



# UTAH VALLEY

*- Model A Club -*

# MOTOMETER

Vol. 9 No. 8

2018 Newsletter of the Year • 2020 Newsletter of Excellence

August 2021

**IN THIS EDITION:  
THE YEAR'S BIG TOUR  
SpringDell's Car Show**

**FREEDOM  
FESTIVAL  
PARADE**

**MAPLETON'S  
PIONEER DAY  
PARADE**



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

## 2021 Club Officers

### CLUB OFFICERS

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

### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	<a href="mailto:kcam1999@yahoo.com">kcam1999@yahoo.com</a> <a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a>
Facebook	Clyde Munson Howard Eckstein	<a href="mailto:bjerg_menneskene@yahoo.com">bjerg_menneskene@yahoo.com</a> <a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a>
Photographers	Greg Mack Howard Eckstein Amber Morrell	<a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a> <a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a> <a href="mailto:mystuff@live.com">mystuff@live.com</a>
Newsletter	Robert Mack	<a href="mailto:mack4759@yahoo.com">mack4759@yahoo.com</a>





# Vice President's Message

BY BRAD CHRISTOFFERSON

A few weeks ago I was traveling for work, having a day-long visit with Jim, the owner of a construction company in rural Colorado. He is getting up in years and was spending the day with me discussing the option of selling his business. I spent several hours with him that morning talking about his company, looking at his equipment, visiting job sites and gravel pits, and getting better acquainted with his operations. Our conversation centered mostly on the enterprise he had built and the heavy highway construction industry in his area. It was a comfortable exchange but mostly on a professional level. Yet I could tell this guy was a "character" by the way he talked and how he chewed - not smoked - a great big stogy cigar.

After lunch, we were driving to one of his facilities when his cell phone rang with a different sound than it had all the previous times that day. The sound was unexpected but very familiar as well. It was the unmistakable call of the Model A - "aaaahhoooooggaaaaa." After he took the call from his wife, I told him I recognized the ringtone on his phone distinctly as the horn from a Model A and asked why he chose that particular sound for when his wife called. He said it didn't really have any correlation with his wife other than he definitely knew when it was her on the phone. Again, I had to ask what connection he had to the sound of a Model A. He then told me about the 1931 pickup he had - along with a few other classic cars - at his home in a nearby town.

That revelation opened up a connection we shared on a more personal level around our fondness for classic cars. I showed him photos of my 1930 pickup and 1931 Victoria, and he told me about his classic Cadillac and other cars he owned. We then got talking about other interests outside of work including his early years as a rodeo cowboy, his prize dogs, and especially his family and how important they were to him. We had a great time sharing our personal interests and connecting on a much deeper level than when it was all about the business.

When we were about finished with our day together he asked if my schedule allowed for time to detour somewhere else for an hour or so. I wasn't flying out until the next morning so I said, "I've got all the time in

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*Jim and his Model A*

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# July Club Meeting

BY AMBER MORRELL

### Attendance:

Diane Brimley, Reid Carlson, Mike Carlton, Gemma and Howard Eckstein, Karl Furr, Tim Isakson, Tony Jacobs, Brian Lindenlaub, Greg and Robert Mack, Amber and Dave Morrell, Karl Pope, Bob and Janell Todd, and Richard Tucker.

**Visitors/Guests:** Andrew Watson (owner of Watson Auto)

### News:

- Ron Session's Sport Coupe is for sale again. They want (*only*) \$18,000 for it. Boy, will they be surprised.
- Clyde Munson posted pictures and videos of us at the July 4th parade on MAFCA's Facebook group. We received 28 likes. This pales in comparison to the 43 likes Jenn Munson received of her sitting on Henry's front bumper in era attire. Congratulations Jenn!

### Club Business:

- **Correspondence:** Pasadena High School Model A Club is selling raffle tickets; \$100 per ticket, the number of tickets to be sold is limited.
- Burtz Blocks are now for sale. They have a club incentive. If the club buys five blocks they will cost \$3,750 each.
- **Financial Report:** Diane Brimley discovered some fraudulent charges on our credit card. She took quick action and got it cleared up before any more charges occurred, otherwise the club's finances are in good standing.
- **Magnetic Splash Aprons:** If you received your splash apron at the Provo Freedom Festival Parade, but have not paid for it, please submit your payment ASAP. It looks like another apron order has been started already. We need a minimum order of five sets of splash aprons, so far we have one order turned in. If you missed the opportunity to order when others did for the Freedom Festival Parade, now is the time to do it. There probably won't be another order for quite awhile. Give or e-mail your order form to Greg Mack.

### Club Awards:

- Wayne Carlton earned his 500 Mile Award.
- Curt Martinson earned his 1,000 Mile Award





- Brian Lindenlaub receive his “Conquering Death Gulch” certificate. Only three members of the club won the award at the Mountain Driver Training activity in June.

