



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 9 No. 9

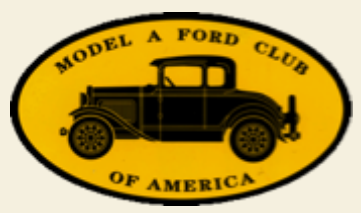
2018 Newsletter of the Year • 2020 Newsletter of Excellence

September 2021

IN THIS EDITION:
CARBON CORRIDOR TOUR
 SpringDell's Car Show

TWISTING
 WRENCHES
 W/ EXPERTS

TOOELE
 MT. MAN
 RENDEZVOUS



*Carbon Corridor Trip through
 Helper and Price, UT to Nine
 Mile Canyon*

*Utah Valley Model A Club
 Beehive A's
 Salty A's*

Photographer, Clyde Munson



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.

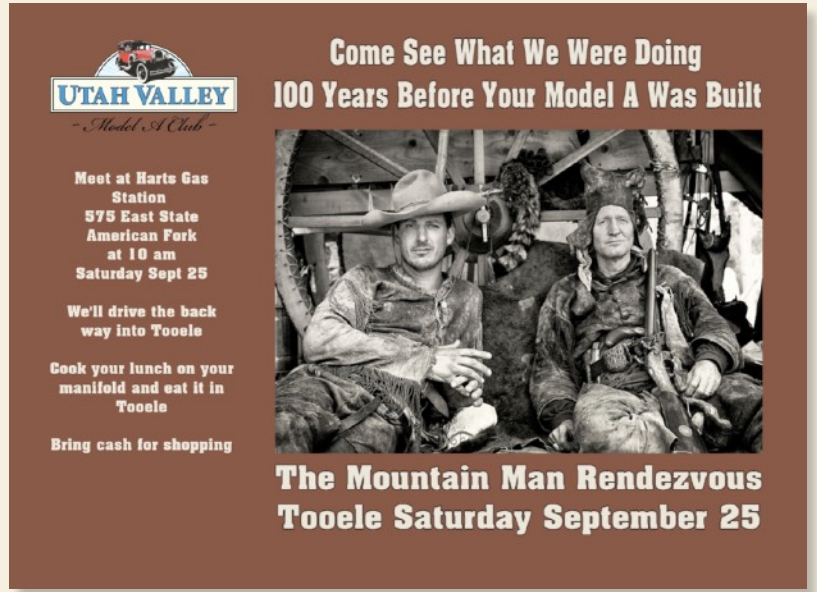
2021 Club Officers

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



UTAH VALLEY
- Model A Club -

**Come See What We Were Doing
100 Years Before Your Model A Was Built**

Meet at Harts Gas Station
575 East State American Fork
at 10 am
Saturday Sept 25

We'll drive the back way into Tooele

Cook your lunch on your manifold and eat it in Tooele

Bring cash for shopping

**The Mountain Man Rendezvous
Tooele Saturday September 25**

President's Message

BY GREG MACK

Last month, we were fortunate to experience the “mother of all tours” for this year! As a club, we traversed one of the deadliest stretches of road in the U.S. along Highway 6! We conquered Soldier Summit at an elevation of 7,493 ft, not once, but twice! We rendezvoused with the Beehive and Salty As in Helper and reminisced about the days when steam locomotives used to rule the rails. The following day, more “tribe” members from each of the clubs met up with us as we visited the sacred grounds of Nine Mile Canyon. Accompanied by our own private guide, we were able to learn about the unique rock art created by the Ute and Fremont Indians tribes.

This tour was awesome! We had a great time with family and friends and made some new friends along the way! Our unique cars brought a sense of excitement to a small town, and we had a chance share our experience with total strangers. Although it only lasted two days, the memories we made will last a lifetime.

A huge thank you goes out to Howard for all his time and dedication in getting this together. In conjunction with the Carbon County Office of Tourism, they have worked all year to make this happen. I also want to thank all those who attended and made this such a success. It would not have been the same without you!

To those of you who were not able to attend, I hope that in the future you will be in a better position to attend these big tours. I know they can be a bit nerve racking, but they really are a lot of fun. Once you get a feel for these grand tours, regional events, or national conventions, all other Model A activities seem to pale in comparison. Be careful though as they are addicting!

On September 18th, we will have another opportunity to join the Salty A's as they visit Camp Floyd and Eureka. If you do not want to go all the way to Eureka, maybe at least consider the drive to Camp Floyd. Just like us, Model As love to get out on the open road! I hope that you will be able to make it!



Photographer, Howard Eckstein

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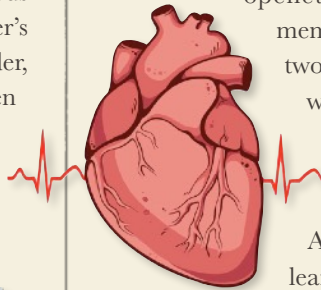
Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Paul Prior met **Howard Eckstein** at the Leland Rolling Mills when we had our history tour of Spanish Fork. He brought his truck to his home in Spanish Fork so that Howard could work on getting it into reliable running condition. So far they've installed a new radiator, leakless water pump, all electrical wires and removed extraneous stuff such as a water heater that occupied all the passenger's foot room. Howard just finished Paul's upholstery (to order, none-the-less). The old windshield and door glass has been removed and they are looking for a glass company that will cut the glass. Howard expects to hear it run this week.

Bob and Janell Todd are going on their fourth mission for the Church of Jesus Christ in September. They are going to serve at the Navaoo Temple. They are not the only ones going on a mission. **Roger and Geena Davis**

have received their mission call too. They didn't open the e-mail until all their family members were there. They had to wait two weeks to open it. Roger's first mission was to Argentina, so they were hoping to go there this time, too. When they opened their call, their hopes materialized. They are going to Argentina. Since then Geena has been learning Spanish.



Karl Furr has been in the hospital, again. Apparently, he had three heart attacks! That landed him in ICU for awhile. While he was gone, **Patrick, Howard, Tony and Joe** worked on Karl's Model A. See page 13.

Andy Sheer sent this note:

Howard and Gemma:

I just got home from an encouraging visit with the oncologist. Based on Wednesday's PET scan, he said he thinks I'm cured.

To be sure, he wants me to have another PET scan in two months. But he also said that within the next month, the lingering chemo side effects should start to get better. (I look forward to growing enough hair so my hat would once again fit.)

Thanks for your support through this challenging season.

