



# UTAH VALLEY

- Model A Club -

# MOTOMETER

Vol. 9 No. 7

2018 Newsletter of the Year • 2020 Newsletter of Excellence

July 2021

IN THIS EDITION:  
DRIVER TRAINING ACTIVITY  
RAT FINK 2021

OREM  
SUMMERFEST

SPOTLIGHT  
ON KARL &  
DIANE FURR



Photographer, Brian Lindenlaub

## 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. Club meetings will resume this month on February 18th.

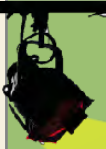
## 2021 Club Officers

### 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



Because there are just as many new members as there are "old," we are bringing back the "Member Spotlight." We will give the new members a chance to read a few previous spotlights, then ask each member that hasn't provided a spotlight, to do so. When you are asked to write a spotlight, please provide pictures (if you have them), it makes reading about you more interesting.

## Member Spotlight

**UVMAC MEMBER**

Members with previous spotlights who want to change theirs (for instance, Brad, and Roger both have new cars since they wrote their spotlights), please let me know and I can resend the issue your spotlight was in. Then you can add or delete text or pictures.



## Editor's Message

BY ROBERT MACK

*I saw this article in Hemmings Motor News, June 2021 issue and thought about the many opportunities we have to introduce, not only kids but adults, to the joys of old cars...*

“As a longtime Hemmings subscriber, I think Terry Shea’s March editorial was right on.

At a car show, if I am with my car, I let people sit in it and get the feel of antique motoring. I have several woodie wagons, and people want to touch the wood. Why not? The wood is the same as a coffee table... just don’t put your feet on it. At the 2003 Buick National Meet, a young girl of about 10 was with her parents and asked if the 1923 Buick woodie wagon was mine. She then proceeded to tell me, “This is the most beautiful car I have ever seen.” I told her that if it was okay with her parents, she could sit in it and her father could take a picture or two. That little girl had the biggest smile on her face when sitting behind the wheel. She thanked me, her parents thanked me, and all I could say was “You are more than welcome.”

Eighteen years later, I often wonder if she still remembers that day, still has the photo, and thinks of that time in 2003. The car is now in the Mark Hyman collection, as I sold it many years ago to move on to the next project, but the one thing I cherish most of that car is the biggest smile I have ever seen from a young girl sitting behind the wheel.”— Louis Ironside

I saw this happen at the Driver’s Trainer & Car Games a few weeks ago. A small family, who were attracted by the Model As, was given a ride by Greg Mack. Brad Christofferson took a 13 year-old grandson of his neighbors and gave him a ride. Reid and Elaine invited some neighbors (who are contemplating buying a Model A) to come with them and join in on the fun. Then let them drive their Model A.

At an activity some time ago, while we were lining up in the parking lot of a restaurant, some inquisitive boys, along with their parents, looked at the cars. Howard Eckstein turned this into a teaching moment and showed them how to crank-start his car. Even though Howard knew the boys weren’t strong enough to use the crank-start, he gave them that experience anyway. Many of these people we meet, because of our cars, thank us profusely for the time we give them and for sharing our cars. They are experiences that will last in their memories for a long time.

The national clubs keep telling us to share our cars. I think the members of the Utah Valley Model A Club do a great job at this.

Thank you and keep it up.

<b>WHAT’S INSIDE</b>		
2 Mission Statement	7 July is Parade Month	15 Driver’s Training/Car Games
Club Officers	8 Rat Fink 2021	18 Driver’s License Test
3 Editor’s Message	9 Lending a Helping Hand	20 Kid’s Corner
4 June Club Meeting	10 Member Spotlight — Karl & Diane Furr	21 The Forgotten Accessory
6 Heard it Through the Grapevine	12 Centerfold — The Carltons	23 MAFCA/MAFFI News
July Birthdays	13 Orem Summerfest Car Show	24 “Now a Word From Our Sponsors”
	14 Those Wonderful Car Accessories	

# June Club Meeting

BY AMBER MORRELL

## Attendance:

Diane Brimley, Reid Carlson, Mike Carlton, Brad Christensen, Vern Cope, Gemma and Howard Eckstein, Karl Furr, Buster Hansen, Tim Isakson, Tony Jacobs, Greg and Robert Mack, Amber and Dave Morrell, Clyde Munson, and Richard Tucker

## News:

- Andy Sheer, Editor of MAFCA's *The Restorer*, has finished his chemotherapy and is now in remission. Congrats Andy!
- Davis' Model A Mail truck was featured in MAFCA's "A of the Day".
- Nicholas, thanks fellow club members Nicholas completed his engine install. Reid Carlson, Howard Eckstein, Tony Jacobs, Curt Martinson, Dave Morrell, Nicholas, Greg and Robert Mack, were there to help. Howard had Nicholas and Greg do most of the work so they could gain the experience.