**Past Activities:**

- We had a good turnout for the Freedom Festival Parade. Twenty-three cars were present. Karl Pope escorted a county commissioner and his family. Karl Furr also drove dignitaries in his Deluxe Roadster. In his car was a congressman and his family. The big surprise occurred when we won the outstanding “Best Depiction of Legacy Award”. The crowd of 300,000 (according to Provo Police Department) loved us, and in return we honked our horns long and loud— in fact so much that many of the horns overheated and quit. The horns wouldn’t have performed nearly so well if Buster Hanson and Clyde Munson hadn’t gone through the cars beforehand and adjusted each horn.
- We had a much better turnout for the American Fork Steel Day’s Parade. Being that it wasn’t an official club activity, low turnout was expected. We were pleased to see nine cars participate.

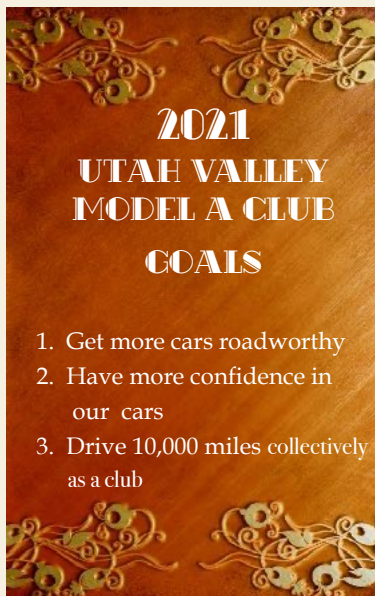
**Activities:**

**August**

- **2nd** — Lindon Car Show — Monday at the Lindon Park from 4 p.m. to 9 p.m.
- **14th** — Garage Day at Karl Furr’s where we will replace the gaskets on the intake and exhaust manifolds.
- **21st** — Eureka Parade, a fun small town celebration where the spectators really appreciate us participating. (It doesn’t hurt that many of us toss candy to the children). Parade starts at 9:00 a.m. Call Howard Eckstein if you have questions.
- **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 Nine-Mile canyon. The canyon is home to abundant prehistoric rock art. See page \_\_\_\_\_ for details.

**September**

- **3rd-5th** — Salty A’s are going on an overnight trip to Ely. They have invited any members of the UVMAC to attend, and would welcome our participation. Clyde Munson is accompanying them. Call Clyde for more details.
- We will continue with the annual Vintage Iron Chef that corresponds with “National Model A Day”. This will also be our Fall Colors Tour.
- **18th** — Neal Dastrup has organized a car show for Orem High School’s class of ’65 reunion. See details on page 16.



**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

- **October** — Diane Brimley and Clyde Munson are planning an Historic Tour of American Fork. This is expected to be just as fun and informative as other history tours of Utah Valley communities.
- **November** — Howard Eckstein is still working on a tour of 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

**Guest Speaker:**

Howard Eckstein has been working with the dealership Watson Motor Works who have been selling Model As at their lot. Andrew Watson, owner, was asked to come and speak to us. Andrew's focus was on buying and selling (used) cars. He divided the subject into six sections:

- 1) Decide ahead of time what you are looking for, age, model, project or complete, and price range.
- 2) Where to look, KSL, Facebook, Craig's List, Hemmings, Classiccars.com, Bring a Trailer, MAFCA or MARC classified ads, auctions, and WORD OF MOUTH.
- 3) Inspect the car, whether by you, a trusted mechanic, Inspectors (nation-wide), Carfax or Autocheck (for newer cars).
- 4) Barter by establishing a rapport with the seller/buyer then, respectfully, get the best price while being fair, watch out for "sentimental value".
- 5) Buying can occur in various ways. Of course, face to face is the best way. But if distances are a problem, or knowledge about pricing, ask a trusted ally to complete the transaction. Another method is to hire a third party.
- 6) Transport can be tricky if you aren't picking up the car yourself. In that case, you can use a trusted ally, a licensed, bonded, and insured person or business, and decide which is best an enclosed trailer or an open trailer.

**Conclusion** — Don't be afraid to walk away from a car or transaction. Remember, if it is too good to be true, use extra caution. And finally, there is the possibility of running into scammers at every level of purchasing

**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.



*Diane Brimley brought the only Model A to this month's club meeting.*







# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

We have a new member! Welcome **Andrew Watson**. He is the owner of Watson Auto in Pleasant Grove. He plans to bring his Model A Pickup and join our overnighter to Price and Nine-mile Canyon. He wants to film the trip and post it on YouTube.

Apparently club members are too busy participating in parades because Howard is the only one to submit anything for the Heard it Through the Grapevine. So, below you will find MAFCA and MAFFI sponsored events.

### September 11, 2021

INTERNATIONAL MODEL A FORD DAY

### September 17-18, 2021

MODEL A FORD FOUNDATION'S MODEL A DAY (weekend)

### October 6-8

Hershey Swap Meet (come by and visit MAFCA)

### December 2-5

MAFCA's NATIONAL AWARDS BANQUET

Hosts: Cowtown A's

Contact: Jordon Douglass 817-580-8125

### January 29-30, 2022

TURLOCK (CA) SWAP MEET

Turlock, California

Hosts: Modesto Area A's

Website: <http://www.turlockswapmeet.com>

### June 12-17, 2022

MAFCA NATIONAL CONVENTION

Kerrville, Texas (note date changes)

Hosts: Alamo A's

Contact: Jimmy Taylor 830-660-8094

I hope next month there are more submissions to "Out and About", or, the other option, if the club desires, is to drop the "Heard it Through the Grapevine" all together.

