



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 9 No. 10

2018 Newsletter of the Year • 2020 Newsletter of Excellence

November 2021

IN THIS EDITION:
BURGERS & BOWLING
American Fork History Tour

SPOTLIGHT
RICHARD &
OLGA BURR

ELECTRICAL
SYSTEM
SAFETY



American Fork's Historic 1887 Star Mill

Photographer, Howard Eckstein



UVMAC Mission Statement

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are usually 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.

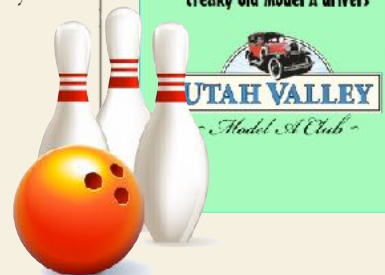
2021 Club Officers

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



Saturday November 20
Lanes reserved from
12 to 2 p.m.
Meet at
Doc Brundy's
260 North Main Street
Spanish Fork

Lunch and Bowling at a Ford Agency?



Its an Upscale Burger House and Bowling Alley Now

Duckpin bowling uses smaller balls and is easy to enjoy for us creaky old Model A drivers

President's Message

BY GREG MACK



Greg Mack

The other day, I read a story about a son helping his dad harvest honey from some beehives. The son noticed three bees in the bucket of honey that had just been extracted. The bees were stuck and struggling to free themselves from the sticky honey. The son asked if they could somehow help the stuck bees, but the father told him that they would most likely not survive whether they helped or not. Not wanting to see the bees suffer, the son asked again if they could help them. The father scooped up the bees, put them into a cup and set them aside where they would eventually meet their fate.

A little while later, the father brought the son's attention to the cup. The three bees were now surrounded by other bees who were trying to help clean off the honey and free them. Later that day, when they checked on the cup, they found that all of the bees were gone! The three bees, who were thought to be left for dead, were actually saved by their friends and family

who stayed by them to help them through their moment of trial.

As I reflect on all the activities and tours that we have done as a club over the years, I cannot help but to think of all the "sticky" situations we have gotten into. Although they were not life and death, they were still trials that we had to deal with. Throughout all of them, we had our friends and Model A family there to help us work through the problems and get us back on the road. I am so very grateful for all of you and your friendship! I appreciate the help and time that you all so freely give to help keep this club active and fun. We can make great things happen when we all work together. Thank you for being you and also being part of this great club!



WHAT'S INSIDE

- | | | |
|-------------------------------|---------------------------------|---------------------------------|
| 2 Mission Statement | 12 Centerfold — Brian Dastrup | 21 The Forgotten Accessory pt 2 |
| Club Officers | 13 Burgers and Bowling | 23 Kid's Corner |
| 3 President's Message | 16 UVMAC Christmas Dinner | 24 MAFCA News |
| 4 Out and About | 17 Touring Experiences | |
| 5 October Club Meeting | 18 Have You Visited MAFCA's | |
| 8 Member Spotlight — | Webpage Recently? | |
| The Burrs | 20 Safety When Working With the | |
| 10 American Fork History Tour | Electrical System | |



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Greg Mack got a call from a UPS Store customer. He knew we were “into” Model As, so when Greg called him back, he said he had an engine and an AA transmission. He wanted to make sure they went to a good home so he gave them both to Greg — no charge.

THANK YOU Par! At the Mi Ranchito, after the American Fork History Tour, **Par Palmer** took care of the bill for the entire club.



Tim Isaksen sent this in for “Out and About”. I certainly have been out and about lately, probably the reason why I haven’t been seen at too many Model A club meetings for awhile. One of my out and about events involved my last living uncle (and last living aunt or uncle). Alvin Chamberlain, my mother’s brother, turned 100 at the end of July. As you can see from the picture (the handsome guy on the left is me, along with my older sister and brother). Uncle Al is quite mobile and



lives alone. He has slowed down some, however. Up until a few years ago, the locals would see Al riding his motor scooter around town to run errands.

Brian Lindenlaub has been in the “Out and About” a lot since he blew his head during the Helper/Nine-mile Canyon Tour. (In his defense, another car from the Beehive A’s had the same problem.) The latest cylinder head came from Bert’s but it had a small crack between the #2 stud hole and the water jacket. Brian contacted Bert’s, and they’re sending him another one. He has not received it yet but he hopes to any day now. Brian still

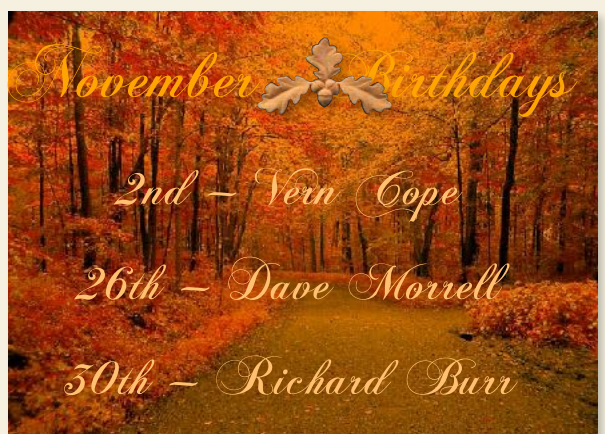
hopes to get his engine running and the roadster back on the road before the snow flies.