## Club Business:

- **Correspondence:** Curt Martinson and Bruce Boggess from the Salty A's sent us thank you card for our participation in the Highland Cove Senior Center Car Show.
- **Financial Report:** Apparently we haven't spent much in June. Our funds haven't changed since May.
- **MAFFI Bricks:** We received word that the club's brick will be installed at the Model A Ford Foundation Inc. in time for "Model A Day" at Gilmore's Model A Museum.
- **Magnetic Splash Aprons:** If you want to use them for the Provo Freedom Festival Parade, you need to be ordered SOON. Please get your information to Clyde ASAP.

**Club Goals:** One of the club's goals is to have members become more confident with their cars. Mike Carlton is the only one who had anything to report. He sent his speedometer to be repaired. The three major Model A speedometer manufacturers at the time were Waltham, Northwest, and Stewart Warner. Mike learned that those who repair speedometers will only refurbish Stewart Warner brand. He can give you their name and address if you need it.

## Club Awards:

- Because Roger didn't heed Geena's admonition to check the lugs on the Mail Truck, they almost didn't make it to the Orem Summerfest. On their way to

the car show, the lug nuts became very loose. It ruined the lugs in the drum and the wheel. This is why Roger Davis earned the Bent Rod Award for the second month in a row.

- Buster Hansen received his 2,500 Mile Award.
- Morrells received their 500 and 1,000 Mile Award.

**Past Activities:**

- Mike Carlton reported on the Highland Cove Senior Living Center Car Show.
- Orem’s Summerfest, and the problems associated with Davis’ Mail Truck were reported by Buster Hansen and Howard Eckstein.
- Buster Hansen also told of his lunch-time experience at the Covington Senior Center Car Show.

**Activities:.**

**July**

- **5th** — Provo Freedom Festival Parade — Howard has invited the Salty A’s. The parade starts at 9:00 a.m.; we need to be at the BYU parking lot north of Zions Bank at 6:30 a.m. before they start closing the roads.
- **10th** — American Fork Steel Days — parade at 9 a.m. with a car show afterwards
- **24th** — Mapleton City has invited the club to participate in their Pioneer Day Parade. The staging area is at the Mapleton Junior High School (362 E 1200 N, Mapleton) at 8:00 a.m. The parade starts at 9:00 a.m.

• **August**

- **2nd** — Lindon Car Show — Monday at the Lindon Park from 4 p.m. to 9 p.m.
- **27th-28th** — Nine Mile Canyon Tour — This exciting trip will take us to Helper and Price, Utah, visiting museums in both communities. The next day we will drive up Nine Mile Canyon. The canyon is home to abundant prehistoric rock art.

• **September**

— We will continue with the annual Vintage Iron Chef that corresponds with “National Model A Day”

• **October**

— Historic Tour of American Fork — details to come

• **November**

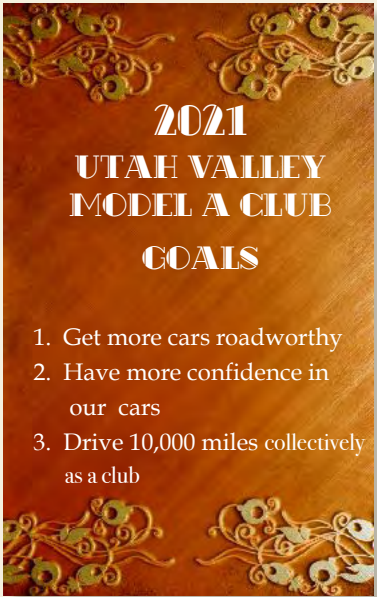
— We will tour Kindig-It Designs. It is a custom car builder in SLC that is so popular they have their own television show on Motor Trend TV.

• **December**

— Annual Christmas Party

**TechTalk:**

Reid provided both the TechTalk and the refreshments tonight. His presentation was centered around exhaust, and intake manifolds. Problems with the manifolds are that they are manufactured separately. They will need to be plained to make sure they fit perfectly. The studs need to be checked as well to make sure they all are secured properly.



**2021**  
**UTAH VALLEY**  
**MODEL A CLUB**  
**GOALS**

1. Get more cars roadworthy
2. Have more confidence in our cars
3. Drive 10,000 miles collectively as a club



# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS MEMBERS

**Holly and Mike Carlton** took their Cabriolet on its maiden voyage to debut their car at the Highland Cove Senior Living Center. For more information see page nine.

**Buster Hansen** spent his lunch hour at the Covington Senior Care Center Car Show. His car brought back a lot of memories for the seniors. One resident asked Buster what year his car was. He said that it was built in 1931. The woman excitedly replied that she too, was born in 1931. Buster asked her what month she was born. She said she was born in May. With that he responded that the car's birthday was also in May. She was so happy! Thanks, Buster, for making her day.

**Roger Davis** had a big surprise at the Orem Summerfest Car Show. While driving from Spanish Fork in his Model A Mail Truck he noticed it was becoming more and more difficult to drive. Then, while waiting to turn into the Car Show staging area, his right rear wheel locked up. The lug threads were chewed up and the lugs were spinning within the drum. The lug holes in the wheel were oval instead of round. This damage required a tow truck to get the Model A home.