### Five States In 1929 Abolished Speed Limits

Maximum speed limits were abolished in five states in 1929, while 12 states raised the limit, with the objective of speeding up traffic, according to reports received by the California State Automobile Association. Kansas, Tennessee, Vermont and Wisconsin prescribe a speed that is "reasonable and proper". In effect, this means that speed is not to be considered prima facie evidence of reckless driving, and such cases will be considered on their merits.

With improved highways and added safety qualities in motor cars, the tendency throughout the country has been to speed up traffic, and each year finds the legislature of various states fostering proposals to abolish maximum speed laws.

### SPEED LIMITS INCREASED

States which increased their speed limits by action of the legislature during 1929 are: California, from 25 miles per hour to 40; Delaware, from 30 to 35; Illinois, from 35 to 45; Minnesota, from 35 to 45; Nebraska, from 35 to 45; Nevada, from 45 to 50; New Mexico, from 35 to 45; Ohio, from 35 to 45; Pennsylvania, from 35 to 40; South Dakota, from 25 to 40; Texas, from 35 to 45, and Virginia, from 35 to 45.

A total of 11 states do not prescribe maximum speed laws. These are: Connecticut, Florida, Indiana, Kansas, Maine, Michigan, Montana, Tennessee, Vermont, Wisconsin and Wyoming.

The limits in other states range from 20 miles an hour in Massachusetts to 50 miles per hour in Nevada, with the majority of states placing the limit at between 35 and 45 miles an hour.

From "The Evening News, San Jose, California, Wednesday, August 27, 1930":



## Member Spotlight

DIANE BRIMLEY

My new greeting.....

"Hello, I am Diane Stickler Brimley." As most of you already know. I grew up with a dad who rebuilt old cars in his spare time. He owned Sequoia Office Equipment Company. The only office equipment company in our Valley. So to "relax" he restored old cars.

One day he came in the house all excited and wanted us to come outside and see his new car. We stood there in shock. We told him it was a jalopy. He said "no it's going to be a Model A." Sure Dad! And we went back in the house.

Months went by and he did it. He made a 1930 Sport Coupe Model A.

When I was a junior in high school I convinced him to let me drive it to school. Boy was there a lot of talk at school when I drove up in the car. That was the start of it becoming "my" car. I drove it through HS and two years of college. Then I bought my own car and gave Dad back the A. That's what we called it "the A".

I was a single mother, so every Christmas and Easter we would go to my parents home. Every Easter Dad would take my three kids for rides. And the love is carried on to the next generations.

When dad passed away in 1989, he had six antique cars. My sister, Charlotte, and her husband, Howard, took the A and I got the 1933 Bantam Austin, Pennsylvania made. It's actually smaller than the A. Yes I still own it. It is at my son's house in parts.

2001. Oh what a wonderful year. I was blessed to find my Sweetheart. Ralph "Brim" Brimley. We found each other on LDS singles on the internet. I was just going to hit the delete button when I saw a line that said "I am interested in old cars." Come to find out we both drove 1956 T birds in HS. He owned his; I drove my mom's.

2/2/2002 at two o'clock we were married. We were sealed on 2/22/2003 in the Mt. Timpanogos Temple., which we also served as Temple workers for over eight years.

Brim and I had two sons each, both are Russell and Michael. So with his five and my three our family multiplied.

Back to the A. Charlotte and Howard took the A to a mechanic and had it rebuilt from the frame up. About 2011, Charlotte asked us if we wanted to buy the A. Since we had the most grandchildren, 25 actually, we said yes, and they gave it to us for half of what they put into it.

One day, Brim was at the gas station gassing the A, and Clyde Munson saw him and told him there was a Model A club. We were the 8th car to join the club. We were really excited to find the club. It has become my family.

November 26, 2018 was the worst day of my life. My Sweetheart passed away. Totally unexpected. So I had to regroup and find out what I was going to do with my life. The club rallied around me and told me they would always be here for me, and they have. Though they tease me a lot, I know they love me and I love them.





Photos and newspaper articles from Diane's scrapbooks about the restoration of the car. There are a number of articles about her father and his love of automobiles. Enlarge the photos to read the details,





# Attending the 2021 MAFCA National Tour

BY ROGER DAVIS

I've personally come to really enjoy national events sponsored by MAFCA (Model A Ford Club of America). I love seeing a few hundred Model As in one place, learning about my car, and being with and meeting wonderful people.

In 2018, as new Model A owners, we attended the MAFCA National Convention in Sparks, NV. We enjoyed our club friends, met wonderful people, learned a lot about Model As, joined in fine point judging, and enjoyed many wonderful activities and rides. It was amazing to see that parking garage full of over 300 vintage cars in all conditions, all loved by their owners. It gave me ideas for my car that I'm still working on.