Nicholas & Natalie Mack found out that their son Gavin, has Exotropia. He had an MRI which involved anesthesia, so that was worrisome. The results came back negative for any tumors or growths. Surgery is still going to be needed however, to correct his vision.

Reid Carlson reports on his last venture. Now remember his age as you read this. “It had nothing to do with my Model A, but since you asked, I finally did something a few weeks ago that I have been wanting to do for years, hike rim to rim in the Grand Canyon. It was the most wonderful hike I have ever been on!”



From **Bob and Jenell Todd**, “In two weeks, the Nauvoo Temple will be closing for two months for some remodeling. We will be driving to Omaha on the 6th of November to see two of our daughters and then fly home to Provo. On the 22nd of December, we will fly back to Omaha to spend Christmas with these two families and then return to Nauvoo with our car the first of the new year to continue our mission. 🇺🇸



October Club Meeting

BY AMBER MORRELL

Attendance:

Diane Brimley, Reid and Elaine Carlson, Mike Carlton, Brad Christofferson, Dean and Janet Davis, Roger Davis, Gemma and Howard Eckstein, Karl Furr, Buster Hansen, Tony Jacobs, Greg, Nicholas, and Robert Mack, Amber Morrell, Clyde Munson.

Guests/New Members:

Jason Beetle from Pleasant Grove visited tonight. He is into antiques and old cars. He already has a MGB and would like to get a Model A. He seems much more mature than other high school kids his age. How many of you were interested in antiques and “old things” when you were in high school. He has met with Andrew Watson at Watson Motor Works and looked at the Model As for sale there.

News:

- Both Colette and Bill Thompson have been “under the weather” (check out the October issue of the *Motometer* for more detailed information.) Colette had a cyst removed from her pancreas. It’s good news to hear that it wasn’t pancreatitis. Bill had his gall bladder removed but isn’t recuperating as quickly as expected.
- Greg invited Wayne and Jan to one of the club’s activities. Wayne said that he would most likely fall asleep while driving. As reported before, he is constantly tired and can only work for short periods of time before he has to rest. Please keep Colette, Bill and Wayne in your prayers.
- Par Palmer has recently recovered from surgery. He had a heart valve replaced and a pace-maker inserted. Then he jumps in his Model A and joins the club at the American Fork History Tour. Way-to-go Par!

Club Business:

- **Financial Report:** Treasurer Diane Brimley reported that our recent spending has caused our coffers to shrink to its lowest level for quite some time. The membership dues will be due shortly. Please submit your 2022 dues in a prompt manner.
- **Iron County Livestock & Heritage Festival:** The club has received an invitation from Color Country Model A Club to participate in the Vintage Auto Display. This is during Iron County’s Cedar Livestock and Heritage Festival. Almost all activities are free and there is a lot to do while there. The car show is from 10:00 a.m. to 5:00 p.m. There will be someone watching the cars so you can venture through the Cross Hollow Event Center enjoying



the vendors, join in on the fun activities or enjoy the displays. All of this is happening on October 30th.

- **Mileage Report:** During the first part of December, Robert will be sending out an e-mail asking you to send him your milage reading for 2021. If he doesn't get a return e-mail, he will call you. One of our club goals is to "Drive 10,000 miles collectively as a club". There are two components to this: 1) those members of MAFCA will have their mileages averaged to see if the club can win an award, 2) the more we drive our cars, the more confident we become with our vehicles.
- **International Model A Day Patches:** Since the IMAD patches were not present last month's meeting, Greg passed them out this month. Clyde has extra patches from past years, so if you need to complete your collection, contact Clyde. Patches are free if you participated in that year's event. If you didn't participate, or need replacements, the patches are \$3.00 (the cost the club paid).

Club Awards:

Two months ago, both Diane and Roger reported their benchmark mileages. Greg forgot to bring them last month so he awarded them this month. Diane received her 500 mile award and Roger received the 5,000 mile award for his Fordor. Congratulations! Please keep track of your mileage so you too can earn these rewards.

Volunteers:

Howard has done an excellent job as Activities Coordinator. But, it is a big job to plan and carry out all the activities and tours. Yet every month he and Gemma turn out well organized and fun events for us to enjoy. To keep from burning Howard out, the board has decided to try and lessen his load. He will still be the Activities Coordinator for next year, but the board is asking members to help by organizing and hosting a monthly event. A sign up sheet was sent around so please help. If you have any concerns, ask Howard or Diane, she came up with last month's tour. You do not have to plan it alone, board members and/or fellow club members can help.