**Nicholas Mack** was sending a group text about the arrival of his engine and trying to arrange a time to install the engine. It took several texts to make arrangements. Then Nicholas received a text from Neil saying, "Would you text between yourselves and leave me out of the conversation?" Both Nicholas and Clyde texted each other asking, "Who's Neil?" **Clyde Munson** responded, "I don't know who Neil is, but he needs a margarita and a massage."

Moving from one baby to another, **Natalie and Nicholas** had their baby, Gavin Wade Mack, on June 24th. He weighed 7 lb. 6 oz. and was 19 1/2" long.





1st — Brenda Dastrup  
 1st — Geena Davis  
 5th — Gemma Eckstein  
 6th — Bob Todd  
 12th — Lisa Cope  
 16th — Judy Isaksen  
 18th — Elaine Carlson  
 26th — Lynne Christofferson

**Happy Birthday**





# July is Parade Month — Get Your Car Ready

BY HOWARD ECKSTEIN



Get Your Car Ready  
for the  
Freedom Festival Parade 2021

Bring your splash apron signs ■ Call Clyde @ 801-376-0594 if you need them

Monday July 5  
6:00 am  
■  
Meet in the  
parking lot north of  
the BYU Practice  
Facility, the same  
as in previous  
years  
■  
1100 North  
University Ave  
Provo

## We've Been Invited Back



Mapleton  
24th of July  
Parade



24th of July 2021 🌈 staging at 8:00 a.m. Parade starts at 9:00  
Meet at the corner of 1200 North and 400 East in Mapleton

Brunch afterwards at Kneaders  
531 East 1000 North, Spanish Fork





## Rat Fink 2021

BY BILL THOMPSON

The Rat Fink Reunion last year was moved to online only with a virtual car show. According to Eileen Roth, the car show this year had a record turnout of 333 cars when they shut down registrations at 11:00 a.m.. I had gone down to the Manti City Park with Ed Stilson and John Clark on Thursday afternoon to rope off an area for the cars that I knew were coming. We had John's 1913/14 Model T Touring and 1953 Buick 4 door; Bill Peterson's Model TT flatbed truck; Ed's 1929 Model A Sport Coupe; Alan Justesen's 1930 Model A Deluxe Coupe; my 1917 Model T Pickup, 1929 Model A Special Coupe and 1951 Mercury 4 door Sport Sedan (all from Manti); Amber Morrell's 1930 Model A Deluxe Town Sedan (from Spanish Fork); Kirby Martin's 1930 Model A Pickup (from Henryville); and Roger Curtis' 1929 Sport Coupe (from Ephraim).



The artists who attend as official pin strippers, were also judges for the show. There are no categories for cars to be entered in, so the artists just select their favorite car by putting a green

sticker on the entry form posted on the windshield of the car. Sometimes the judge will talk to you about your car and other times they just put the sticker on the form without saying anything to you. This year four of the cars in our club area were selected for awards (trophies) which the artists themselves have created. These are most often their original art work. Winners were: John Clark, Alan Justesen, Bill Thompson, and Roger Curtis.

There was one sad note. As Roger was driving his car at 45 mph to the show, he was hit from behind by a distracted driver from Delta traveling 70 mph. He was

in the outside lane of the four-lane section of Highway 89. The impact tore the left rear fender almost completely off only being held on by the running board bolts. The left rear wheel was totally bent out of shape forcing the tire off the wheel and the rear of the body was moved forward causing the driver door and rumble seat to be badly misaligned. The left radius rod was also bent. His trunk rack and trunk were mutilated. It is not known yet the extent of frame damage.

Roger was not injured at all and was able to keep the car on the road. The other driver was able to drive his car away from the scene. Roger's car was picked up by Big G's Towing of Manti whose owner insisted that the car be taken on a trailer to the car show where it was exhibited with the rest of our cars. His award was a special award for making the supreme effort to display his car. He spent the full day with us at the show. The car is repairable and will be repaired by a collision/restoration shop in Ephraim. How both cars remained upright with both drivers uninjured is a miracle in my book. Roger has plans to join the UVMAC. He also owns a Model A Fordor.

Always keep both hands on the wheel and one eye on the rearview mirror.



*Photos continued on page 23*



## Lending a Helping Hand

BY ROBERT MACK



When the Salty A's came to our club meeting and invited us to participate in the Highland Cove Senior Living Center Car Show, we gladly sent three cars — Eckstein's Coupe, Carlton's Cabriolet, and Mack's Phaeton. The UVMAC was represented by three Model As. The Salty A's also had three Model As there. There were three modern cars, a Torino, Mustang, and Firebird. The oldest car present was a 1910 Model T Touring Car. Bruce Boggess brought his

Model T to round out the group. After the residents had time to examine the cars and ask questions, they all voted on the three cars they enjoyed the most. Carl Martinson won the best overall award. Bruce Boggess' Roadster and the 1910 Touring won baskets full of cleaning supplies. Everyone else was given a container of Amour-All auto cleaner.

I should mention that they fed us, too. You know how it is. All Model A activities involve food. Thanks for inviting us, we had a great time!





