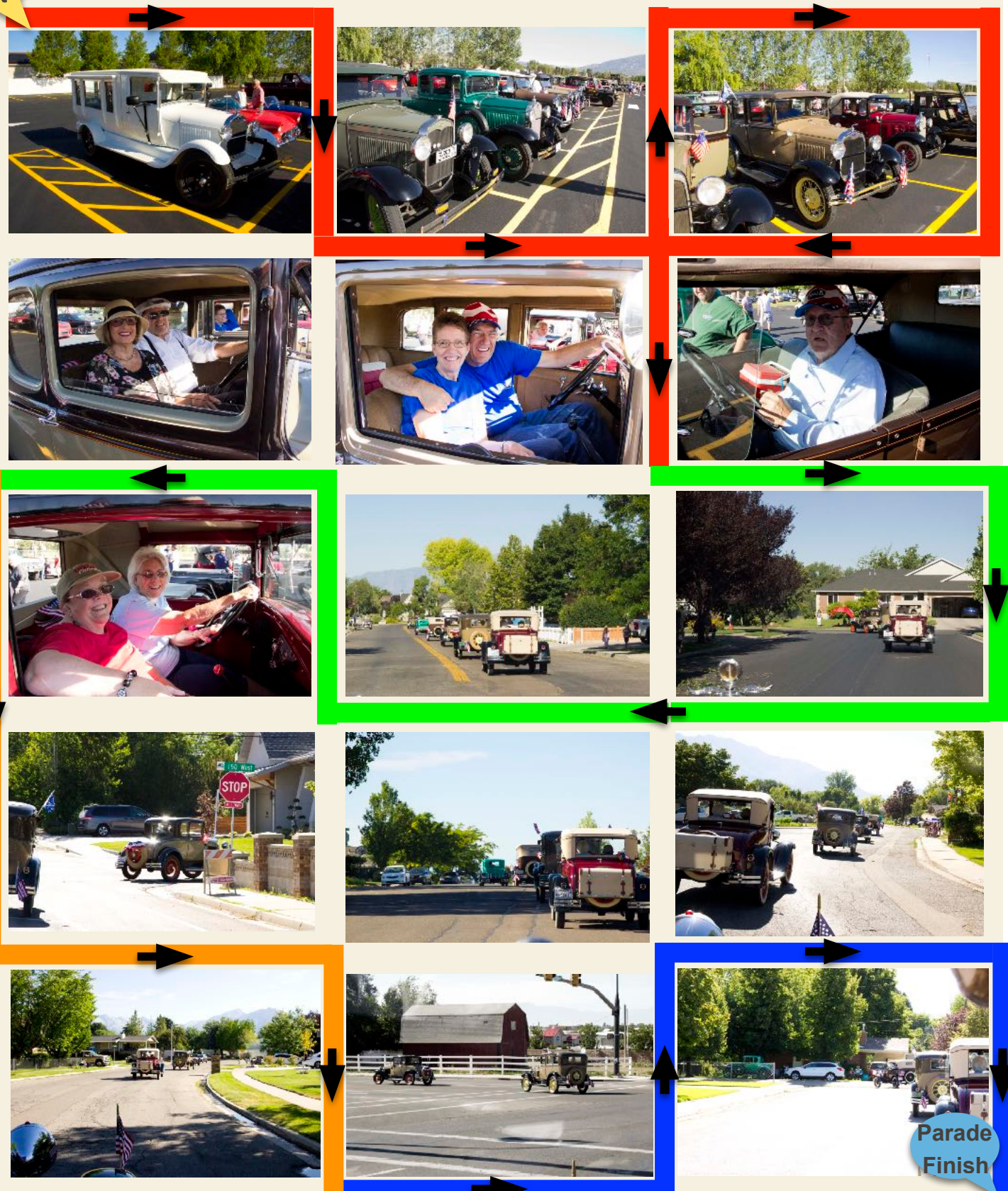
Last year the board of the Utah Valley Model A club had a discussion about the 24th of July parade in Mapleton. It has been one of our longest running activities. In fact, it was the first activity our club ever held. It was the first time I met Howard and Gemma and Tony and Jan, so there is some special history there with our club. The board decided that after such a long run maybe we should consider something else. Quite often the Steel Days parade ended up coinciding with the Mapleton celebration so we frequently missed the opportunity to participate in the American Fork parade. Discussions were held and in the end it was decided that we would try something different. Many people have said be careful what you wish for and this year has truly become "something different." American Fork decided to go ahead with the parade with some interesting changes so that social distancing could be practiced.