Andy Scheer
Editor, The Restorer

Happy Birthday

- 21 — Greg Mack
- 26th — Wayne Carlton
- 26th — Mike Carlton
- 28th — Howard Eckstein



August Club Meeting

BY AMBER MORRELL

Attendance:

Mike Carlton, Brad Christofferson, Roger Davis, Gemma and Howard Eckstein, Karl Furr, Buster Hansen, Tony Jacobs, Brian Lindenlaub, Greg Nicholas, and Robert Mack, Amber and Dave Morrell, Bob Todd and Andrew Watson.

News:

- Bob Todd sold his Tudor hot rod. More news from the Todd home was delivered when Bob announced that he and Janell will leave for another mission on September 16th. They will be working at the Nauvoo Temple.
- Tony Jacobs received his long block from Berts. If the number on Tony's engine is any indication, Berts has rebuild 300 engines.
- Andrew Watson, at his dealership in Pleasant Grove, now has a yellow 1931 Sport Coupe and a 1930 pickup with towing apparatus. He might be keeping the tow truck, but the Sport Coupe is for sale.

Club Business:

- **Correspondence:** Pasadena High School Model A Club sent us another letter encouraging members to purchase raffle tickets; \$100 per ticket, the number of tickets to be sold is limited. The raffle is for a restored Model A.
- **Financial Report:** Treasurer Diane Brimley was unable to attend this meeting, but reported to the President that all was well concerning the club's financial status.
- **Magnetic Splash Aprons:** It looks like another apron order has been started. We need a minimum order of five sets of splash aprons, so far we have Syd Crockett, Brian Lindenlaub and Ken Johns who have ordered. We need two more members to request magnets before we can submit it. Give or e-mail your order form to Greg Mack. They are \$30.00 per set.
- **Newsletter Deadline:** In order to relieve pressures, and to eliminate reformatting pages to accommodate last minute submissions, we have been asked to turn in any material for the newsletter by the 23rd of the previous month. For example, if the July newsletter is soon to be released, any material for the July newsletter will need to be submitted by June 23rd.
- **Model A Day Patches:** available for past years. They are \$3.00 each. If you would like some, contact Clyde.
- **Out & About/Club Goals:** If you have made any progress towards your goals, have done anything fun, or been anywhere interesting, please send



them to Robert. He will record the club's progress toward our club goals, as well as include them in the newsletter (mack4759@yahoo.com).

Club Awards:

- Roger Davis has earned his 5,000 mile patch. As some in the meeting pointed out, "That's a lot of trips to Dairy Queen." Congratulations!

Past Activities:

- **Garage Day** — Karl Furr was in the hospital for two or three days because of several heart attacks. While he was recuperating, Buster Hansen, Howard Eckstein, Tony Jacobs, and later, Joe Fazzio went to his home and worked on his Roadster. They worked on his intake and exhaust manifolds, with specialty handiwork used to get every thing to fit properly.
- **Mapleton Pioneer Day Parade** — We have participated in the Pioneer Day Parade for nine years in a row and have enjoyed it. It is a small town family oriented parade. The club members have enjoyed this parade because it is short — both in time and distance. Next year, however, we may initiate a change. The Spanish Fork Fiesta Days parade is also on July 24th. Board members are looking into the possibility of participating in The Fiesta Days Parade next year. Some members would like to do both parades.
- **Lindon Car Show** — The Thomlinson's retired and are no longer hosting or sponsoring it. Lindon City now hosts it. There was no raffle this year, and no jackets were awarded. Attendance was not very good, maybe only about 170 cars, which is dismal compared to previous years. Eight Model As were in attendance. Everyone received a baseball cap who participated in the car show.

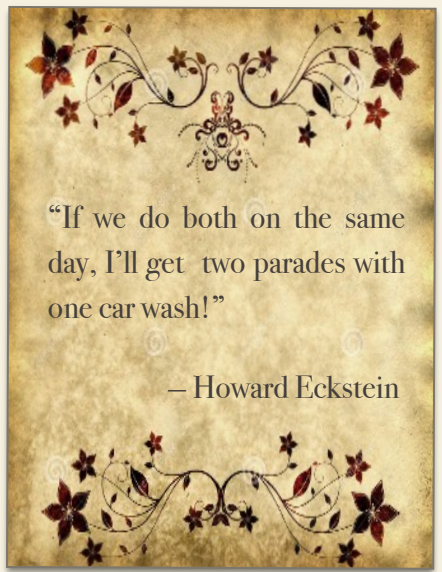
Activities:

September

- **17th-19th** — (Note the date change from Sept 3rd-5th) The 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.
- **25th — National Model A Day** this year will be a trip to Tooele, UT to visit the Mountain Man Rendezvous. We will be meeting at Hart's Gas Station, Pleasant Grove, UT at 10:00 a.m. See article on pg. 10.
- **18th** — Neal Dastrup has organized a car show for Orem High School's class of '65 reunion. See details on page 23.



Howard Eckstein giving a PowerPoint presentation about this month's Nine Mile Canyon overnight trip.



- **October — 16th or 23rd** Diane Brimley and Clyde Munson are planning an Historic Tour of American Fork. This is expected to be just as fun and informative as the other history tours of Utah Valley communities.
- **November** — Howard Eckstein is 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

Tonight's TechTalk was replaced by a road trip review. Roger Davis recounted the trip he and Geena had earlier this summer. They went to the MAFCA National Tour to participate with other Model A'ers in New Hampshire's White Mountains. They filled their itinerary as full as possible. This allowed them to travel on Route 66 and the Lincoln Highway. In fact, they drove on a portion of the road where both the Lincoln Highway and Route 66 intersected.

They also visited The Henry Ford Museum, Greenfield Village, and The Model A Museum at The Gilmore in Hickory Corners Michigan. At The Gilmore they also saw the Cadillac Museum and two rooms full of Corvettes, as well as an historic gas station, and old time diner.

With the recent purchase of a mail truck, they stopped at the ACD Museum so they could see Adie Johnson's mail truck. Then they headed north to drive the 100 mile long route that their mail truck drove back in the '30s. This route was driven every day in all kinds of weather. Roger said this was the highlight of the whole trip.