## Member Spotlight

KARL & DIANE FURR



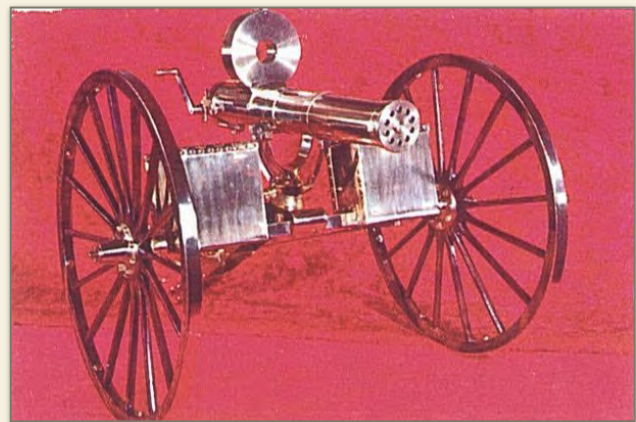
Karl and Diane were born during the depression days; Karl in 1931 and Diane in 1933. Karl's interest in cars became apparent at a very early age. His real association with cars was working in repair shops and service stations doing odd jobs. When he was 13 years, old his friend bought a '28 Ford Model A. They worked on the car to get it running, but when they drove it someone had to sit on the fender and pour gas in the carburetor from a tin can "without any fears of backfires!!!"

His next experience with cars was several years later. Karl's dad traded part of a Mesa, Arizona real-estate deal for a 1936 Ford sedan and gave it to Karl. He went to Mesa, picked up the car and drove it back to El Centro, California, stopping at every service station along the way for used oil to put in the engine.

When he arrived home, he immediately tore it to pieces and restored the chassis and installed a Sears short-block engine. He had an opportunity to trade this restored chassis for a Model A hotrod, so he discarded the body of the 1936 sedan and enjoyed the Model A hotrod all the rest of the summer. Later he traded the hotrod for a 1936 Standard Chevrolet sedan and finally traded this for a 1940 Master Deluxe Chevy Club Coupe which he kept through his first years of married life.

While a senior in high-school, he found a 1931 Ford Model A van in the neighbor's garage. This car was used as a delivery wagon for the neighbor's University Market Grocery business. After the car sat in the garage for ten years, Karl bought it for \$25.00 and with a little clean-up and a few adjustments, the car ran fairly well. Karl kept the car for about four years until, on a deer hunt, it broke down in the mountains. A snow storm came, and before Karl could retrieve it, vandals had stolen it. "It was lost to him forever."

Karl and Diane were married, started their family, and Karl started working at Geneva Steel as a test carrier. He later received a machinist apprenticeship. Being a machinist gave him the knowledge and experience to start Furr Arms, a business that built miniature Gatling guns and cannons.



This part-time business became a family enterprise which lasted for 30 years. During these years, Karl and Diane traveled to gun shows all over the United States selling their Gatling guns and cannons.



Karl and Diane are both musicians. Diane plays the violin and Karl plays the French horn. In fact that's how they met — in the high-school orchestra. It was through Karl and Diane's efforts that the Utah Valley Symphony was established. One of Karl's dreams was to have cannons fire during a rendition of the 1812 Overture. His dream came true when he got the opportunity to fire sixteen of his miniature cannons which could be shot inside the Provo Tabernacle. This was such a unique experience for concert-goers that Karl was able to perform with other professional symphonies throughout the US for 30 years!

Working at Geneva for 34 years, building and selling guns, traveling to gun shows, playing the 1812 Overture with symphonies country-wide and raising their family, Karl and Diane kept very, very busy, "But oh what fun!"



Karl didn't forget about his love for cars, however. After he started the Gatling business, he had the opportunity to trade two guns for a 1933 Wraith Rolls Royce.

It was a beautiful car and in very good condition for its age. Karl and Diane drove this Rolls for 20 years and during this time a friend of Karl's realized his love for old cars and told him about a 1939 Mercedes Benz that was once stored in an old shed very near where the Provo Temple now stands. Karl remembered peaking through the cracks and seeing this magnificent auto when he was a young boy. He never dreamed that 35 years later he would own this car. His friend had



purchased this Mercedes from an American soldier who brought it back from Europe and asked Karl if he wanted to buy it. Karl jumped at the chance and purchased it for \$3,500. Karl started to restore the car and in doing so he realized that it was the last 540K Mercedes ever made and only one- of-a-kind.



After 20 years and partial restoration, Karl sold both the 540K and the Rolls Royce and purchased two model T's (one of which went to Lloyd and Kelly) and a Ford Model A Roadster; Ghost Rolls Royce, 1917 Cadillac and a few other antique cars. Karl and Diane, their children and grandchildren have enjoyed these antique autos for 25 years now and hopefully their 45 great grandchildren have enjoyed these antique cars as much as Karl and Diane have enjoyed them throughout their lives.





**CENTERFOLD OF THE MONTH  
1931**



**HOLLY & MIKE CARLTON  
68-C CABRIOLET**



## Orem Summerfest Car Show

BY BRIAN LINDENLAUB

On June 9th of this year, over 150 antique, classic, and special-interest vehicles gathered on the green lawn of Scera Park in Orem. The annual car show is part of Summerfest, a week-long series of events, activities, and celebrations sponsored by the City of Orem to welcome the summer months.