In 2019, we joined the National Tour in Kanab for a wonderful week of activities and tours of our beautiful national parks. It was really something to see those ~300 Model As converge on Kanab. It was striking to see that long line of Model As at Grand Canyon and the other parks. Again, the cars, the club, the people, and the activities were just plain wonderful.

MAFCA alternates between conventions in even-number years and tours in odd-numbered years. I must admit that I was disappointed that the 2020 MAFCA Convention was scheduled for Texas (but then cancelled) and the 2021 MAFCA Tour was in New Hampshire—a long way to travel.

Then one evening last spring, I read again about the 2021 National Tour in the White Mountains of New Hampshire. Geena and I had driven the beautiful Kancamagus Highway when visiting New England a few years back, so we knew it would be beautiful. Despite the long distance, I started to think about how I could turn this long drive into a wonderful adventure:

- I thought that we could drive I-80 and see large sections of the Lincoln Highway;
- We could go to Minnesota to learn more about the mail truck I purchased from there in January;
- We could visit the Gilmore Car Museum in Hickory Corners, Michigan to see the mail truck owned by the Mail Truck Master, Aldie Johnson—maybe we could even get some pictures of my car at the Model A Museum. We later found the truck was moved to the National Automobile and Truck Museum (NATMUS) in Auburn, Ohio—also, the location of the Auburn/Cord/Duesenberg Museum in Auburn, Indiana—maybe we could go there;
- We could stop by Greenfield Village and the Henry Ford Museum in Dearborn, Michigan;
- We could unload the car and drive it around the birthplace of the Church in Palmyra, New York;
- Maybe we could stop by Route 66, somewhere;
- I could drop off some shocks for my mail truck with John Holland in Ohio and maybe see the three mail trucks owned by Bob Kylie also in Ohio;
- Somewhere driving through the corn fields of middle America, Geena asked if we could visit the American Pickers store—ends up it's only a couple of miles off I-80. We couldn't fit in the Field of Dreams;
- Oh, and then we could enjoy about 250 beautiful Model As, the gorgeous vistas of the White Mountains and get the "I Climbed Mount Washington" bumper sticker at the tour.





A picture is worth a thousand words, so, here's a fraction of what we actually saw in our 7,000+ mile journey over 17 days.



I encourage all club members to consider the benefits and opportunities of these National events where you see and meet others who love the car and the people!





# CENTERFOLD OF THE MONTH 1931



**CLYDE AND JENN MUNSON  
45-B DELUXE COUPE**



## How We Got Involved with the Provo Freedom Festival Parade

BY HOWARD ECKSTEIN

The Provo Freedom Festival Parade claims to be the largest of its kind in Utah. Provo Police reported that an estimated 300,000 people lined the parade route and beyond this year to view the spectacle. We were there. We had 22 cars in our group that elicited cheers and interactions from the spectators. Other cars from our club were elsewhere in the parade escorting dignitaries. The Utah Valley Model A Club is *bona fide*.

Our association with the Freedom Festival Parade had a rocky start. When our club was new, Gemma suggested that we see if we could be in the Provo Parade. We investigated and found that the organization wanted big dollars for an entry fee. We quickly became disinterested. In 2015, Bob Todd, who knew somebody who knew somebody, arranged for the club to have an entry. Excited, we only had a few days to round up members who were available to participate. After many phone calls, eight cars were committed to be there. Just days before the parade, I got a message that we were only allowed to have four cars. I was president of the club that year, and it fell on me to make the uncomfortable phone calls to find four people who would volunteer not to be there. I wanted nothing to do with the parade after that experience!

Fast forward to 2017, when a mysterious guest showed up at our club meeting that spring. We gave Mark Jackson, our surprise guest, the floor. He asked if we would participate in the upcoming BYU Homecoming parade. After that pitch, he switched gears and invited us to participate in the Freedom Festival Parade. Poor Mark got an earful from some of the members about the debacle described in the preceding paragraph. He apologized profusely and assured us that the invitation came from new leadership...him! We had 11 cars in the parade that year.

Each year, more Model As from our club filled the parade route. 2020 was an anomaly. We joined the

Freedom Vehicles Association and took our own tour of Provo and Orem where citizens sat in front of their homes as we drove the cars and vintage military vehicles past them. It turned out to be a success for us in spite of the Covid restrictions.

This year (2021), we received an email inviting us to join the parade again. Part of the process of participating involves preparing an application. There were three areas that required a written response, they were:

**1. Announcer Text:** "The Utah Valley Model A Club has members from Manti to Salt Lake City. Almost five-million Model As were built between 1928 and 1931. Edsel Ford was the driving force that made the Model A a modern car to replace the obsolete Model T.

At least 70 paint colors were used for various Model A bodies and wheels. Cars and trucks used the same 40 horsepower four-cylinder engine.

The car is sporty and when running right can achieve highway speeds of 60 miles per hour.

The average price for a brand new Model A was about \$500.

When you see one of these cars driving along, wave a friendly hello and give them room on the road. They'll be glad you do."