So, on a beautiful July 11th morning, we met at the American Fork Junior High parking lot to join in a neighborhood cruise/parade. Credit must be given to the organizers of the event because as we snaked through the neighborhoods at major intersections there was always a police officer to direct traffic and keep the parade moving. It was quite a logistical feat. The parade went very smoothly, for the most part. There was a spot where Howard missed a turn and being good little club members (or lemmings) most of us followed him. We were able to re-join the parade rather quickly and made it to the end without another mishap. After the parade we decided to have lunch at a local Chinese restaurant. The name of the establishment will be omitted to protect the guilty. All I will say is the way that Gemma was able to manage the owner and the waitress. I have full confidence that she would be highly skilled in herding cats.





**Parade Start**



**Parade Finish**



CENTERFOLD OF THE MONTH  
1929



THE CARLSONS  
45-A STANDARD COUPE



# Installing Fuses On Your Model A

BY PAST TECHNICAL DIRECTOR, JIM CANNON



Just to prevent a small electrical problem from becoming an even bigger one, many of us like to install a fuse on our Model A. You've all seen them, the little fuse holder that mounts to the side of the starter switch, holds a little glass fuse, and connects to the solid yellow wire. It's a great idea, but has a few weaknesses.

First, an open fuse holder like this will eventually corrode as it is exposed to the elements. Oil, mist, and road grime will collect on it and give you a bad connection. Vibration from the engine will loosen up the little metal clips that the fuse snaps down into. With time, this little fuse holder becomes a trouble spot in your electrical system. I've seen it several times on tours.

It is possible to purchase a molded fuse holder with a waterproof cover that snaps securely over the fuse (see photo above). It uses a flat, blade-type fuse that can be obtained in any amp rating you need. They work on six volt or twelve volt cars. You splice it into the wiring harness and solder the connections (not just crimp them on). Cover with woven loom to hide everything except the fuse itself and it disappears (mostly). It is much better.

I'm often asked where to put the fuse. If you only put it on the solid yellow wire at the starter switch, if it ever blows while driving, your engine will die right there. This might be at a very bad time to have no power, when you really need your engine running. It could be dangerous.

Most shorts that would cause a fuse to blow are in the lights or the horn. I recommend putting fuses in the

two solid yellow wires coming off the generator (alternator) that go to the headlight switch and the horn. If one of these fuses blows, you won't have lights or a horn, but your engine will still run. Figure out how much current your lights draw and put a fuse about 25% bigger than that on that wire. The same with the horn wire. If you accidentally use too small of a fuse, it will blow, and you will need to replace it with one of a slightly higher amp rating.

Once you have installed these first two fuses, then you add a third fuse to the yellow wire coming off of the starter switch. Use a fuse amperage here that is bigger than the ones you used for lights and horn. This becomes your protection against a really big problem in all of the wires besides lights (like ammeter and associated wires.) This fuse should not blow if you have a short in the lights or horn, so the engine will keep running and you can limp home (without horn or stop lights, so be careful). But if you have a major short, one capable of starting a fire, the third fuse will blow and save your car.

This is one of the more complicated Tech Tips. I hope it helps your car stay safe and reliable. I'm always open to feedback. Have a Model A Day! Jim



## Light's Golden Jubilee and the Vintage Iron Chef Cookoff

BY HOWARD ECKSTEIN

It was on October 21<sup>st</sup>, 1879 that Thomas Edison successfully demonstrated the first practical light bulb. Fifty years later, on October 21<sup>st</sup>, 1929, a huge celebration was held at Greenfield Village in Dearborn, Michigan, the home of the Henry Ford Museum. At this time, Edison was 82 years old.

