



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 10 No. 8

• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

August 2022

IN THIS EDITION:
2022 FREEDOM FESTIVAL PARADE
 Mapleton Pioneer Day Parade
 Model As and Strongmen

SECURING RADIATOR ORNAMENTS

IGNITION CAM SCREWS



Utah Valley Model A Club participating in the Provo Freedom Festival Grand Parade
20 Model As, 300,000 parade spectators
Gemma Eckstein, photographer



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 6:30 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo.

2022 Club Officers

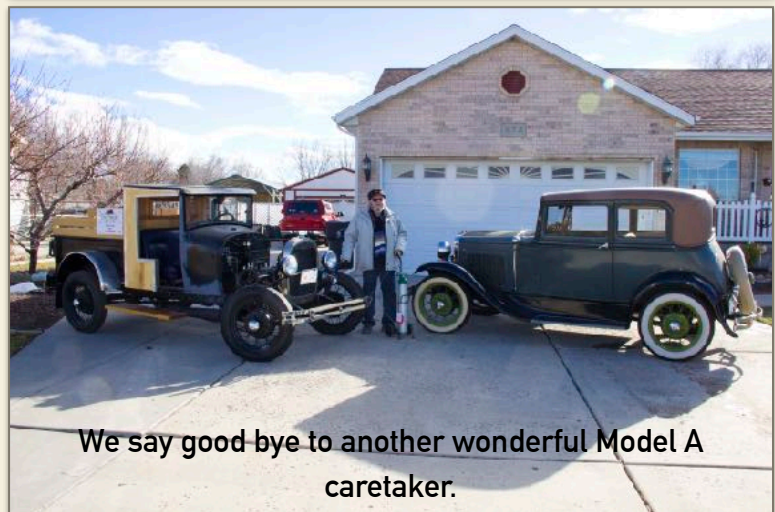
CLUB OFFICERS

Board Chairman	Greg Mack	gregmack02@yahoo.com
President	Brad Christofferson	bdc.p51@gmail.com
Vice President	Brian Lindenlaub	b.lindenlaub@gmail.com
Sec/Historian	Elaine Carlson	sewingbird@msn.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
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Membership	Amber Morrell	mystuff@live.com

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Newsletter	Robert Mack	mack4759@yahoo.com

We have lost another Model A steward. Tony Jacobs died yesterday, Friday, July 29th. He was such a devoted club member. We will miss him dearly! On Friday, August 6th Tony's viewing will be at 9:00 a.m. followed by the funeral at 11:00 a.m. It will be held in the Chapel behind his home. All club attendees are encouraged to drive their Model As.



We say good bye to another wonderful Model A caretaker.

President's Message

BY BRAD CHRISTOFFERSON

Sometimes the heat of the dog days of summer can sap my energy to the point where I almost quit functioning. I don't care much for the heat. I much prefer a day below freezing than a day above 100 degrees. As a kid we had no air conditioner or swamp cooler in the house but put box fans in the north windows to draw in the cooler air. The breeze that the fans created in my bedroom made sleeping very pleasant. It seems that I tolerated the heat better at that time of life. I remember when we did get a swamp cooler in one of the windows and how I loved sitting right in front of it enjoying the cold, refreshing breeze.

I recall my first experience living outside of the dry western states and enduring the heat and humidity of a Tennessee summer. The still air could be suffocating and after being on a bike for just a few minutes I would be drenched in sweat. I remember seeing the dogs lying on the porches, sound asleep in the heat of the day – not wanting to move at all. I knew how they felt, and I thought this is why the hottest days of summer are called the “dog days”.

I have learned that originally, the phrase dog days had nothing to do with



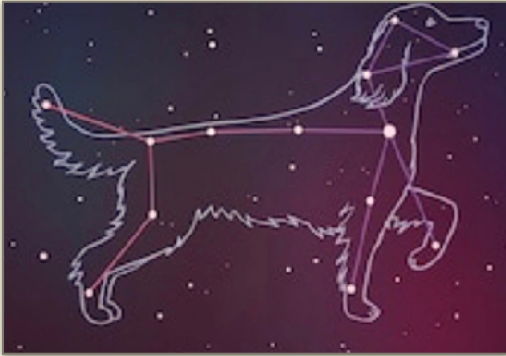
dogs, or even with the lazy days of summer. Instead, the dog days refer to Sirius, the brightest star in the constellation Canis Major, which means “big dog” in Latin and is said to represent one of Orion's hunting dogs. To the Greeks and Romans, the “dog days” occurred around the time Sirius appears to rise alongside the sun, in late July in the Northern Hemisphere. They believed the heat from the two stars combined is what made these days the hottest of the year, a period that could bring fever or even catastrophe.