Elections:

New club officers will be elected next month. The current board, as now constituted, has been the same for two years and some of the board members have held an office since the club was organized 12 years ago. Please consider stepping up to the plate and volunteer. New ideas help keep the cub fresh and vibrant. You don't need to have previous leadership experience, or be a Model A expert. You only need to be willing.



Past Activities:

- **Mountain Man Rendezvous:** The club evaluated and reminisced about the Tooele tour to visit the “Rendezvous”. We had a smaller than average number of cars participate. During the trip, our manifold cooking stops weren’t coordinated, so it was unclear why cars pulled to the side of the road. The “Rendezvous” was smaller too. There were fewer participants compared to past years and the Native American dance troupe failed to show. Once we arrived, the “Rendezvous” coordinators invited us to display their cars near the tent circle to help add to the festivities. Everyone seemed to enjoy the vendor booths, gem show and activities. Most of us came away with some sort of souvenir.
- **American Fork History Tour:** Diane did an excellent job organizing this tour. She did all the research and planned the route and selected the restaurant. All Howard had to do was print the guide. He did add one very interesting stop to add a little spice to the tour. Syd and her sister were invaluable resources. Their ancestors helped settle “Lake City” which, after the name change, became “American Fork,” named after the river that runs through town. A big thank you to all who participated.

Future Activities:

- **December 11th** — the annual Christmas party will be held at The Brick Oven in Provo at noon until 2 p.m. Era attire is encouraged.
- **June 2022** — Lava Hot Springs Three-day Tour
- Other ideas for next year include:
 1. Plastic factory tour
 2. Visit C&T Machine
 3. Viking Days
 4. History Tour of Midway
 5. Dream Mine

TechTalk:

Roger Davis provided tonight’s TechTalk. Since buying a mail truck, Roger has become quite knowledgeable about this unique Model A. During his presentation he gave a short history of the USPOD (United States Post Office Department). When the Post Office sent out its bids in 1929, four chassis manufactures won the bids: Ford, Chevrolet, Hudson and Dover/Essex. Three manufactures won the bids for body production. There were basically two types of postal trucks, for Ford they were 100 cubic foot Model A and a 200 cubic foot AA. The AA trucks transported mail from one sectional center to another. The A trucks moved mail from post office to post office. He pointed out that the Judging Standards differ from expert Audie Johnson’s research. The trucks were painted green because of the excess paint from WWI. The paint was applied by brush and had to have enough paint on them to hide the wood grain underneath. It is unlikely that Utah ever had any of these trucks in service.

Buster treated us to a favorite October delicacy, pumpkin chocolate chip cookies! Thanks Buster!



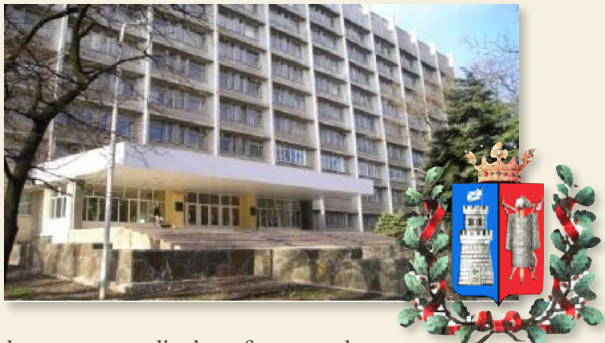
Originally printed in the November 2014 issue

Member Spotlight

RICHARD AND OLGA BURR



Olga was born in Moscow, Russia where her parents were living. As a young girl she attended school until she graduated from high school. She then attended a medical university at Rostov where she graduated in 1975. Then she worked at the hospital in Sochi as a doctor. After she received her dissertation she



became a medical professor at the Balneo Therapeutic Institute. Olga also had her own ladies clothing shop where she could earn extra money. She would travel to countries such as Turkey, Poland, Austria, Czech Republic, Hungary and the United Arab Emirates to buy clothes to sell in her shop at Sochi. She lived in Russia during the Communist years and saw the change after Communism ended. She came to the United States in the fall of 2004.

Since I was released from my mission in England, I have always had a lot of love for the Russian people and knew that even though our countries were in what we call a Cold War, I knew there were some good people in Russia. I had encouraged my three younger sons to learn Russian in school and told them that the church might send them to Russia as missionaries. They all three went to Russia. While they were there I started thinking that there may be a lady in Russia that I am to meet. I had been single for about five years. I signed up on a Russian singles site and that is where we met. We e-mailed for about a year and a half then I went to Russia to

meet her. Everything was wonderful. We decided she needed to come to America. Everything was still wonderful so we got married. We have now been married for ten years this month (17 years in 2021).