**2. Entry Description:** "In past years we have presented nearly two dozen restored Model A Fords in a single entry, driving two-wide on the parade route. Rumble seats have been filled with patriotically and brightly adorned occupants. We are able to display many body styles that came from the Ford factories between 1928 and 1931. The differing color schemes for each model presents a variety of visual and audible stimulation as drivers blow their Aooogah horns for the waving spectators. We've always been well received by the



spectators as we wave and smile with our cars decorated with bunting and flags.”

**3. How Entry Supports the Theme:** “To celebrate, teach, honor, and strengthen the traditional American values of God, family, freedom and country’. It was the mission of Henry Ford to raise the common man’s experience from an area a half-day’s journey for a horse and buggy to as far as he wanted to go in an affordable automobile. This gave rise to the freedom of movement that expanded commerce and gave the self-made man opportunities, which when compounded, made America great.”

Last was a photo of our entry. For that I submitted one from the 2019 parade shown here:



After submitting this application, I had to take a computer-based training lesson regarding parade rules and check out with a passing score. A certificate was provided (which never has been asked for) that showed that we met all the requirements. Having passed the test, I was tasked with relaying these rules to the club. An article in the Motometer fulfilled that bit of business. All that remained was an acceptance letter which came shortly thereafter.

On the morning of the parade, while all of us were at the staging area prevaricating amongst ourselves, or



over at the Rotary Club pancake breakfast, someone from the parade’s Judging and Awards Committee found Bob Todd at his car and presented him with a trophy. It was for our club! We were chosen for the Heritage Award. The parade provided two marchers who carried a banner in front of our entry announcing our status. This was too much for us, so we gathered for a picture behind the banner with our president, Greg, holding the award.



See the next page for more photographs. Photographers for this article are Howard Eckstein, Clyde Munson, Diane Brimley, and Robert Mack.

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**Can February March? No, But  
April May.**





# UTAH VALLEY

## MOTOMETER

*- Model A Club -*



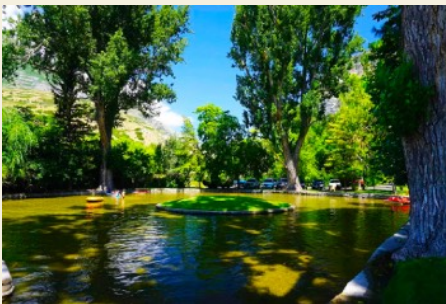




# Spring Dell Exclusive Car Show

SUBMITTED BY NEAL DASTRUP

On Saturday, September 18th, the Orem High School Class of '65 class reunion will be held at my (Neal's) place in Provo Canyon. In conjunction with the reunion, I (Neal) am sponsoring a classic car show on our baseball diamond. It's a fund raiser for the Boy Scout troop started a year ago. Any & all members of the Model A Club are invited to show their Model A here on that afternoon & evening. The canyon colors are vivid & beautiful in September and the plan is to make this show an annual event. Anyone interested can contact me at nealdastrup@yahoo.com or 801-358-4400. Thank you. *Photos courtesy of "SoldbyDenise.com"*



## Vice President's Message (continued)

the world." He then said, "Well, you've got to come see my cars and meet my wife and dogs." He then drove me to his gorgeous ranch in the foothills of Greenhorn Mountain and got to brag about the things he loved most, which wasn't his business. I had a great time as he showed me around the place, met family members including some cute great-grandkids, and admired his cars. He told me the Model A pickup was primarily driven and maintained by a grandson but Jim occasionally likes to drive his wife to dinner in it and participate in the annual town parade.

My day ended very differently than I expected. I was not only introduced to a new business associate but came away feeling I have made a good friend. I attribute it all to the familiar, obnoxious sound we all know and love - and one that Clyde Munson has so-well perfected with his own vocal cords - the Aoogah.



## Mapleton Pioneer Day Parade

BY GREG MACK

Each year on July 24th, Utahns all over the state celebrate Pioneer Day, commemorating the arrival of the first pioneers coming to the Salt Lake Valley. Celebration activities range from pioneer games, parades, to rodeos and fireworks! Fifty miles south of Salt Lake, the small town of Mapleton hosts a grande event on its own little scale.

Mapleton's very first parade was held in 1894 and featured handcarts, covered wagons, horses, and teams of oxen pulling floats adorned with sunflowers and sagebrush. The parade route ended in the small grove of maple trees at the mouth of Maple Canyon followed by a special program and lunch. There have been many changes over the years. Oxen teams have been replaced by pickup trucks, floats are now adorned with shiny petal paper and paper mâché, even helicopters are now involved in the day's events.

What has not changed is the small home town feel. The staging area provides welcoming faces and a variety of onlookers who have come to check out the cool cars

and get a preview of the parade. The largest parade entries are the emergency response vehicles and our Model A Club! The parade route is one mile long and only took 15-20 minutes to complete. The route was lined with people and families from all walks of life. Little smiling faces of children greeted us as they held their grocery bags at the ready, eagerly waiting for candy to fall from the sky. For those of us who live around the area, it was fun to spot out our neighbors, friends and ward members in the crowd. The occasional question of "who was that?" when we passed by someone shouting our names kept things interesting as well.