There were about 250-300 cars at the event. Roger said that the best part of the 8,000 mile round trip was the people he met, both on the road and at the national tour. This is a "must do" for anyone who likes old cars! 🍷



Member Spotlight

TONY JACOBS



Tony was born in Holland and grew up there during WWII when Hitler occupied Holland. His family was in the process of immigrating to America when his mother and three of her five son's passports were cancelled. Three weeks later the war broke out. Their father and the two older boys were already in America. The family was separated for 7 1/2 years and didn't hear from each other at all during that time. At the start of the war, Tony was five years old. At the end of WWII he was thirteen.

Tony and Jan met in Bishop, California where she had been born and raised. Tony didn't speak english at the time they met. Jan's horse had escaped her pasture and was grazing on grass at the Jacob's dairy when Tony found it. Tony was caring for the horse when Jan came to claim it. (It too is a long story). Years later they were married. They have two grown children Madeline (Bart) Reed and Jeff Jacobs, who is with the Orem Fire Department. They have eight grandchildren, eleven great grandchildren.

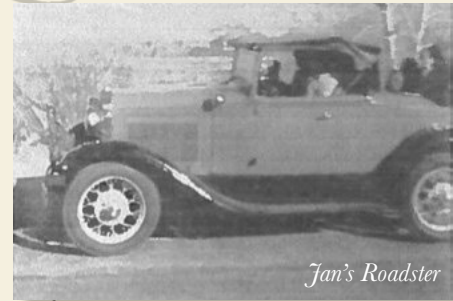
Tony and Jan love old cars, but particularly Model A's. And it all started when Jan talked Tony out of \$110 to buy an old beat-up 1931 Model A Ford back in 1962. She might have thought twice about it if

she had known just where it would lead.

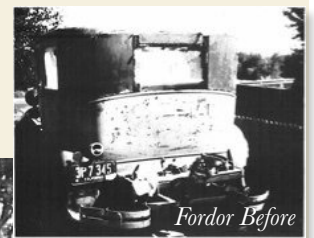
This first Model A for the Jacobs was just what Jan wanted to take her two young children to the dump in, plus any number of neighbor kids who wanted to climb on board. This old buggy had a pickup bed made of wood very cleverly shoved into the cut-up back end of a roadster where the rumble seat had once been.

When they all came flying down the road in this old car it looked like a tribe from "*The Grapes of Wrath*."

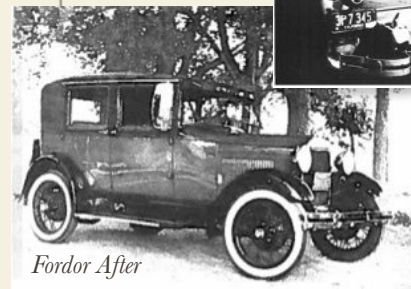
Tony put up with it for a while and then one day his desire to take things apart to see what "makes 'em tick" over came him. Off went the wheels and up on blocks it went. Out came the motor and now there was no car to drive to the dump or run errands in. Madeline and Jeff however, were delighted because now they could play Army truck with all the neighbor kids. For three long years the car sat dismantled in the yard. More than once Jan and Tony had words like, "Why couldn't you have just left her alone?" Tony would respond with, "Don't worry, I'll fit it up again."



Jan's Roadster



Fordor Before



Fordor After



Jacob Hillbillie's Phaeton



Jan & Tony Jacobs



Finally he hauled the car and all the parts away. Jan didn't expect to ever see it again.

For months Tony worked with a friend restoring the old car. Jan knew nothing about it. She thought he was working nights. Madeline and Jeff knew all along that their dad was fixing the "old Army truck" for mom.

On Christmas morning in 1966 she received a cleverly packaged gift. It was the key to the "old car," but now it didn't look the way it did when he towed it out of the driveway a few months ago.

It was beautiful. A 1931 Roadster — completely restored, rumble seat and all. No more trips to the dump in this immaculate restoration! We drove the car and entertained friends with it for years. It has had a special meaning for our whole family, because it was the beginning of the Model A itch for Tony and a focal point for family fun.


Jan and Tony would eventually own six Model A's.

Tony is a perfectionist and does a beautiful job of any task he takes on. One of Tony's restoration projects, a Brigg's Fordor, was so well done that a European buyer purchased it and shipped it to Germany where it now resides.

had a mountain of work to do to restore it.

Karl Pope fondly remembers when the 1929 Phaeton looked similar to the Beverly Hillbillies vehicle. But, when Tony set his mind to it he was able to restore it to factory specifications. The

car has earned numerous awards due to his diligent efforts and attention to detail.

Because of Jan's original request for \$110, the Jacobs family are now devoted old car nuts (oops, a more politically correct term would be old car buffs). 



Tony and Jan's current car was found in a mine shaft in the mountains of California. Even though it was in very poor shape Tony had a difficult time "prying" it out of the hands of it's owner. The owner wasn't too keen on selling it. He said that was the best vehicle he had ever owned when it came to working in the mine and driving the rough mountain roads. But because of its misuse however, Tony