Richard's family was living in Layton, Utah when he was born. At age eleven, his family moved to Anchorage, Alaska. This was the beginning of his experiences as a Boy Scout. He had some great scout leaders and had many fun and exciting experiences. We would go on an outing every month and would dress for what ever the weather was. One time I



camped out for three days and it never got warmer than -30F and got down to -47F at night. We slept in a shelter that we made out of spruce boughs. We had a good time. My friend and I hiked 35 miles over a mountain pass in one day and saw five black bears. I was about thirteen and he

was a year older than me. As a young boy, I had a moose come after me two different times. The first time it came running down the trail towards me with it's head down. I ran off the trail



and ran right up a tree. I didn't even look back until I got to the top. I stayed there for a while then I had a hard time getting down out of the tree. I continued walking along the trail and then I saw a cow moose with a little calf walking up the side of the hill. The other time I was taking pictures and I got too close to the moose.



It turned and came after me. As I started to run, I fell in the tall snow covered grass. As I fell, I looked back to see if it was still coming after me. It was reared up on it's hind feet above me. When it came down it didn't come down on me and it walked away. I had been sleeping in a tent at night and was able to hear a bear walking through the grass and see its foot prints in the morning where it walked through our camp. One time I even touched a wild live bear with my own hands.

I became an electrical contractor in May of 1969. Licensed in Alaska, Utah and Wyoming. The last five years that I lived in Alaska I hauled two horses from Utah to Alaska. I enjoyed back packing with a horse. One morning my friend and I saw eight grizzly bears within four hours. We didn't stay in that area very long.



I moved with my family from Alaska to Utah in 1976. I went back to Alaska in 2002 and bought a lakefront lot in the Wasilla area and have built a 2600 sq. ft. Log home. I still enjoy spending time in Alaska.



I have floated down about 700 miles of rivers in the Yukon Territory and Alaska. Two-hundred miles was on the White River in the Yukon. There are government signs now that say "Not legal for navigation". When we arrived at Dawson City we were told that we were the first ones to navigate the river since 1927 without loss of lives. Some of the boys in our scout troop said they had never done so much praying in all their life.



Olga, Nellie and Richard Burr

The America Fork History Tour

BY DIANE BRIMLEY

What a fun time we had in American Fork, well I thought so.

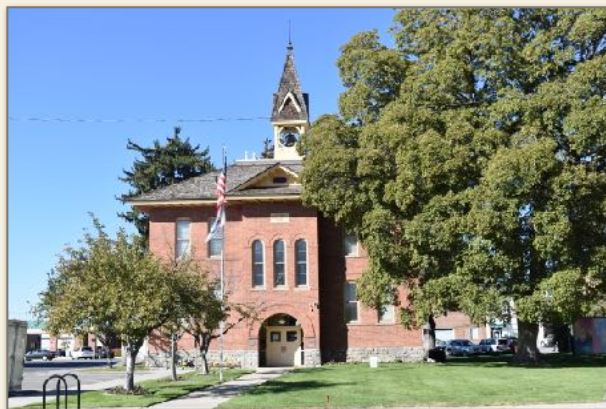
But the delight of the day was when Syd Crockett and her sister, Kathy, arrived and told us that Edward Robinson and Arza Adams are their ancestors. They were the first settlers and founder's of American Fork.

I have in my possession a map of the American Fort where the Robinson's and Adam's had their homes. John and Thomas Proctor are also listed on the map. Steve Proctor, my neighbor and very close friend, is a descendant of John Proctor.

In the Museum we could see pictures of Edward and Arza. Syd gave us more history on her family. Outside of the Museum are the original cabins of Edward Robinson and Thomas Proctor's.

Then on to Harrington School. At one time, all of the children in American Fork went to school there. Kathy, Syd's sister, went to school there until the 5th grade.

Also, across the parking lot is the First Presbyterian Church. It is the same church that was in the *Movie Footloose*. It's very pretty. It was built in 1877.



On to the Memorial Gardens which was the first cemetery. The first founders of American Fork, the Robinsons, Adams, Proctors and many others are still buried there. But now it is a park.

On to the cemetery. There is a beautiful tribute to those who served in the military. Syd and Kathy showed us the Robinson family Graves.

We made an extra stop at the first flour mill, which we call the Star Four Mill. This was built by Arza Adams. Arza built a water powered "grist" mill on the adjoining creek to turn a pair of mill stones to grind wheat.

We ended by going to eat at Mi Ranchito's. We were surprised and delighted when a member of the club paid for all of our lunches. That was such a thoughtful thing to do.

We also celebrated Karen Morrell's Birthday.

Thank you Syd and Kathy for helping the city of American Fork's history come alive.