Several members of the Utah Valley Model A Club arrived early at the show and secured a shady area for members to display their vehicles. By the time the show started at 6 p.m., UVMAC members had seven Ford Model As and two Packards on display. Orem City Mayor Richard Brunst was among the passers-by who stopped to admire our cars and visit with their owners.

One of the Model As didn't quite make it to the display area. On the way up from Spanish Fork, Roger and Geena Davis's 1931 mail truck started driving erratically when the lug nuts on the right rear wheel became loose. The wobbling wheel enlarged the lug holes in the wheel and made the condition worse.

They managed to limp the truck to Scera Park, but as they started making their way to the display area, the damaged hub locked up. Roger and Pat Hansen jacked up the axle and attempted to remove the damaged wheel. However, the condition had loosened the studs in the drums, allowing the studs to spin when attempting to remove the lug nuts. After several unsuccessful attempts to get the wheel off, it became clear that the truck would not be moving under its own power. A tow truck was called, and the mail truck was transported back to Roger's shop in Spanish Fork for repairs. Roger reports because all of the lug studs had broken free and were turning freely, he had to remove the entire hub, rim, and tire assembly together. It was necessary to cut through the lugs/nuts with a cutoff grinder to separate the hub from the other components. The damaged hub has been sent to a specialist for rebuild/repair. During the disassembly Roger also discovered that the threads on the axle shaft were worn excessively. He believes this was probably the root cause of the problem. He plans to replace the axle and have the mail truck back on the road soon.



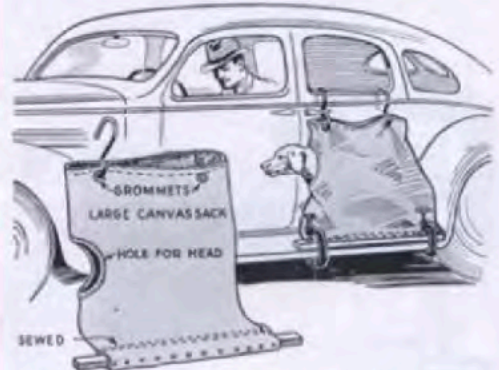




# Those Wonderful Ole' Car Accessories

SUBMITTED BY ROBERT MACK

## Dog Rides Comfortably in Sack on Running Board



Your dog will ride safely in this sack, which is quickly attached or removed

When you take your dog along for a ride, but prefer not having it inside the car, it can ride safely and comfortably in this sack, which is carried on the running board. The bottom of the sack is clamped to the running board and the top is fastened to the lower part of an open window with hooks, covered with small rubber tubing to prevent marring the car.

## RE-GROOVE YOUR SMOOTH TYRES

Smooth tyres are illegal. With this simple British-made tool you can re-groove them almost like new in a few minutes to any pattern. No injury to tyres, less likelihood of punctures. 5,000 safe miles added to tyre life. Quick. Easy. A boy can re-groove perfect run-slids at first attempt. Ask your dealer, or send 4/9 (post free).

**D.D. TYRE GROOVER**  
(Wide Groove Adaptor—cuts grooves 1/2 in. wide—and 3/4 wide cutters 1/- extra).



D.D. DISTRIBUTORS, 59, NEW OXFORD ST., W.C.1.

## A Startling, Uncanny Money Maker For Agents

"WHAT makes it work?" "Where on earth did you get it?" "Bet you five dollars he's got some one hiding in there!" "It simply can't be true." A running fire of comment like this breaks out whenever and wherever this new invention is exhibited. And why not? When no one ever heard of such a startling, uncanny device before! In fact few people would even dare to dream there could be such a thing! So this, men, is something really NEW, something to grip the imagination of everyone, something that sells to every autoist on sheer novelty alone. Distributors, "star" salesmen, every man who wants to double and triple his present income should note carefully the following facts.

### The Secret Of A Theft-Proof Car

Now in this amazing new way, every car can be protected from theft for 24 full hours a day. In the garage or parked on the street, if any thief so much as pulls at your spare tire or touches his foot to your running board—ZOWIE! A riot of noise starts instantly! And your car never shuts up till the thief leaves. And listen to this. Even if the thief is wise to what's up, you alone place the secret control button anywhere you want it around the car. The thief can't possibly find it. If he wastes time looking for it—Bingo! He's caught and on his way to jail! This astonishing invention guards your spare-tire, head-lights and spot-lights as well as the car itself.

### Installed In 10 Minutes—Costs Nothing To Operate

The inventor has asked the U. S. Government to protect his patent rights in this revolutionary discovery. Because of its uncanny powers and to distinguish it from everything else on earth this queer discovery is now

called "Devil Dog." Among its amazing features is the fact that it can be installed by anyone in 10 minutes or less. There is absolutely no cost for operation. It will last as long as the car. Fits any car from Ford to Rolls Royce without adjustment or fussing.