Jeff, Madeline, Jan & Tony



International Model A Day at the Tooele Mountain Man Rendezvous

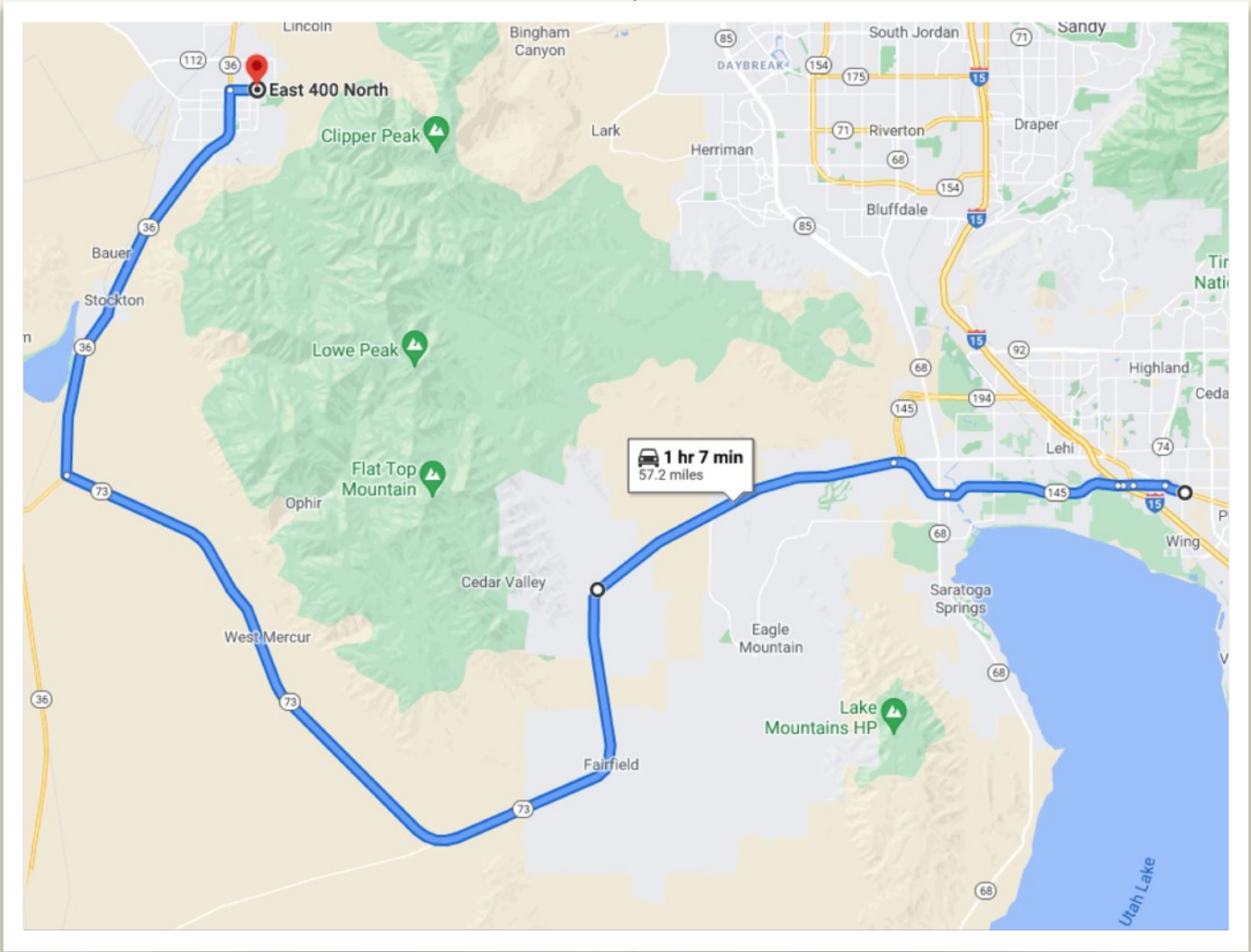
BY HOWARD ECKSTEIN

Usually at this time of year, our club embarks on a tour through the fall colors of one of the local canyons as we cook our meals on our manifolds for judging in our Vintage Iron Chef competition.

This year, we'll do manifold cooking with a twist. We won't be competing with our manifold destinies, as there

will be no judging. Instead, we'll start cooking our meals on the way to Tooele for the Mountain Man Rendezvous. We'll eat in Tooele at the rendezvous where there are picnic tables in the park.

We'll meet at Hart's gas station at 575 East State Street in American Fork at 10 a.m. on Saturday, September 25.





The Mountain Man Rendezvous is a gathering of people interested in the fur trapping life and Indian culture from 1820 through 1840. In about 1820, processes were invented in England that industrialized the use of beaver pelts for hat making. Suddenly there was an increased demand for beaver pelts. Much of America at that time was still a wilderness. Seeing a profit in the fur trade, the British-owned Hudson Bay Company was established to procure pelts to be shipped back to England. Rugged individuals would brave the Indians to trap beaver and bring the pelts to rendezvous points where they would trade for supplies and engage in revelry before returning to their mountain homes.



Today, enthusiasts of this period in history enjoy preserving the traditions that started so long ago. They are judged on how well they represent the era with their costumes, tents and artifacts. These rendezvous are held in various parts of the country on an annual circuit. It will be in Tooele on the 25th of September this year.

Just like the Model A conventions, they have historical seminars that help them more accurately portray the period. Professional Indian dancers perform throughout the convention. Handmade goods representing the culture of the fur traders and Indians are for sale.