CENTERFOLD OF THE MONTH
1931



NEAL & BRENDA DASTRUP
160-B SLANT WINDOW TOWN SEDAN

Burgers and Bowling for November

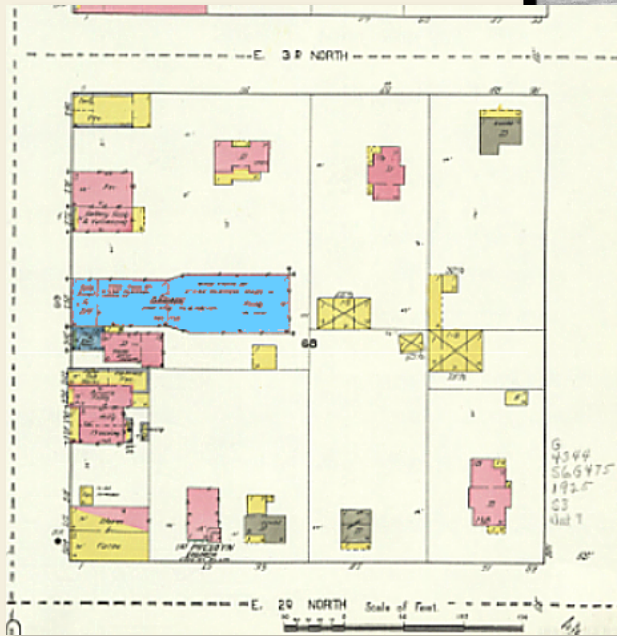
BY HOWARD ECKSTEIN

Spanish Fork has a lot of historic surprises. Not the least of which is the existence of the old Ford agency building on Main Street. Roger Davis stumbled on this 1918 picture while doing other research and forwarded it to some of us; asking if we could identify where the building is.

Greg found an old fire department map that helped us identify the building. I've colored the building blue on the map. It has a unique shape where an angled wall half way down ties in a larger garage area in the back. It is this shape that was the signature that helped us identify the



Brigham Young University Lee Library L. Tom Perry Special Collections; MSS P 1



building in today's iteration. This angled wall had a door that led to the garage area as shown in front of the touring car parked in the driveway.

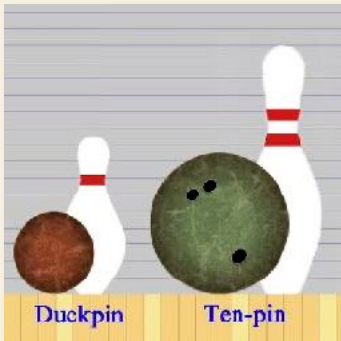
Over the years, several businesses occupied that building. Today, Doc Brundy's is a nice hamburger eatery with a bowling alley in the back.

Our November outing will be on Saturday the 20th and will begin at 12 noon where we will meet at Doc Brundy's Café and Luxury Lane at 260 North Main Street in Spanish Fork. The club has reserved and paid for three lanes for a two-hour block starting at 12 noon and finishing at two. We will place our orders with the wait staff who will bring our meals out to us as we bowl.

Duckpin bowling is a little different than regular bowling in that the balls are smaller, lighter and have no finger holes. This makes the physical exertion a non-issue for us rickety old Model A owners.



According to Doc Brundy's website, 1892 was the year Duckpin bowling was first mentioned in a newspaper. Originating in the Northeast, it's uniquely American bowling. Factory workers used to play after hours, where local alleys stayed open until the early hours of the morning and young "pinboys" manually set up the pins and dodged the balls. Babe Ruth played whenever he returned home to Baltimore.



Duckpin is scored similarly to ten-pin bowling, with one difference: Each player gets up to three throws each frame, instead of two. A strike or spare ends the turn and carries over a potential 10- or 20-point bonus on the next frames for a maximum of 30 points per frame. As in ten-pin bowling, bonuses are earned by bowling additional strikes or spares in a row. Ten strikes in a row makes a perfect game of 300. No one has ever scored a perfect 300 game in the history of Duckpin.



Early arrivals will have the best pick of parking spots. In addition to on-street parking in front, there are eight spots behind the building. Other parking is available behind the fire station at 47 East 300 North.

I've eaten there to check out the food before recommending it to the club. They served me one of the better hamburgers I've had in a long time. I think we'll enjoy some good old-fashioned fun in an historic building from which Model Ts and As were sold to the erstwhile denizens of Spanish Fork.

I've eaten there to check out the food before recommending it to the club. They served me one of the better hamburgers I've had in a long time. I think we'll enjoy some good old-fashioned fun in an historic building from which Model Ts and As were sold to the erstwhile denizens of Spanish Fork.



UVMAC Christmas Dinner

BY HOWARD ECKSTEIN



Don your gay Model A apparel and join us for a fun-filled Christmas dinner at the Brick Oven Restaurant in Provo at Noon on Saturday December 11.

Rather than a dinner this year, we will enjoy a Christmas luncheon with plenty of pizza, the salad bar, brownies and their

famous house root beer. We will qualify for the "Sampler", a dining special for groups of 40 or more. The price for this special is \$16 each. Those who would like to add the pasta bar to their meal may do so for \$1 extra.

There is plenty of space in the banquet room, so invite your friends who may enjoy a lunch with the club.





Touring Experiences

BY VIC GROAH

We take Howard for granted. Some of the tours have had small glitches, but the majority of trips have been incident free. NOT like the story you are about to read!

Any of us that have been in the car hobby very long have put on tours that just did not go completely as planned.