Henry Ford was called upon to organize the event. Ford had three rail cars built to replicate those of the mid-19<sup>th</sup> century specifically for this celebration called "Light's Golden Jubilee".

The train was driven from Washington DC with President Herbert Hoover and his wife on board; his first excursion from the capitol since his inauguration. On board also were Thomas Edison and Henry Ford with their wives.



The train stopped at Smith Creek Station where in 1859, Edison was thrown off the train due to his laboratory chemicals causing a fire in the baggage car. On this auspicious occasion, 70 years later, Herbert Hoover escorted Edison off the train in commemoration of the incident.

The train reached Dearborn where a rainy day dampened the parade, but not the enthusiasm from the depot to the City Hall and finally to Greenfield Village where dignitaries toured the historic buildings on the site.



Prior to 1929, Edison's Menlo Park laboratory had been moved from New Jersey to Greenfield Village. During the day of the celebration, President Hoover, Henry Ford, Edison, and the only living associate who participated in the development of the electric light bulb, Francis Jehl, recreated the moment of first light from 1879.

The whole country had been invited to turn off all their electric lights and to turn them on again at the same time as an emotional Edison did during the re-enactment. The moment was carried by 140 radio stations across the nation.



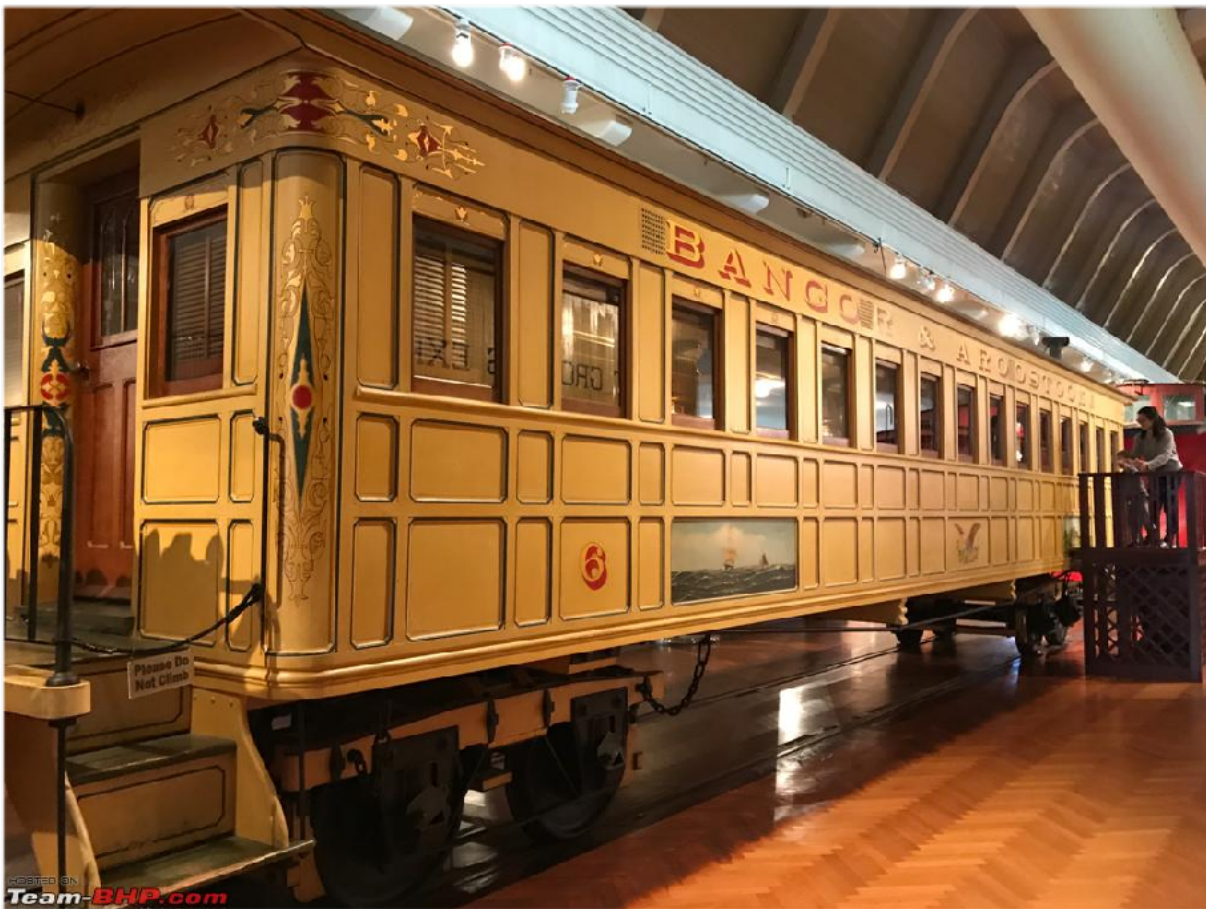


Now you may be wondering what this historic event, which transpired merely three days prior to the stock market crash of 1929 that led to the great depression, has to do with our Vintage Iron Chef Cookoff.

We'll meet at Harmon's parking lot in Orem at 10:00 a.m. on September 5th. We'll drive up Provo Canyon and past the Heber Valley Camp and the Timber Lakes development and back down to Heber.

Our final destination will be in Heber at the home of Brent and Ginger Baker. They will have tables and chairs set up for us in the barn where we can enjoy One of the three commemorative rail cars from the

our manifold creations. And the backdrop for our feast? "Light's Golden Jubilee" train.



HOSTED BY Team-BHP.com

## Take Me Back to a Slower Paced Life

BY ROBERT MACK

There are times when I get fed up with the hectic pace of today's life. Always in a hurry, trying to fit too much in an already tight schedule, driving in congested traffic, or dealing with crowded stores.

That's when I want to go back to a slower paced life; where one can breath fresh air again, travel two lane roads at 35 mph and not have a line of cars behind you, a time to slow down and enjoy yourself.