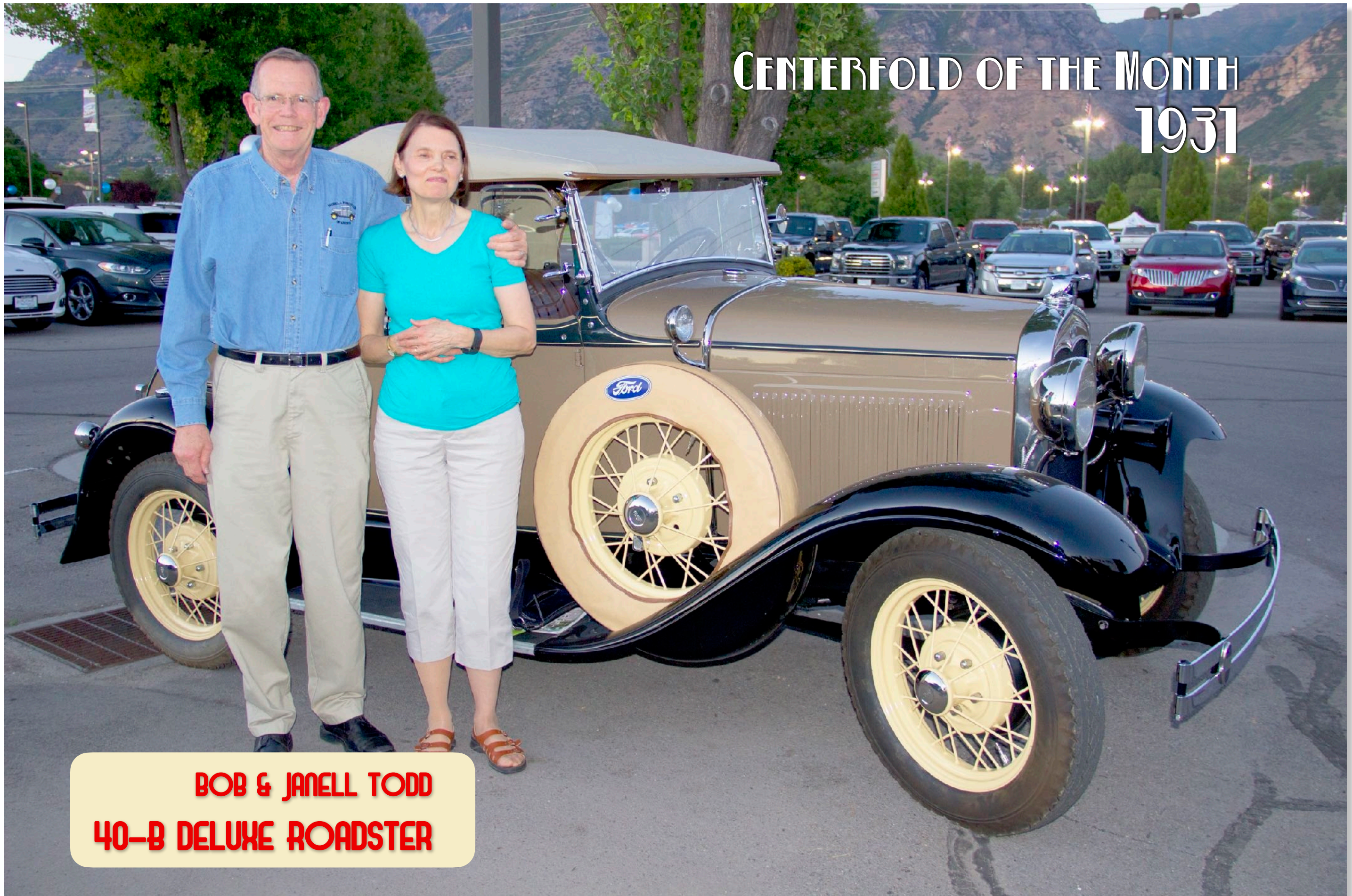


Many of the participants set up tents where they stay during the weekend. The “tin teepees” are the motorhomes and trailers some participants stay in. Don’t be offended if you are called a “flatlander” by the participants.

By 1840, silk from China came into vogue for hat making which spelled the end of the era for fur trapping here. After 20 years of vigorous trapping, beaver populations were severely diminished.

It will be fun for us to visit a group who, like us, have an interest in a time period of American history; albeit ours is 100 years later. Bring cash with you in case you want to buy some of the items offered for sale. There is a gem show and sale in the building on the park grounds. Maybe this is a good opportunity for Christmas shopping for the people in your life who have everything. None of the stuff you give them that is bought from here can be returned! 🍷

CENTERFOLD OF THE MONTH
1931



BOB & JANELL TODD
40-B DELUXE ROADSTER



Twisting Wrenches with the Experts Garage Day at Karl Furr's

BY BUSTER HANSON

I had the opportunity to be guided by some real experts on August 14th as I joined Tony, Howard, and Joe at Karl's place to replace the manifold gaskets. Well, what started out to be a simple swap and replace project turned into a learning experience. Karl had been using a Remflex gasket on his car and for some reason it was failing in a very short period. I have run a Remflex on my car for years with great success, so I was very interested in finding out what caused this failure in such a short period of time. We suspected that the back of the exhaust manifold may have slipped down and facilitated a blowout in #4. Anything above an idle and it was popping like a pinball machine.

It had been decided to replace the Remflex with gland rings and copper gaskets. Remflex you only torque to 15 lbs., so we liked the idea of the gland rings and higher torque that is used on copper gaskets to hold everything in place better. Things started out simple. Isn't that how most of these projects begin? We disconnected the fuel line and choke, then loosened the four manifold nuts. Our goal was to swap the gaskets without having to remove the exhaust pipe. That all went very well. We took a scrapper and ensured that all the surfaces were clean. We knew the manifolds were flat and been planed because they were Karl's and he had done his master machinist magic on them when we replaced the exhaust manifold earlier.

We inserted the gland rings and new copper gaskets and tightened the nuts down, hooked up the gas line, and fired it up. Pop, pop, pop, shut her down! On investigation we found that #1 cylinder was not seating all the way. I could slide a fingernail in the slight gap. We suspected that the manifold had been planed down and the gland ring slot may not have been deep enough. The process was easier the second time. Off with the gas line and choke, then removed the four nuts. We pulled

the gland ring out and sanded a little off on the belt sander.

During this process Joe looked at the old Remflex gasket closer to see if we could figure out why it had failed in the first place. Looking at the impression on the gasket, he noticed that even though the manifolds were plane and flat. The rear intake was not in line. It was sagging down significantly. It was a wonder that the intake was not sucking air through the gap.

We separated the Intake and Exhaust by removing the two bolts. Howard enlarged the bolt holes in the intake so we had room to slide it up a little in the back. Back together we go, I'm getting pretty good and fast at this now. We used a mirror to inspect for gaps and make sure the intake is raised to the proper amount. We checked and adjusted the timing while we were in there and fired it up. No popping noises. This is where the story is supposed to end with a happily ever after!

Like all good learning experiences, the saga continued. As we revved the engine a little, it died like it is running out of fuel. We checked fuel valves (one manual, one electric), and removed the fuel filter in the glass bowl. Then Started her up! It had a nice idle then it died. Okay first rule of trouble shooting, think about what you last touched. Well, we had the carb off, tilted it to drill the manifold, and removed the fuel line a couple of times. It's got to be in the carb. We removed the bowl and turn the fuel on, gas flows fine. What is with this thing?