Some years ago, Linda and I put on such a tour. Oh, it started smoothly enough. We planned for weeks to be sure that every contingency was covered. The trip was to be from Tulare, CA to a resort called Scicon in the spring, a trip of about 40 miles each way into the Sierra Mountains.

I had arranged for the school cafeteria to cater a fantastic lunch to travel in hot boxes and ice chests; nothing but the best for my people. We had tri-tip (are you wondering what tri-tip is?) It's a piece of meat to be cooked on site, a big pot of beans in a hot box, a big salad in an ice chest, fresh bread, deserts, the whole thing. I would lead the tour in our 1917 Cadillac Roadster and Linda would carry all the stuff in the back of our 1959 El Camino. We had worked it all out.

Just before the tour I was informed by some of the older participants that at their age they could not drive an old car that many miles without a potty stop. This presented

a problem, as the ranger station was not yet open that early in the spring. Hmmm, what to do? We contacted a good friend and car guy, Ron McIntosh, and the day before the tour borrowed a port-a-potty from one of his job sites. We took the '59 El Camino with our open car trailer and put the potty on the trailer, Ron even helped load it.

The day of the tour we loaded the lunch in the back of the El Camino. Linda drove the truck and trailer and I lead the tour with our 1917 Cadillac. All went well. We stopped half way up at the closed ranger station and allowed the folks use of the truly port-a-potty. It looked a bit odd going down the road but was a big hit with the older folks. We then proceeded to Scicon.

We had a big turnout for had a lot of hungry folks by the time we reached our destination. It was a cool day and the folks in those open touring cars had worked up a big appetite. The food was soon unloaded and all seemed to be going great. Then it all started to come apart. Someone set the big pot of beans on the edge of a round pedestal table. Immediately they were upside down on the carpet. OMG, what now? I grabbed the big pot and scooped what I could off the top, all the ones that never touched the floor. Thankfully the beans





were thick and not runny so I was able to save 3/4 of the beans. Now what to do about the other 1/4 that was matted into the carpet? Someone found a vacuum cleaner in a closet and we started vacuuming the rug. This, of course, was not great for the vacuum cleaner. It started to gum up. Somehow the girls were able to get the beans cleaned up while I did the BBQ. We never told the tour guests that we had scooped the beans up off the floor. They just loved them.

Just as we were finishing dinner and getting great complements for the wonderful meal it started to rain. One of the guests had just finished a really nice restoration on a '31 Ford sedan. At the first sign of rain he jumped in and proceeded to take off. One rear wheel was sitting on gravel. As he started up the wheel spun then caught hard breaking the drive axle. There he was in the middle of a big mud puddle with a broken axle in the rain. Guess what was on the car trailer? Yes, the port-a-potty. We had to unload the trailer and run him 40 miles to Tulare and come back to reload the potty to go home.

Later that evening, we took the potty back to the construction site and placed it back where it was. The very long day was done and the tour over, we thought.

Early Monday morning I received a call from Ron. Unknown to us there was another drama going on the day of the tour. The potty company had been suffering

vandalism damage to their little houses. The company decided to put surveillance guys on a few to catch the vandals. They had chosen the one we took as one of the ones to watch. The guy that was watching this one took a short break to go get some coffee. When he returned a few minutes later, the potty was gone. He was in trouble and they had lost a potty from one of their best customer's site.

The police were called. Casts of the tire prints were made and an investigation started. The owner went out Sunday evening to deliver a replacement potty and the original potty was back, undamaged in the exact spot from where it was taken. The owner called Ron and asked if he knew anything about this whole missing potty thing. Ron had to admit he indeed did and explained the whole thing. He was asked to let them know next time the potty was going for a ride in the mountains. We decided not to do that again.

As you can see, no amount of careful planning can make everything go just right. There is always room for the unexpected to happen. All the work is worth it in the end with happy bean eating tourists enjoying your event. Keep putting on those great tours. It may turn out to be a more memorable event than

you planned.



Have You Checked out MAFCA's Webpage Lately?

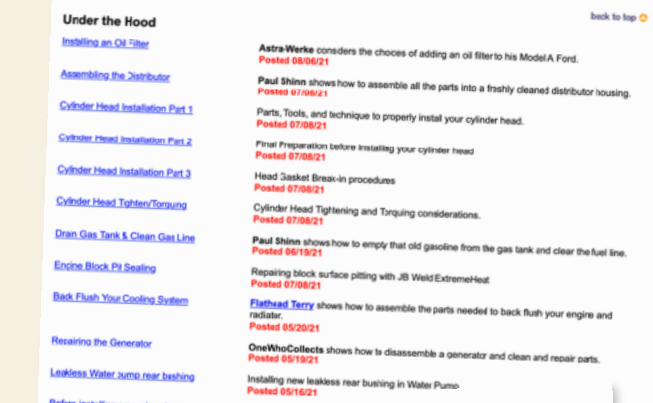
BY ROBERT MACK

It seems that every time I visit The Model A Ford Club of America's webpage, I find something new. I have used the expertise that Rick Black has collected through the years for both my benefit and to use in the club's newsletter. Rick has been the webmaster for MAFCFA since its inception. Here is an example of the most recent discovery I made within its pages. Have you been to the VIDEO page before (<https://www.mafca.com/videos.html>)? I visited recently and was quite amazed at the number and scope of videos there for us to take advantage of. Here are some screen shots of video categories. Go Check it Out!