If you get away from the Wasatch Front, you can still find areas in Utah that are living a slower paced life. This was the case when nine Model As and several modern cars took advantage of the invitation offered by the Manti group. With Bill and Colette Thompson at the helm, we met in Manti and traveled to Sevier County, climbing to 8,848 feet above sea level where Fish Lake can be found nestled in a high alpine valley.

It was in this setting that the Model As were unloaded from trailers and eager motorists prepared their cars for a relaxing day. Because it was a weekday, it was peaceful and quiet.

From the marina, we headed north, following the west shore of Fish Lake and its deep blue water, surrounded by green forested hills on either side. We continued past the lake to Johnson Reservoir. At the reservoir, we turned onto FR640.

As the elevation continued to climb, wildflowers began to appear, culminating with blankets of wildflowers paralleling both sides of the road. Firecracker Penstemon, Monkey Flower, Lupine, Indian Paintbrush, Scarlet Gilia, Prickly Poppy, and Chicory are just a few of the flowers found at this elevation. The multiple colors were spectacular!

We visited a US Forest Service guard station and then continued upward, around the base of Mt. Terrill (which reaches 11,547 feet) until we reached the pass at 10,036 feet. Here we soaked in the view, taking in vast vistas of far-reaching natural beauty. In these wide open spaces, we could appreciate our place in the grand scheme of things. It caused us to pause and enjoy this moment in time. It slowed down our inner clock and recharged our mental batteries.

From here, we traveled back to Fish Lake Lodge and enjoyed a self-packed lunch. This gave us the opportunity to converse and socialize with each other (Covid-19 style).

It was time well spent, time that slowed our pace of life, if only for a day.







# UTAH VALLEY

*- Model A Club -*





# Watch What You Wear After September 15th!

BY ROBERT MACK

*Editors note: This article is the brain child of Colette Thompson. She came across the subject matter and thought it was appropriate content for our newsletter — I agree.*

Wearing a hat can be hard work, especially when the fashion police need to dealt with. Men have fashion faux pas too just like when Women are admonished not to wear white after Labor Day. The reason the “rule” was created was because it was difficult to keep a garment clean in winter considering the wet, muddy streets and the soot from coal furnaces.