A Mere Handfull

Note the tiny size of this amazing invention in the above picture. The switch, wire and control tube comprising the "Devil Dog" is all there is to it. The one like cost is scarcely more than an ordinary radio tube! Get it. Mail the coupon today.

For introductory purposes a special 5-day test offer is now being made. If you are interested in learning about the most astonishing invention since the radio first came in, use the coupon at once. If your present income is less than \$50 a week, the profit possibilities as our agent may astonish you. The coupon brings details of all offers. Mail it now.

**NORTHWEST ELECTRIC CORP.,**  
Dept. C-10,  
Pukwana, So. Dakota



Northwest Electric Corp., Dept. C-10, Pukwana, So. Dakota. Rush details of your big 5-day test offer and big profits for agents.  
Name.....  
Address.....  
Town.....State.....  
 Check here if interested only in one for your own car

You will see more accessories through-out the summer. If you have come across some interesting ads, please send a digital copy of them so all members of the club can enjoy them. If you would like to contribute, please send them to: mack4759@yahoo.com.

Thanks!



# Driver's Training and Car Games

BY HOWARD ECKSTEIN

Driving a stick-shift car without a synchromesh transmission requires a special, may I dare say, *arcane* skill set. Driving a car built on 90+ year-old technology through changes in grade and over long hard climbs is different in a Model A than for a modern car. Today's drivers are accustomed to putting their transmission into *drive* and forgetting about it until time to park the thing. Consequently, many Model A drivers leave their cars in 3<sup>rd</sup> gear for too long on a climb, causing the engine to lug and soon overheat.

Common errors in Model A gear management led us to host a Mountain Driver Training event where we focused on three skills:

1. Downshifting while climbing a hill
2. Downshifting while descending a hill
3. Starting from a stop while on a hill without rolling back

Prior to going to our cars, Clyde conducted the classroom discussion of mountain driving techniques. Theory is one thing, practice is another. To that end, ride-along instructors were assigned to those who wanted to have the benefit of the training. You should have heard the stories told as excited wide-eyed drivers returned to the safety of home base!



Double-clutch downshifting while climbing is rather easy to manage for a beginner. But employing the technique downhill as the car gains speed while in neutral is a nail-biter for the novice.

Our training route took us south on Center Street in Lehi between 3200 and 1500 North. There is a moderate dip on this road that is best traversed in 2<sup>nd</sup> gear on the grades in both directions. Because the road leading to the dip is level, drivers were instructed to drive the flats in 3<sup>rd</sup> gear due to road-sharing with the public.

Once in the dip, downshifting into 2<sup>nd</sup> to slow the car without overheating the brakes was practiced. It's easy to miss your shift in this situation. During the double-clutch routine, the clutch is let out while in neutral and the engine sped up before depressing the clutch and moving the shift lever into second.



Making this downshift is harder while already moving downhill than it is at the top of the negative grade. Foresight on the part of the driver is an important part of your car's speed management. Sometimes, it's not easy to predict when the road will drop down, or how steeply, especially if coming over a hill or around a corner. We wanted our drivers to learn how to make the downshift when already on the downhill run.

Near home base is a very deep and short dip the locals call "Killer Hill". Since it is a dip and not a hill, we

gave it the moniker "Death Gulch". Only three of our trainees pitted their mettle against this 18% monstrosity. Brad, Reid and Brian received certificates of accomplishment for making it through.



While our trainees were out learning the three skills in their own cars, the rest of the group of 11 Model As stayed behind to play car games.



*Death Gulch*



The first game was called *A Penny's Worth of Gas*. A penny was placed between the throttle lever and its stop on the carburetor, creating a fast idle. The object of the game was to drive across the parking lot in second gear from a dead stop without losing the penny. Everyone who participated passed the course. I guess it was too easy.



The second game seemed to be a bit more challenging. It consisted of a washer on a chain clipped to the back of the car that the driver had to get into a bull's eye



drawn on the pavement. Of course, the chain was too short to be seen from the driver's seat. However, there was some shenanigans where Brad let the tail gate down on his pickup and rubber-necked to watch the washer as he drove over the target.

It was a laid-back day where the activities successfully unfolded without a firm schedule. Thanks go to Dave and Amber Morrell who oversaw the games. Thanks also to Brad Christofferson for hosting us, even though his family was in from out of town for a reunion. 🍷



# Driver's License Test - Will You Pass?

BY D. J. FREEMAN

Now that you have taken the driving portion of the test, it's time for the written part. The following 10 questions were taken from a total of 84 questions in the *Chauffeurs' Examination Questions* (in later years it was known as a

driver's license test). In 1917, it became *Dyke's Automobile and Gasoline Engine Encyclopedia* which was eventually call *The Motor Manual*. See if you can get an 80% to pass and keep your license.