Videos

Technical - Historical - Member - Chapter Videos - Fashions - Miscellaneous



Safety When Working on the Electrical System

BY JIM CANNON

Whenever working on the electrical parts of your car, it is a good idea to de-energize everything to prevent an accidental short circuit. For example, one of the horn wires in "hot" all the time, so any time you do anything with the horn cover, it's a good idea to disconnect the battery. The same is true of the brake light switch and the wires inside the instrument panel in the car.

If you have a fuse on the yellow wire that comes off of the starter switch, just removing the fuse will do the trick. Or if you have a battery cut-off switch on the car, that will kill the power to everything.

But in many cases you need to disconnect the ground strap from the battery in order to make sure everything is without power. Perhaps you need to remove the starter cable, or the battery itself. Whenever you remove cables from the battery posts, it is a really good idea to cover the battery post with something to prevent accidental contact between it and the other battery post.

For example, if you dropped a wrench or other tool while working around or above the battery, it could land on top of the battery touching both posts. This will short out the battery, which can be a really big problem, resulting in a fire or perhaps the battery exploding acid all over.

When you buy a new battery for most cars today, they are sold with one or two small plastic caps over the battery posts. I see them in red and black plastic. If you go to your local auto parts store, the people there may even give you a few of these caps, if you ask.



I keep several of them in my box of battery-related tools and things, to put over the posts of any battery I am working around. It is easy to do and only takes a minute.

Take a minute to be safe. Enjoy! And Have a Model A Day! Jim 🍷



Ladies Fashion Journal

THE FORGOTTEN ACCESSORY PART TWO

By Sherry Winkhofer
Northwest Missouri Model A
Ford Club



Jade was always fashionable, especially as the interest in Oriental art grew in the 1920s.



Coral is another natural material used. This pin is carved coral with seed pearls and green gold. Green gold is yellow gold with a slightly greenish hint. It's made from an alloy of pure yellow gold and pure silver.



Pearls were not always just an accent. This brooch is made of genuine seed pearls with a 14kt white gold setting.



According to one source, circles are called friendship brooches because of their unbroken lines.



Filigree or "pierced" designs were the most widespread style if the pages in the catalogs are an accurate



The finest cameos were carved from shell. But you can also find some from onyx or other stones. And in the Model A years with the new plastics being introduced, I'm sure there were some made from that also. An often-found design element of the era was a real diamond on a chain.

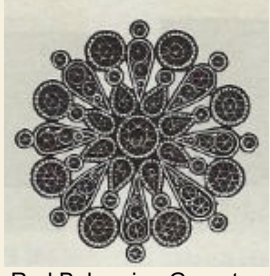
Classic designs were still prevalent, but a few reflected the new modern style. See the bottom two cameos; both have bobs, with the one on the right wearing a cloche.



Abalone shell, with pearls on silver in a beautiful bar pin.



These brooches are called pendant brooches. These are filigree style, with gemstones. The top chain loop folds down when worn as a brooch.



Red Bohemian Garnets were a beautiful stone often used for elegant brooches of all sizes.



Italian mosaics were delicate little pieces of art. They were made by arranging tiny pieces of glass into pictures.



Rhinestones with a white metal base were part of the rising popularity of costume jewelry in the 1920s and beyond. Quality varied and many were cheap and easily available. But they were sold in both fine jewelry catalogs and general catalogs such as Sears and Roebuck.

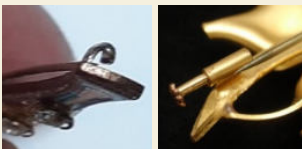


Jabot pins were most often used as hat pins, but I have also found references that show them being used as dress brooches. These pins are two-ended. One end twists off so the pin stem can pass through whatever material it is fastened to. Like most other pieces we have looked at, they were available as both fine and costume jewelry.



It wasn't all about grace and elegance—some pins were just for fun! Some of the above are cheap costume jewelry, some are a little better quality but still costume. The dog pins are a good example of this. Although both are costume, the top one, from Montgomery Wards, sold for 19¢. The bottom one was \$3.35, sold by the Jason-Weiler-Baird North Jewelry catalog. That's about \$3 and \$52 in today's money. Sterling silver appears to be considered somewhere in the middle of the fine jewelry-costume jewelry mix as an affordable option. The "aeroplane" and the art deco "bubble" pin in the middle is also sterling silver with cloisonne. The elephant is rhinestones with enamel.