Certain types of hats had the same time restraints. The Boater Hat, the unofficial hat of summer, was no exception. The Homburg was the suitable winter hat. The season to wear Boater's Hats occurred between June 15th, called Straw Hat Day, and September 15th, which was Felt Hat Day.



Because it was a “must” for a man to wear a hat while outdoors, men would wear the straw hat all summer long. In fact they were expected to wear it during rain storms, windy days, and other inclement weather. By the end of the season, they were very soiled, the straw turned yellow and the brims drooped and were no longer straight.

This necessitated a new straw hat every year. Haberdasheries and millinery shops were ready to meet the demand. One London hat shop offered 42 different types of straw hats. With New York City being fashion

capitol of the US, New Yorkers determined which straw hats were “en vogue” each summer.



Through the years, it became tradition for stock brokers, who wore their straw hats every day through-out the summer, to throw their hats to the floor and stomp on them and any other hat found on the floor every September 15th.

This tradition gradually moved from the floor of the stock market to the streets of mainstream America. People finding men wearing their straw hats after September 15th, would good-naturedly swipe the hat from an offending individual and promptly stomp on it.

On September 13th, 1922, things got out of hand. Two days before Felt Hat Day, a group of





young men got a jumpstart on the tradition by grabbing and stomping on the hat of some factory workers in the Mulberry Bend section of Manhattan. When the youth tried the same stunt on a group of dockworkers, the men retaliated and a brawl ensued. It was so bad that the fighting stopped traffic going over the Manhattan Bridge. Police were forced to break up the riot and arrested several people.

The *New York Tribune* published an article stating, “Boys who were guided by the calendar rather than the weather, and most of all by their own trouble-making proclivities, indulged in a straw hat smashing orgy through the city last night. A dozen or more were arrested and seven were spanked ignominiously by their parents in the East 104th Street police station.”

This was not the end of it however. The

lieutenant told them that if he saw them again for the same offense, he would lock them up.

Peter A. Hatting, magistrate of the night court, was fed up with this and stated that the next offender would be sent to jail. That turned out to be 16 year-old Morris Sikeowitz, who was caught by Harry Oldbaum. Because Morris was 16, he was old enough to be tried in court and the magistrate was prepared to send him to jail. Even Oldbaum thought the sentence was too harsh. But it wasn't until Sikeowitz's 70 year-old grey-haired mother was brought before the court that Magistrate Hatting relented, sending the 16 year-old home with his mother and a \$5.00 fine. “But I'll send the next one to jail,” said the Magistrate as Sikeowitz left the court. “I intend to see that citizens are protected and their property.”

Patrolman



fighting sparked into a frenzy the next night. Teen boys roamed the streets with large sticks, some with nails protruding on the ends to help hook the straw hats and pluck them off their heads. This practice also caused a few injuries during the melee. Anyone who resisted was beaten, and several men had to be treated for their injuries.

Many of the boys were under the age of 15, so they were not arrested, but, in one instance, Lieutenant Lenihan lectured the boys and invited their fathers to the police station to spank them. Many fathers cordially accepted the invitation. After their punishment, the

James Sheehan of the Oak Street Station arrested two boys whom he saw smashing a straw hat. The boys said they were “Walter Shulka and Abraham Silverman, 12 brought them to Magistrate Hatting. Abraham Birnbaum appears in court as the complainant against Silverman. Hatting sentenced him to three days in jail. The longest jail time served by a youth.”

On the 14th of September, the *New York Times* reported, “hundreds of boys terrorized straw-lidded citizens, forcing them to run through a gauntlet. Other hoodlums hid in doorways before leaping out to attack. E.C. Jones claimed 1,000 teens were part of a roaming

mob on Amsterdam Avenue. Harry Gerber, 25, was kicked and beaten so badly that he was hospitalized.”