This parade was the first parade that we attended as a club back in 2013 and is the longest consecutive parade that we have participated in. We received an excellent turnout our first year and each year after. This year was no exception as we welcomed veteran members as well as new members participating for their first time. It is no wonder that this laid back small town parade has become a favorite of club members.





Club members dressed in period dress



The gathering location. Members are putting on last minute decorations.



The beginning of the parade route



All lined, up in two rows, and ready to roll.



The reward after the parade — good food and good company.





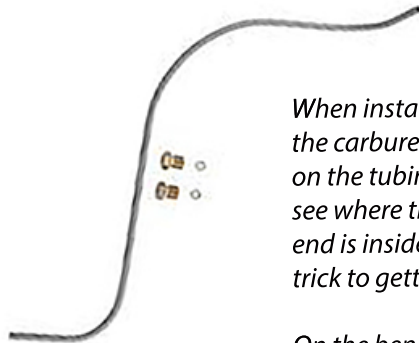


# Installing a New Fuel Line

BY JIM CANNON

## Jim's Tech Tip by Jim Cannon

### Installing A New Fuel Line



When installing a new fuel line between the sediment bowl and the carburetor, you want to get the little brass ferrule locked down on the tubing about 1/8" from the end of the tubing. It is difficult to see where the ferrule is located on the tubing, though, when the end is inside the carburetor or the sediment bowl. Here's my little trick to getting it where you want it.



On the bench, before installing anything on the car, slip the tube nut and ferrule on the end of the fuel line like it will be installed on the car. See the photo. Place the ferrule on the tubing with 1/8" of tubing showing on the end. Gently press the nut up against the ferrule and mark that location with a little piece of masking tape.

Now when you install the tubing on the carburetor or sediment bowl, you hold the tubing in so that the tape is right at the edge of the nut while you tighten the nut. When the ferrule gets clamped down on the tubing, it will be in the right spot. You can take it apart to check.

I apply a few drops of oil to the threads of the nut and to the ferrule when tightening it all up for the first time, to help everything turn smoothly as it's being clamped in place. Teflon tape should not be needed on these tube nuts and ferrules; they are designed to seal with just the nut being tightened. It does not hurt to put a thin film on non-hardening sealant on the ferrule, though, before installing, for extra protection against weeping fuel.



I hope this helps the installation of your next fuel line easier. Have a Model A Day! Jim

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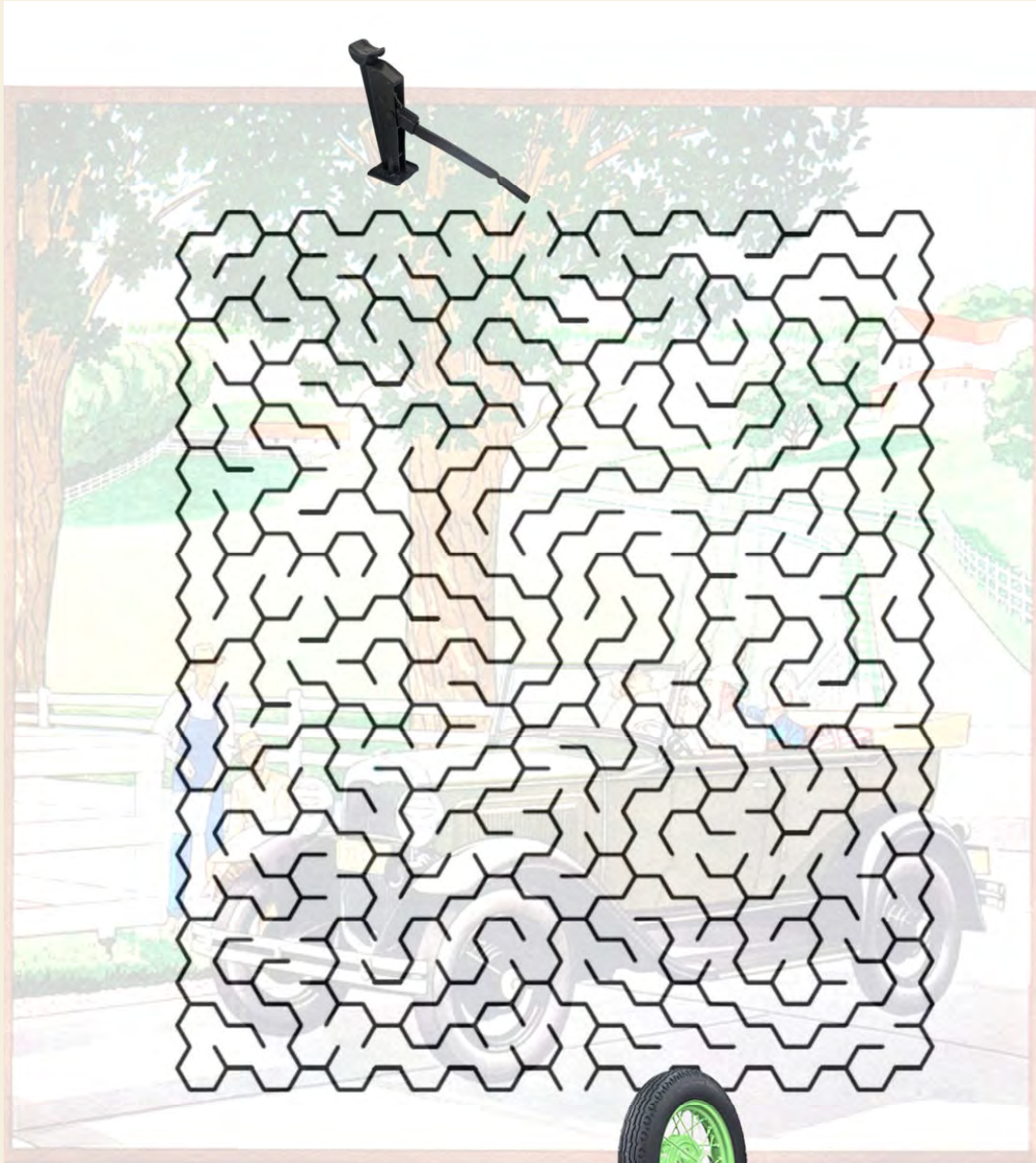