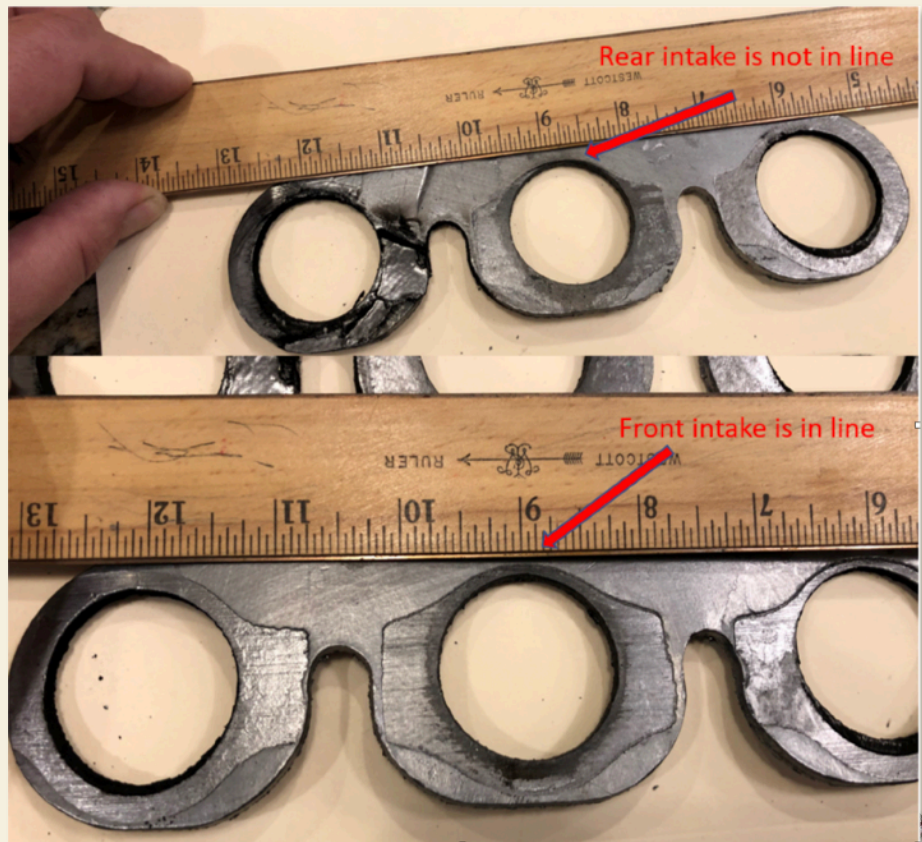
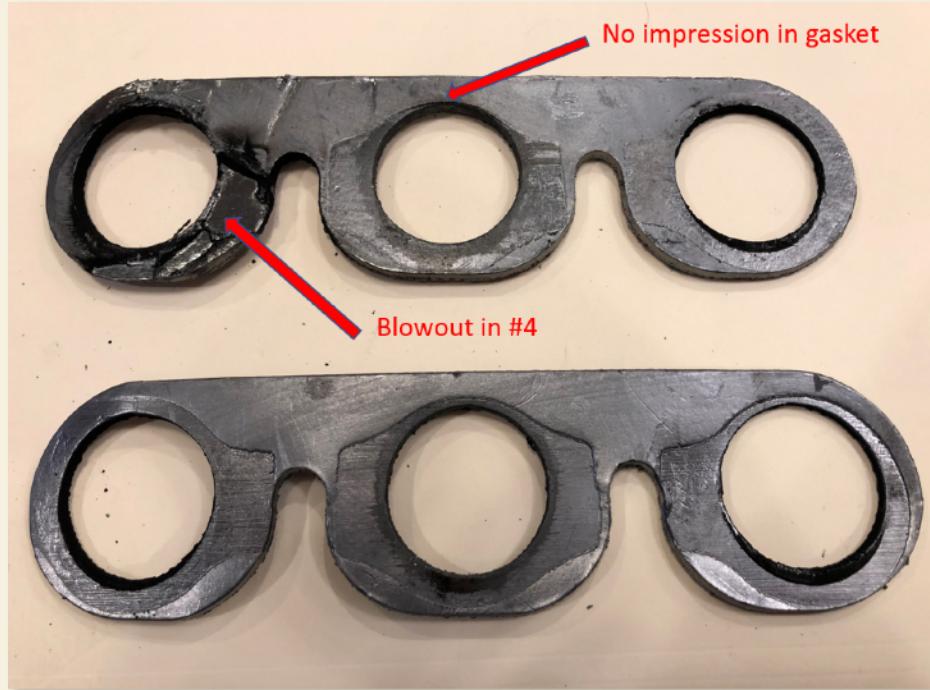
Next step, enlarge the investigation circle and learn from past experiences. Some will remember when Joe fought our sedan down at Bryce Canyon National Park in the rain a few years ago. Fuel problem — it kept dying. Joe froze in the rain, while tearing the carb and fuel system



apart. He finally replaced the condenser, and our car was back on the road again. Howard had a new condenser in his toolbox. We installed it and the fuel problem went away. Karl's car was ready to hit the road!

As often happens after these sessions, I was asked what did you learn? It was a decent list this time:

- Always remember to check for flatness and plane the manifolds if needed. I had not ever thought about looking at the alignment of intake and exhaust when you swap one out.
- The old gasket has a lot of clues and should not be discarded without some investigation.
- Gland ring channels may be too shallow if the manifold or block have been surfaced.
- Still not sure why the Remflex failed. I suspect the manifold shifted a little and/or the timing was off enough that some detonation may have damaged it.
- What you think is a fuel problem could be a condenser problem. It's a good idea to have a couple of these with you in your car.
- Twist some wrenches with the "old" guys they know more than you do. 🍷



Shade & Shine at the 2021 Lindon Car Show

BY BUSTER HANSON

On August 2nd, my son Josh, and I staked a claim to the precious shaded grassy area Sunday with great anticipation and apprehension as the weather did not look to be favorable for the Lindon Car Show this year. Monday morning came with the promise that the bad weather would pass before 3:00 p.m. and we would enjoy a wonderful night. When Clyde arrived to guard our stake, it was still sprinkling, but his coupe “Henry” didn’t mind the bath. Shortly after, the rain parted and the sun came out.

The show was a lot different this year as the original organizers Kim and Shauna Tomlinson passed on the baton to Lindon City. Kim said it was a year long effort to organize the sponsor support and raffle items. The

raffle was dropped this year; and t-shirts and winner’s jackets were replaced with hats and sponsor plaques.

With event changes, a missed year (because of Covid), and the weather, they combined to limit car and spectator attendance this year. There were about 170 cars instead of the nearly 400 in years past. We had seven Model As this year. That was roughly half of previous years.

That said, we had a great time visiting with each other in nice shade and with a cool breeze.

Even with all the car show changes this year, we still had a multitude of spectators admiring our cars which were aligned in a perfect formation.





Time Travel Along the Carbon Corridor

BY ROBERT MACK

Ever tried time travel? Well, members of the Utah Valley Model A Club, Beehive A's and Salty A's experienced it on August 27th-28th.

Howard Eckstein made arrangements to travel from the present back to the late 20s and early 30s. We accomplished this by driving our Model As from Utah County, and beyond, to Helper, UT. There is nothing like traveling in a Model A. Even though you are sharing the highways with other motor vehicles, you are in a world of your own. Traveling at the warp speed of 45 miles per hour you leave the hustle and bustle of modern life and enter a slower paced world where you can enjoy the scenery and the camaraderie of your traveling companions.