- 1) Which of the following vehicles usually doesn't have the right of way in large cities?
  - A) Mail Wagons
  - B) Loaded Trucks
  - C) Bicycles
  - D) Emergency Wagons
- 2) What is your spark lever for?
  - A) Turning the spark on or off
  - B) Controlling the electricity to the lights
  - C) Controlling the timer on the magneto
  - D) Sending Morse code
- 3) Which is not listed as required equipment on your vehicle?
  - A) 2 side lamps
  - B) 1 tail lamp
  - C) 4 wheel brakes
  - D) 2 license number plates
- 4) How would you ascertain the amount of gasoline in your tank at night?
  - A) Look at the gas gauge
  - B) Ask your passenger to read the gas gauge
  - C) Measure it with a stick or rule
  - D) Ask the gas station attendant
- 5) If your car caught fire which of the following should you not do?
  - A) Turn off the gas supply pipe
  - B) Smother the flames with sand
  - C) Spray water on the fire
  - D) Smother the flames with your coat
- 6) Which is not the road and street speed laws of most cities?
  - A) Not allowed to run over 30 mph outside the city
  - B) 4, 6, or 8 mph in the city
  - C) Basic rule of 55 mph
  - D) Use judgment
- 7) What is the penalty under law for any person driving in an intoxicated condition?
  - A) \$500 fine
  - B) 1 year in jail
  - C) Felony; revoke license perhaps
  - D) Required community service



- 8) Should you be going north and wish to turn west, which of the following is not required?
- A) Slow to 4 mph
  - B) Hold your hand out the side of your car
  - C) Blow your horn
  - D) Keep northeast of the center of the crossing
- 9) Which is not a precaution to be taken when taking a car out?
- A) Licenses plates in place
  - B) Tires properly inflated
  - C) Pack a lunch
  - D) Check the water, gas and oil
- 10) Which is not a recommendation if you are following a car and it suddenly swung around in your course?
- A) Slow up or stop
  - B) Blow your horn
  - C) Shout at the other driver
  - D) Hold out your hand as a warning to anyone behind you

I am sure you have figured out by now that the correct answer in each question is “C”. Did you get an 80% to keep your driver’s license? Now think of answering 84 questions like this.

#2. There were also questions about, What is the gas lever? What is your accelerator for? What is your clutch for? What should the position of the speed lever be when starting the car?

#3. Under required equipment, breaks were not mentioned at all.

#4. It was recommended that you hold the flame of the match away from the stick or rule while “Sticking your tank.”

#7. Hit and run was also listed as a Felony with a “revoked license perhaps.”





By  
Sherry Winkhofer,  
from A-World

# The Kid's Corner

FOR KIDS YOUNG AND OLD

## SIX THINGS ARE DIFFERENT!

This Model A Tudor is setting next to another beautiful machine, a steam train engine. But the car is older than the engine, which was built in 1944! The top picture looks like it's missing a few things compared to the bottom one. Can you find the differences?



Answers on page 24 



## Ladies Fashion Journal

### THE FORGOTTEN ACCESSORY

*By Sherry Winkhofer*  
*courtesy of*  
**MAFCA Fashions**

*"From its place as simply a useful accessory, the decorative pin has become a most important detail of dress. It still performs the old function of enhancing the beauty of the person and adding distinction and dignity, but today it does more than that. The jeweled pin or bracelet, appropriately worn, forms the last in the perfection of the completed costume."* -1928 Baird-North Jewelry catalog.

When we think of Model A era jewelry, what comes to mind? Necklaces are usually at the top of the list, closely followed by earrings and bracelets. But how often do you think about wearing a brooch or pin? The jewelry catalogs of the time have pages and pages devoted to pins of all types. The materials range from platinum and diamonds to paste and pot metal. There are cameos, mosaics, gemstones, pearls, and even coral and jade.

So why such a dearth in visibility? One of the reasons we tend to overlook this jewelry is its size. Pins and brooches are relatively small and do not show up well in pictures. I didn't realize this fact until I started researching the subject and quickly noticed how hard it was to find pictures with these details. With a lot of searching, I was able to round up a few pictures of ladies wearing pins for this article. Most of these are from advertisements or movie magazines.



A La Salle Car ad shows a bar pin matching our lovely lady driver's outfit-Good Housekeeping May 1930



These three actresses from a 1928 Metropolitan Studios publicity shot demonstrate three different styles of pins.



Ethel Barrymore wearing a brooch on her dress strap-Cosmopolitan magazine October 1929



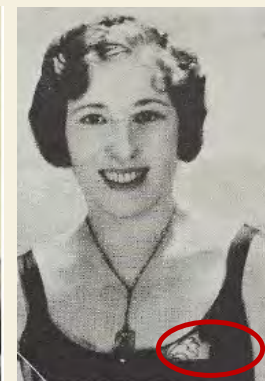
A housewife with a circle brooch holding the draped accent on her dress-Good Housekeeping June 1928.



Notice the petite bar pin at the neckline in this illustration-Carson Pirie Scott & Co. 1928 Jewelry catalog.