By  
Sherry Winkhofer,  
from A-World

# The Kid's Corner

FOR KIDS YOUNG AND OLD

This Model A jack needs to find the Model A wheel so they can go fix a flat tire. Can you help them get together?



Answers on page 24





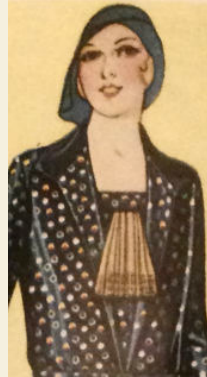
## Jabots & Bertha Collars Add Era Flair

By Laurie Elliott  
of the Santa Clara  
Valley Chapter

When looking at women's afternoon and evening wear of the Model A era, you'll notice all sorts of drapes, flounces, ruffles, ties and streamers that you generally don't see in modern clothing. This can be a bit perplexing when trying to recreate an era look. How do you achieve this without the work of sewing an entire garment? Try adding a jabot or bertha collar to your modern dress.

### Jabots

As defined by the MAFCA Fashion Guidelines, "Jabot (*zha-boe*): A pleated frill of lace or cloth attached down the front of a woman's blouse or dress." Historically, men have worn jabots for a few hundred years before being adopted by women in the early 19<sup>th</sup> century. Jabots were popular during the Model A era and well beyond, for spiffing up an afternoon or evening blouse or dress.



A rule of thumb is the jabot is at least as nice as the fabric in the main garment. It is an embellishing flourish.

Some jabots were sewn to the neckline or collar of a dress, while others were separate pieces pinned to the neckline, usually, but not always at the center. Jabots could be made of the same fabric as the garment, and could be printed or solid material. Whether they were streamlined or heavily ruffled, jabots were usually angular, often coming to a point at the bottom.

The July '28 *Delineator* describes this Butterick dress pattern as having a diagonal slot to insert a fashionable scarf to act as a jabot.



This Butterick pattern, also featured in the July '28 *Delineator* states, "The ripple of the jabot across the front and down the left side gives this simple frock the formality required of afternoon clothes."





Below left is a dress from the Montgomery Ward Catalog Fall/Winter 1929 – 30, with a very fancy lace collar and matching jabot.

In the photograph below right are a couple of my estate sale finds. The fancy lace jabot looks similar to the one on the red dress, but is probably earlier than the Model A years of 1928 – 1931. It is completely hand made and unlikely to have been made for mass purchase.



The jabot with the cameo pin is also hand made, but is more modern looking. Many jabots look like fancy handkerchiefs folded and pinned to the bodice front. Before you pin, remember that pins leave holes that often cannot be repaired.

In the photo at near right is a modern dress with a triangular bertha collar. The small amount of vertical gathers I put in the collar near the neckline created a slight jabot-shaped drape that added a hint of “vintage.” Pinning on the jabot, far right, really cranked up the vintage look.



Bertha Collars

Bertha collars, also known as “cape collars,” are cape like overlays that attach at a dress’s neckline and extend over the shoulders. Often of voile, organdie, lightweight silk or very sheer cotton, bertha collars add a flutter of movement to an afternoon or evening frock. Sleeveless dresses often had bertha collars that gave them, “the satisfactory feeling of sleeves without any of their discomfort for warm days,” according to Modern Pricilla, July 1929. In other words, the wearer gets to hide some skin in comfort and add a bit of graceful movement.

*2nd half of article continued next month.*





## MAFCA & MAFFI News



*Bill Truesdell*

Today is the day, in California at least. The State has “reopened” to allow people more freedom of movement and with different rules for masks. That means...it’s Model A time. Look out world, we’re on our way. Don’t hesitate. Turn the ignition key and fire up those 40 horses. Drive across

town or across the country. Just get out and drive. Have fun.

Seeing our Model A friends again is something we have waited a very long time to do. Now we can have lunch in a real restaurant, not just a picnic on the park grass. Picnics are great, but sitting at a table has its advantages too. However, you do it, reconnect with those friends.