Once in Helper, we stepped back even farther, to the turn of the century. We entered the height of the steam locomotive and coal mining days. In its glory days, the town was alive with the sounds, soot, and cinders from steam locomotives. The streets were filled with up to 20,000 coal miners from the surrounding area. To accommodate them there were 33 bars and 19 bordellos, most in the upper floors of Helper's many hotels. The town has changed a lot, but not its character. Here we visited two old gas stations with classic cars parked about, art and craft galleries, hometown eateries, and The Western Mining and Railroad Museum. The museum consisted of two attached buildings having three floors each bursting with history, stories, antiques and artifacts. The majority of us spent quite a bit of time absorbed in the lives and activities of past people in the area.

The residents and businesses of Helper rolled out the red carpet for us, treating us like royalty, even giving each of us a swag bag of goodies, including a key chain especially designed for us. After a delicious lunch, we paraded up and down Main Street honking and waving while residents watched or took pictures. We let people take pictures of the cars and even a few pictures with kids or

families in the Model As. A couple of international visitors stopped to talk to us about the cars and our adventure, they were amazed that we had driven this far in cars this old.

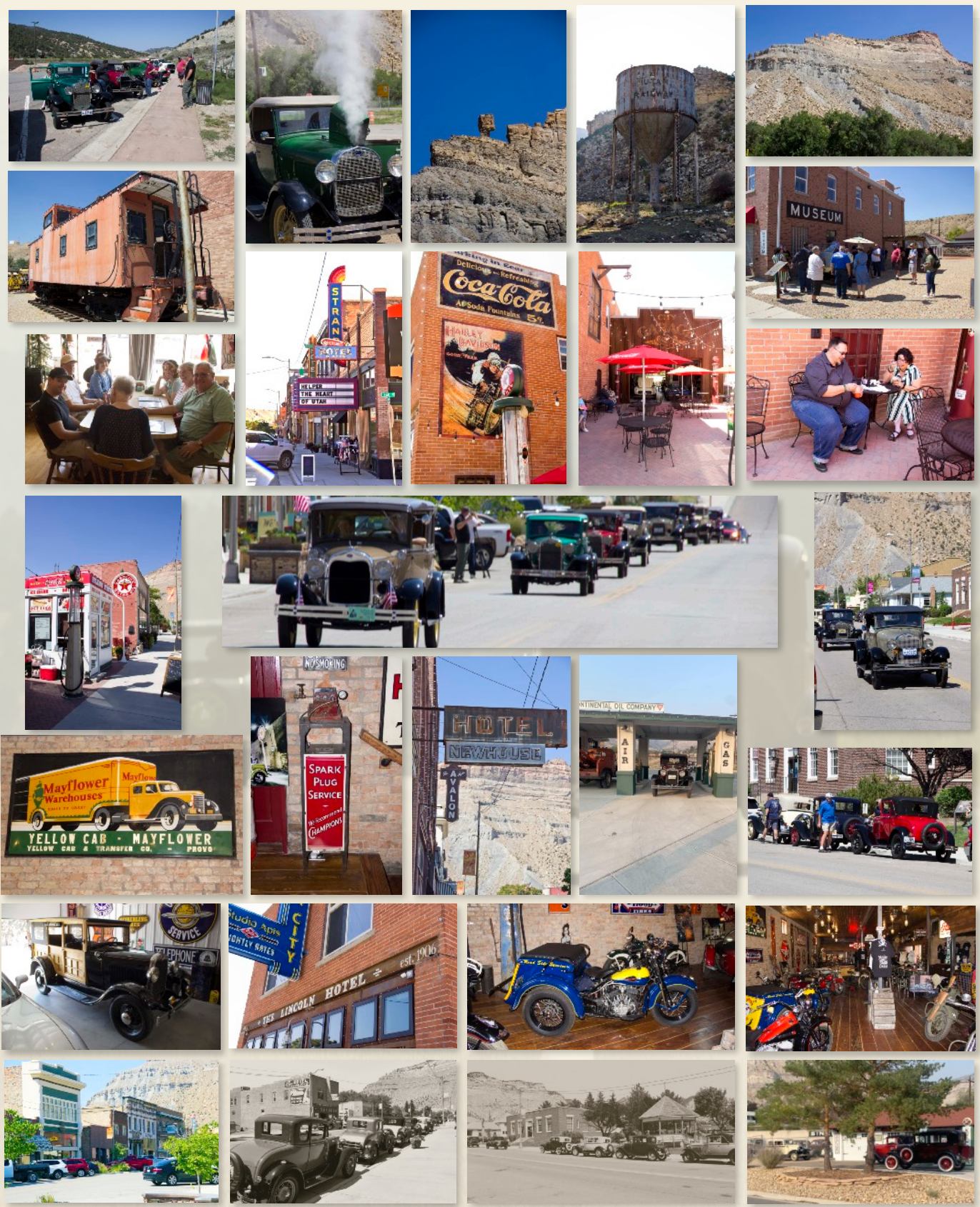
Our next stop was Price, where we checked into the motel and searched for places to eat.

On Saturday, our trip back in time continued. We visited Nine Mile Canyon, considered the world's longest [rock] art gallery.. The group headed back 700 years to a time when the Ute Indians dominated this landscape. A large number of Ute petroglyphs can be seen in Nine Mile Canyon. Other rock art panels took us back 1200 years to a time when Fremont Indians (cousins to the Anasazi Indians) roamed the area, hunting and gathering food. Price City Councilman, Layne Miller, was our guide. Being so versed in rock art and the life styles and traditions of the Ute and Fremont Indians, he brought these peoples to life. His expertise gave us the background knowledge to appreciate rock art and the need to preserve these important artifacts.

Our drive back home gave us a chance to think about what we did and saw on this trip. Most of our tours combine driving with sight-seeing and education (about the history of an area, the process of mechanics, or the workings of systems). This trip has been one of the best examples of this. This trip is one that will be remembered for a long time.

We had 13 cars total and about 35 people participated (seven cars from UVMAC, five cars from the Beehive As, and one car from the Salty As). The group had two blown head gaskets and one flat tire. I guess that's not too bad for a 274 mile round trip.


UTAH VALLEY
- Model A Club -



The Utah Valley Model A Club, 1537 W. Meadow Ln., Mapleton, UT | utahvalleymodelaclub.org | Look for us on [Facebook](#)



UTAH VALLEY



Adding a Passenger Side View Mirror

BY JIM CANNON

During the next few months Jim Cannon will focus on safety.

There are several passenger side mirror options out there for us to add to our car, to see a bit better what traffic is over there. You can get a mirror that attaches to your door hinge, to your wind wing, etc.