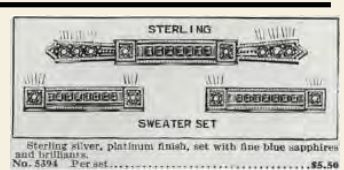


Actress Polly Moran wears a lovely brooch on her coat-Picture Play magazine July 1928



Polly Moran wearing a stylized brooch-Silver Screen Magazine December 1931

Continuing my research, I pulled out a number of era jewelry catalogs. In just one 1931 catalog, I counted over twenty-five pages dedicated to pins and brooches, and many more pages with pins as part of other collections. In reviewing multiple catalogs, I discovered an unforeseen variety of brooches and pins. Here is a small selection of what I found:

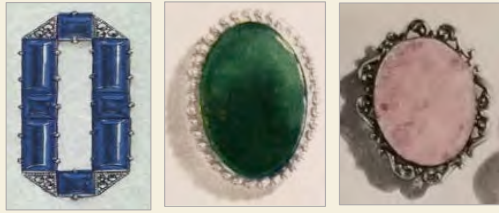


Sweater sets consisted of one large and two small matching bar pins. I'm not sure how these were worn but I find them interesting.

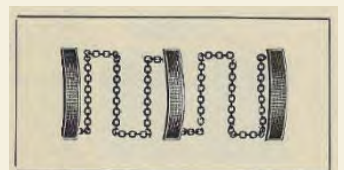
Bar pins could be fine jewelry or costume and the variety and size was endless. Pierced or filigree, diamond or rhinestones, or just engraved metal, they seemed to be very popular.



Beauty pins were a small version of bar pins, usually sold as a set. Don't confuse these with lingerie clasps which although about the same size, don't have a pin backing.



Semi-precious stones such as lapis, chrysoprase, and even rose quartz were often found in era jewelry.



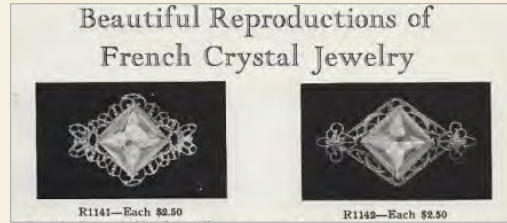
Chain pins are also an item I'm not sure how were worn but they seemed prevalent in the catalogs.



Cuff pins were a surprise to me. I couldn't find any reference to them outside the jewelry catalogs, but I assume they were used instead of cuff links for ladies' blouses as they are quite small and were always sold in pairs.



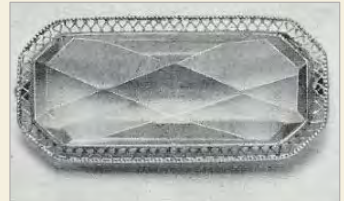
Handy pins were tiny pins named because of how handy they were for everything. Sometimes they were also called dress pins. I have found versions that range from 1/2 inch to 1 1/2 inches long. But small size didn't always mean small price. The ones above on the right are platinum and gold, with sapphires (left) or diamonds (right.) Adjusted for inflation, they would cost \$200 and \$500 today! So, these were not just fancy safety pins!



True rock crystal was a unique material well-liked in this timeframe. Imitation glass crystal was often used for less expensive versions of the more luxurious pieces.



A few more interesting shapes! These were gold, with diamonds and pearls.



Precious gemstones such as amethyst and aquamarine were used often, sometimes with accent stones and sometimes plain. Synthetic gemstones were also routinely used.

*Continued next month*





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*

### GET THE MUSTARD AND PICKLES READY


Here in the San Francisco Bay Area the tomato plants are beginning to show some signs of bearing fruit. Cucumbers and green peppers have fruit budding also. It is so nice to have longer days and warmer temperatures. All-in-all, I'd say we have some fine Model A weather.

It's time to polish the old car and get ready for tours and parades. The picnic basket is waiting to be pulled from the shelf where it has been sitting for over a year. The ice chest is ready for a new batch of hot dogs and brats, beverages of choice and some great chocolate chip cookies

I even have an inexpensive moving blanket to put on the ground for our picnic once we get to our destination. I might have scored more points if I had picked a location with picnic tables, but blankets are romantic. Getting up again is the challenge and not at all romantic. I look really funny as I maneuver into a vertical position.

Getting behind the wheel of Billy-Bob once more isn't quite like riding a bike. I find that I have to stop and think about the mental checklist for the Model A starting procedure. Even the battery is eager to get going. It has held its charge for several months longer than anticipated. I Checked the oil, still clear and up to the full line on the dipstick. Transmission, differential, brakes and front hub lubrication are all up to snuff. Time to take the jack out from under the car and run the old boy around the block just to test all systems. Then, try to remember the shut down procedure.

I'll tell you, Model As are so different from model iron that they actually get the driver "involved" in operating the vehicle. What fun is that? Even the horn works with a little tweak of the adjustment screw. I think we're ready to chill the drinks and get the show on the road. This time, we are going to cook the hot dogs on the manifold as we drive.

I hope to see you along the Model A roads. 



*Rat Fink  
Car Show*



“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](http://www.snydersantiqueauto.com)

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

*If your one-piece  
crankshaft pulley  
looks like this*

*Time to replace it*

**Mike's** 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](http://www.mikes-afordable.com)  
\*Dealer Inquiries Welcome

**CALL & ORDER  
YOUR FREE  
CATALOG TODAY!**

Answers to Six Different Things



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