The *Times* editorial, entitled, “Straw Hat Riots Embroil East Side,” asserted that “the inalienable right of a man to wear a straw hat in a snowstorm, if he desires, is to be upheld in this city by both police and the Magistrates, and a warning was broadcast to all straw hat smashers last night that jail terms on assault charges waited them if they started any such carnival today.”

This didn’t stop the “hoodlums” however. The next day the riots continued, moving from the East Side to the Upper West Side. One article reported, “Complaints poured in upon the police from men whose hats were stolen and destroyed. But as soon as the police broke up the fans in one district, the hoodlums resumed their activities elsewhere.”

Straw Hat bonfires were started in some places in the city.

After the passing of September 15th, teenaged shenanigans quickly subsided. And after a week things were back to normal. Although the riots of 1922 marked the worst occurrences of straw hat smashing, others did develop the following years. In 1924 one man was murdered for wearing a straw hat. Nineteen twenty-five saw similar activity. That year President Calvin Coolidge (who was obviously not a New Yorker nor a fashionista) was spotted wearing a straw hat on September 18th “a scandalous move” which received

front page coverage from the New York Times.

So gents, the next time you wear your straw hat, make sure you don’t rile the



fashion police and commit a faux pas by wearing it after September 15th. You never know if some stranger will pluck it off your head and smash it.

If you would like to check it out, here are some sources:

- 1) “In 1922, New York City had a Three-day Riot About Straw Hats,” <https://www.citymetric.com/horizons/1922-new-york-city-had-three-day-riot-about-straw-hats-1570>
- 2) “The Straw Hat Riots of 1922,” <https://www.mentalflowss.com/ricle/61755/straw-hat-riots-1922>
- 3) “The History Man, The 1922 New York City Straw Hat Riots,” <https://www.bing.com/videos/search?q=straw+hat+riots+of+1922&&view=detail&mid=8C701DBF483D8A6D872E8C701DBF483D8A6D872E&&FORM=VDRVSR>
- 4) wikipedia.org, [https://en.wikipedia.org/wiki/Straw\\_Hat\\_Riot](https://en.wikipedia.org/wiki/Straw_Hat_Riot)
- 5) “Straw Hat Day and Felt Hat Day,” Vol.14, Issue 34, <https://www.etiquetteer.com/columns/2015/09/15/straw-hat-day-and-felt-hat-day-vol-14-issue-34>
- 6) “The Straw Hat Riot of 1922: The Harsh Version of No White After Labor Day” <https://www.ripleys.com/weird-news/straw-hat-riot/>
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# The Fashion Journal

## PLUS FOUR KNICKERS FOR FUN

  
*By Rosie Cassou,  
 Cruisin' A's of  
 Hemet, California*

Knickers or Plus Four trousers certainly set a style in the Model A Era. The look was one of fun and carefree activity. While the origin of knickers and Plus Fours came from the early 19<sup>th</sup> century, the practical use for men and women were on the sporting fields, shooting range, golf courses, and for a casual drive in a sporty Model A roadster.

They were called plus fours because they bagged below the knee and were 4" longer than knickerbockers. Plus fours were made in tweeds, linen, corduroy, flannel, and wool. Today women, men, or youth can wear a pair of Plus Fours either in the Original Category fashion judging or in the Era Image Category. Appropriate Coordinating Apparel would be a long sleeved shirt with a sweater vest, a patterned sweater, or a matching or contrasting suit jacket. A jacket belted in the back, made the outfit more "sporty" looking. The heavy argyle socks worn with tie shoes were often the first features noticed by others. Sometimes the socks and sweater were matching to add a daring flare to the ensemble. For accessories, a man, or woman might use a golf club, a road map, a suitcase, or a walking stick. For youth, accessories might be sporting or camping equipment or schoolbooks.



Fashion enthusiasts can make their own pair of Plus Fours from a pair of roomy trousers with or without front pleats, measure 10-12 inches from cuff and mark this line with safety pins. Try on pants, sit down, and make sure you have plenty of comfort room to bend your knees plus an extra 1/2 inch for the seam allowance. The safety pinned line should



not curve up your knee but be parallel to the floor. If necessary, adjust the whole line. You can always trim length, but not add it back on. When you are satisfied your knees will have plenty of bending (sitting) room, and then cut the excess lower leg fabric. Save the cuff cut off the trouser leg for making the band that will fit just below the knee. Fasteners on the band can ease putting the Plus Fours on and will help to hold the band in place below the knee.