This is a fun one! The unique monkeys on the left are "non-tarnishing metal," set with "whitestone" (rhinestone) with simulated ruby eyes, and faux pearls. It sold for the equivalent today of over \$100. It may be costume, but it's not "cheap jewelry" by any means!



Most pins and brooches of this era used a "C" clasp to secure the pin. The reason for its name is obvious as it simply wire or flattened metal formed in a "C" shape. A trombone clasp was also available but not as common. A trombone clasp had a little pull-push button which locks the pin in place. Safety clasps were in their infancy and were handmade if used, and therefore extremely rare.

As with most things, these styles of clasps were used over a large stretch of time, and some have never gone out of style. The "C" style can still be found today on cheaper jewelry. As such, the clasp is not the only determining factor to consider when accessing age. Materials, design, and the manufacturing processes used also need to be reviewed when trying to decide if a piece is "era." If you plan to wear a pin or brooch in original judging, your safest bet is a "C" fastening!

As you can see, the variety is endless. Of course, there are designs that "look" more vintage to our modern eyes, but in reality, there was a myriad of choices to choose from. I hope these examples inspire you to add more brooches and pins to your Model A outfits. Think of them as the last sparkling details of a well-crafted outfit.

References:
A.C. Becken Co. 1930 Catalog
Bellas Hess Spring/Summer 1931 Catalog
C.R. Hettel Jewelry Co. 1931
Carson Pirie Scott & Co. 1928 Jewelry Catalog
Chas. L. Trout Co. 1931 Jewelry Catalog
Fort Dearborn gift Book 1929
Jason Weiler-Baird North Co. 1930 Catalog

Keen's Diamond Merchants 1928 Catalog
L&C Mayers Co. Inc. 1930
Montgomery, Wards & Co Fall/Winter -1928-29
Marshall Field and Co. Counter Sales Book 1928-29
Richtter & Phillips Co. 1931 Catalog
S.H. Clausin & Co. 1931 Catalog
Worldeccentricitycharm.com



The Kid's Corner

FOR KIDS YOUNG AND OLD

Model A Fun



Find 10 Things That are Different



Model A Ford Club of America

Established 1957

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



MAFCA News



Robert Bullard
Chapter Coordinator

Amongst all the planning each of you and doing for your local Chapters' fall outings, don't forget the MAFCA National Awards Banquet being held in Ft. Worth from December 2nd through December 5th. If you live in colder climates it will be a good time to take an early break before hard winter weather settles in and if you live in more

temperature moderate climates it presents an opportunity to enjoy cooler, fall weather. The Cowtown A's membership along with Jordan Douglas have put together a great agenda with plenty of opportunities to immerse yourselves into the local Ft. Worth culture. They have planned trips to the Ft. Worth Modern Art Museum, a walking tour of the historic Ft. Worth stockyards, an awesome banquet scheduled for Joe T. Garcia's Mexican Food restaurant, and a trip to the Stockyards Championship Rodeo. And of course, plenty of time to meet old friends, make new friends, and catch up on all the latest at MAFCA and the Model A hobby. As we would say in Texas: "Alright Buckaroos, this should make for a rootin' tootin' good time! Ya'll make sure ya come on down."

As you start to plan for your Christmas gift giving don't forget the great collection of Model A literature, books, pins, stickers, clothing, patches and other items available from MAFCA. We had a nice display of these items at the Hershey Swap Meet and they were well received and many sold from the many visitors to our tent. We clearly have items for those new to our hobby and the seasoned veterans as well. There is also a nice selection of Christmas Cards available that are very attractive.

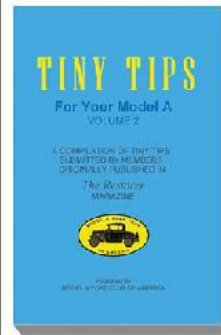
Speaking of the Hershey Swap Meet, you definitely want to put it on your bucket list if you haven't ever attended or if it's been a while since you were there. Attendance looked a little down this year as everyone continues to recuperate from the Covid 19 economic impacts. I still saw lots of great Model A parts available on the fields. I expect to see attendance and vendor participation continue rebounding to historic norms. When you get a chance to attend don't forget to stop by the MAFCA tent and say hello. The tent is a great place to meet and catch up with fellow Model A hobbyists.

Drive carefully and "I'll see you down the road" (maybe at the MAFCA National Awards banquet in Ft. Worth?)

New and Now Available

A Great Read Full of Fun Ideas

A Valuable Resource with Lots of Help



Order your copy of **Tiny Tips Volume 2** for only **\$15.95** plus shipping and handling. Call **562-697-2712** for your copy today.

1. No door handle
2. Headlight missing
3. No writing on the Lion Head sign on driver's side
4. Rounding lion on side of pump missing
5. Emblem on top of pump housing gone
6. No road strip on driver's side
7. More bushes in the left background
8. No grey shoe in background
9. Front rim lug nut missing
10. Front bumper doesn't go past the tire

Kid's Page Key