Schools are out for the summer in most locations. It’s vacation time again. Why not have the kids help with your Model A? They can help wash and dry to make it shine again. They might even be ready to learn how to change the oil or backflush the radiator. How about having them help with repacking the front wheel bearings? Carrying tools, watching over your shoulder, getting grease under their fingernails is all part of learning how to enjoy the old cars. It can bring you and the young ones closer together. You suddenly become a teacher they can absorb information from. What a great experience.

If you are going to participate in Independence Day festivities on July 4<sup>th</sup>, why not drive your Model A to the events? And, for those of you in other countries, you can do the same when your holidays roll around. We are so thankful that the world is beginning to get a handle on the virus. All the best to you and your families during this happy time. 🍷

Every year in conjunction with Model A Day, MAFFI has a Swap Meet on Saturday and MAFFI has a booth with all the proceeds going to the foundation. If you are driving to the event this year, and your club would like to donate a Model A part for our booth, please contact Greg Fish ([fish\\_49202@yahoo.com](mailto:fish_49202@yahoo.com)) and let him know. This year’s Swap Meet is looking to be one of our biggest and best yet!

The old saying goes, “Many hands make light work” and nothing could be truer than at Model A Day. We could use a few volunteers to help at several areas throughout the day on Friday and Saturday. It could be something as simple as selling tickets for a seminar, working a shift at the front gate, helping park cars and so many more.

Any questions regarding the Swap Meet or for volunteers, contact: Mark Maron at: [markmaron@gmail.com](mailto:markmaron@gmail.com)



**Annual Model A Day**  
**Swap Meet**  
**Fashion, Seminars, Food and Fun!**  
**September 17th & 18th 2021 9-5pm**  
**The Gilmore Car Museum**  
**6865 W. Hickory Road**  
**Hickory Corners, MI 49060**  
**SAVE THE DATE**  
For more Info 269-615-3719 Jerry Morrissey  
For Seminar Information Ken Ehrenhofer 630-697-3906  
For Swap Reservations Mark Maron 847-302-7900



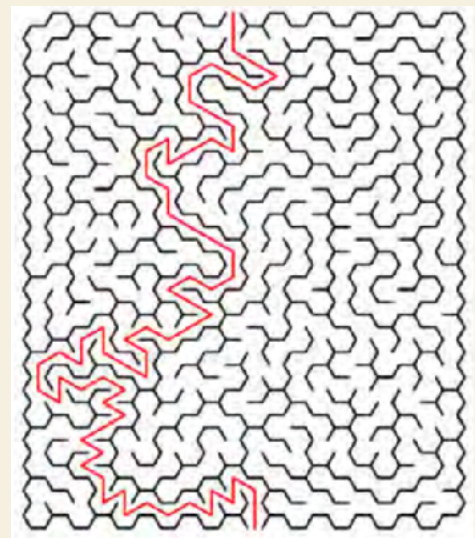
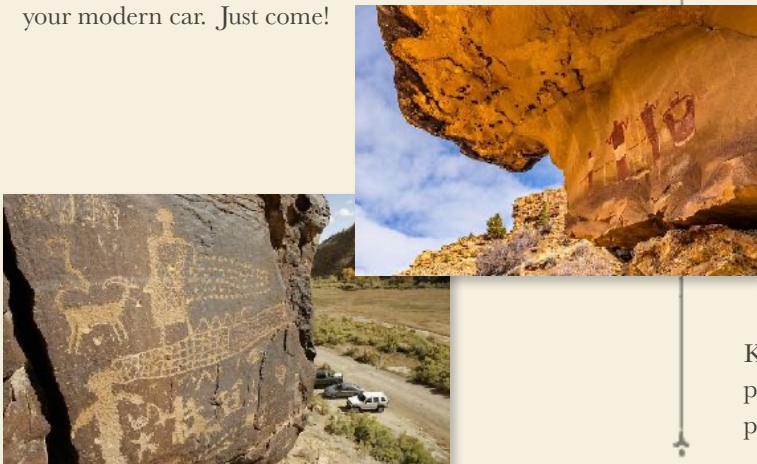
# Visiting Modern & Ancient History on the Same Tour

Is your car ready? Have you checked for leaks in the radiator? How good are your brakes? Do they need to be adjusted? What is the condition of your hoses and fan belt? Your tires in good shape? I hope so, if not, you may want to start NOW to remedy the situation. The reason? Your car needs to run well for our big overnight trip to Carbon County. Howard has outdone himself. He has organized the trip down to the minute, contacted the county's travel bureau, and made arrangements to visit some museums.

In response to his inquiries, we will be treated like royalty in Helper and will be recognized with a parade in our honor. Following that we will visit a personal collection of cars and memorabilia. They are even putting together "swag bags" for each touring party.

In Price, we will visit other museums, have dinner and check into our overnight accommodations at the Holiday Inn Express.

The next morning the hotel treats us to breakfast, then we are off on our trip back in time. A time when the Ute Indians lived in the area. We will go farther back in time as we view the Anasazi petroglyphs and a few pictographs. This trip is a wonderful combination of modern, as well as, ancient history. **DON'T MISS THIS!** If you feel your Model A won't make it, bring your modern car. Just come!



Key for puzzle on page 20.