Another option is to make a casing, inserting wide elastic that measures the circumference of your leg just below your knee. The extra length of fabric will fall over the band creating the ballooning of the fabric, which gives Plus Fours the characteristic style.

As more Model A enthusiasts are finding Era Image a comfortable way to travel, wearing a pair of Plus Fours while driving your Model A will add value to your experience and will certainly catch the eye of onlookers!

Enjoy driving all year long in your favorite pair of knickers or Plus Fours



MAFCA Fashion Guidelines, 2015 Edition  
 Driving in Style, MARC August 2019  
 December 2010 Phoenix Magazine, Phoenix in the 1920s



NEW!

Model A Puzzle

## Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)

For those of you who have been frequenting the Model A Ford Club of America's web page, you already know that Rick Black posts a new "Model A of the Day" picture every day. Now Rick has an "A of the Day Puzzle." just below the picture. So, I thought I'd like to try it for our Kid's Corner. Below is the picture the puzzle was created from.



To put the puzzle together, go to this link: [Kid's Corner Puzzle](#). You can see this photo (complements of Clyde Munson) and others by going to our [Facebook Page](#) or our [club's web page](#).





Model A Ford Club of America

Established 1957

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



## MAFCA/MAFFI News

### MAFCA



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.

At our most recent board meeting on June 20, 2020 (via ZOOM) we discovered that it is possible for us to conduct the Club's business using this media. The consensus of our Directors is that we should use ZOOM for future meetings as the need exists. It is a means for us to hold our meetings in the face of COVID-19 restrictions. Any member in good standing is welcome to join us. All you need to do is request connection information from Sandra Aguirre at our headquarters office...562-697-2712.

Summer is here. I encourage you to take a drive in your Model A. Even though you may not stop for sightseeing, you can still have a grand time just driving along Model A roads until it's time to head home and fill the gas tank once more. I wish you grand adventures.

### MAFFI

This year we had planned to celebrate our tenth annual Model A Day reunion at The Gilmore. However, due to the continuing and unabated impact of the Covid-19 virus, the MAFFI Trustees have concluded that we must cancel the September 18th-19th, 2020 event. After much evaluation and conversation, it was determined that attempting to have a safe and comprehensive event with meeting seminars, swap meet merchandise and exhibits showcasing our Model A's presents too great a risk to our hobbyists this year.

Thank you for your support of The Model A Museum and for your past participation at our annual event. We plan to have Model A Day next year (2021), and will carry over our First Responders vehicle theme. We will provide further information regarding The Foundation's 2020 annual meeting and induction of Hall of Fame candidates as we get closer to September.

All of us associated with The Model A Ford Foundation wish you well and hope you remain safe during this pandemic. Please understand how difficult it was to make this decision and accept our apologies for the necessity of cancelling Model A Day at The Gilmore this year.

**Coming Soon** **MAFCA Information**

***In the next few weeks you will be receiving your 2022 Membership Renewal and the election ballot, so keep an eye out for them. Please return them as soon as you are able. Your club appreciates it.***

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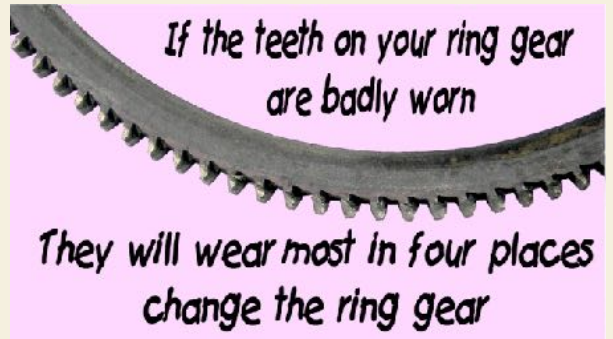
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