But after you install it, you will discover that you really can't see much in it. It is almost useless, especially when trying to help you change lanes.



Here's my little Tech Tip: Add a small "bubble mirror" to the face of that flat mirror, using a couple of strips of two-sided tape. Hunt around for a bubble mirror that closely matches the diameter of your flat mirror. Look for them in auto parts stores, general merchandise stores, truck stops.

Now you will really be able to see what is on that side of the car or truck!

Enjoy the drive, and Have a Model A Day! Jim 



The Kid's Corner

FOR KIDS YOUNG AND OLD



CAN YOU FIND ELEVEN DIFFERENCES BETWEEN THE TWO PICTURES?



Answer key is on page 23



Jabots & Bertha Collars Add Era Flair

By Laurie Elliott
of the Santa Clara
Valley Chapter
Continued from last month

Here are some dresses with bertha or cape collars from the MAFCA Fashion Guidelines with a variety of hem treatments:



Bertha collars weren't limited to sleeveless dresses as shown in the dress below right, from Montgomery Ward Catalog, F/W 1929-30. Nor were the necklines of bertha collars always symmetrical as in below left, from Modern Pricilla, 1929.





Following is my bertha collar addition. Photo below left is my modern dress with the plain short sleeves removed and armholes finished with hem tape. At right is the "collar" made with Simplicity pattern #3921 MISSES' BOLEROS AND CAPELETS WITH TRIM VARIATIONS, 2011. Notice the loops fastened to both sides of the neckline that hook onto a small button sewn to the center front of the dress neckline. This way the collar stays in place and looks more authentic.



At left is the completed dress with the sheer bertha collar in place and added ribbon belt.

Perhaps you're asking yourself, "where did the bertha collar fabric come from?" When I bought the used modern dress on a large online auction site, I found a **second** dress which supplied ample fabric. Another option was to buy solid black sheer fabric that matched the texture and weight of the dress. In that case I would've inserted a solid black tier between the two printed tiers at the hem to unify the design.

The next time you want to amp up your modern dress for a Model A banquet or afternoon tea, try adding a fancy jabot or bertha collar and get ready to receive compliments. 🍷

1st Annual Spring Dell Car Show this Month



If you aren't going with the Salty A's on their trip to Camp Floyd and Eureka, UT, fellow club member, Neil Dastrup has a great alternative for you. On Saturday, September 18th, you have a chance to enjoy a drive up Provo Canyon to Spring Dell for a nice quiet afternoon at the 1st annual Spring Dell car show.



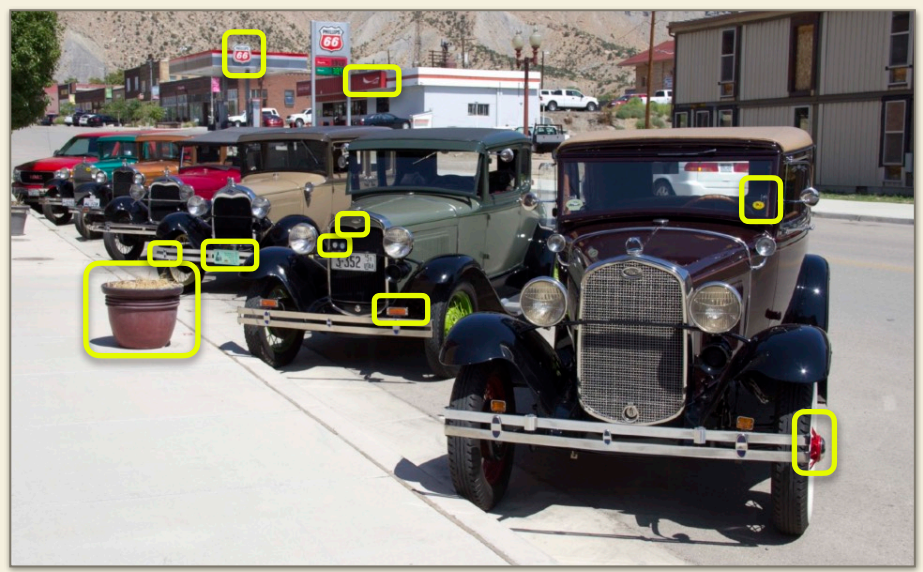
The car show is being held in conjunction with the many activities sponsored by the Orem High School class of 1965 (wow, they are a bunch of young-uns). The car show will be held at the baseball diamond. All proceeds will go to help the Boy Scouts of America troop in the area.


Anyone interested can contact Neil at neildastrup@yahoo.com or call (801) 358-4400. 

The Kid's Corner Key

Key to September's Kid's Corner puzzle.

1. Vicki is missing it's front right hub and hub cap
2. MAFCA window sticker is no longer present on Vicki
3. No mileage badges on the grill of the green coupe
4. The coupe is also missing one light on bumper
5. Ford emblem is missing on the radiator of the coupe
6. License plate on green coupe is gone
7. Flower pot on side walk no longer exists
8. Green plate is missing on the Fordor



9. The Fordor no longer has a front left bumper clamp
10. No Coke sign on the front of the Phillips 66 station
11. The Phillips 66 sign is missing gas pump canopy 



Model A Ford Club of America

Established 1957

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



MAFCA & MAFFI News




Bill Truesdell

The MAFCA National Tour has entered into the record books as a rousing success. The scenery was unbeatable, the tour member company wonderful and the Model A contingent was marvelous as it wended its way into and out of the striking destinations. I do hope you were able to be there to see it all for yourself. Even if you weren't able to be there in person, here are

some photos to help you understand what participants were able to enjoy. [Click here for a photo summary.](#)

The last national event of 2021 is going to be held in Fort Worth, Texas. The **National Awards Banquet (NAB)** is scheduled for December 2nd through 4th. Come see the great history of the cattle industry within walking distance of your hotel. And, if you have a mind to, we welcome you to be a guest at our MAFCA meeting of the Board of Directors. This will be the final meeting for the 2021 Board and the first meeting of the 2022 Board. In addition, literary awards, fashion awards, and other awards of distinction will be presented at the banquet.

At the banquet you will learn who was elected to serve on the Board of Directors for 2022 through 2023. If you can find a way to join us for this exciting event, we would love to have you. [Click here for the registration form.](#)

We know that some parts of our country are suffering under a renewed volume of COVID-19 patients. Please be safe and keep your family safe. We want you to be able to enjoy touring in your Model A whenever you would like to do so. 

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) 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



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