I am spoiled now with the modern convenience of air conditioning almost all the time during the summer. At home, work, in the car, at stores and

Continued on next page

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theaters – nearly anyplace is now cool during the dog days and I am happy about that.

That is except in my Model A. I know I shouldn't complain about a 90-year-old car not having the ability to keep me comfortable all the time, but as I said, I have become spoiled. I know that there are A/C kits available for the Model A which seem to do a good job keeping the car cool. I have read a few blogs and discussion boards that have varied opinions about this modification. In the end, I have concluded that it would be blasphemous to do such a thing to this historic piece of yesteryear. The experience of driving a Model A includes all the parts – heat, cold, smells, rattles, bumps, and clatters. I just can't make myself take the antiquity out of the antique.

So, I'll keep the windows down, the windshield popped out, and go a little faster to keep cool in these dog days. Maybe I'll avoid driving in the middle of the day and enjoy the cooler evenings going with my sweetie to get a shake or brown-topper ice cream cone to beat the heat. Besides, everyone knows you are just "cooler" when you drive a Model A!



Is this what our speedster will look like when finished?

HAPPY BIRTHDAY

AUGUST

17th — Alan Justesen
 19th — Lloyd Barker
 20th — Rex Tomlinson
 22nd — Robert Mack

If you would like your birthday listed contact:
mack4759@yahoo.com

Strongmen & Model As

Friday Evening
 August 5th
 4:00 p.m.
 Heritage Park 10400 N.
 Alpine Highway
 Highland, Utah

Bring your Model A, some snacks and drinks, and a chair to sit on

A Joint Activity

UTAH VALLEY
 - Model A Club -

USA
 UTAH HEAVY ATHLETICS

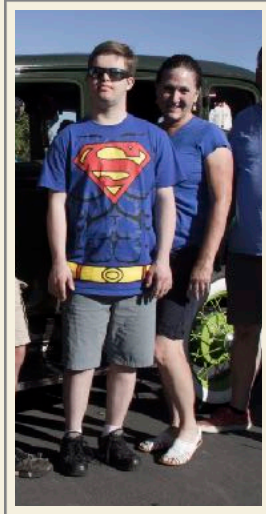
Model As are heavier than you think

For more details, see page 10



Heard it Through the Grapevine

OUT AND ABOUT



What's more American than Superman? **Clark Hansen.** He dressed the part at the Provo Freedom Festival Grand Parade.

Wayne Carlton's funeral on July 11th, was standing room only. A lot of stories about Wayne gave the audience a very intimate look at Wayne and his family. He will be

missed by family, friends, and club members. Our prayers for comfort are with his family at this time.



We've received word from **Madeline Reed** about her dad, **Tony Jacobs**, this is what she said, "He went in to have a scope of his throat! We were in and out in about an hour and a half.

They told him his throat was good. The muscles were getting old and tired... He is having some difficulty swallowing and has lost weight. But he

is a tuff old Dutchman and will keep moving forward!

Thank you for all your kindness. He loves the club and really feels blessed to have such great friends!"

We also got word about who is in the news. Several people have seen this, it was on KSL.



See the actual news bite on page 19.

The last news to report is from **Jason Beadle.**



"I went to Colorado to take a look at a Model A. I bought it there, but I am going to ship it here because our truck broke down. I got to drive it. It runs and drives great!"



July Club Meeting

BY ELAINE CARLSON

Attendance:

Jason Beadle, Diane Brimley, Mike Carlton, Brad Christofferson, Vern Cope, Dean & Janet Davis, Roger Davis, Howard & Gemma Eckstein, Karl Furr, Buster Hansen, Tony Jacobs, Joe Jeppson, friend of Andrew's, Sam Korologos, Theon Laney & his son-in-law, Greg, Nicholas, & Robert Mack, Clyde Munson, Dale Penrod, Karl Pope, Richard Tucker, and Andrew Watson.

News:

As most of you know, we lost another family member. Wayne Carlton, age 83, passed away on Wednesday, July 6, 2022 in Lehi, Utah after a six year-battle with Parkinson's and Lewy Body Dementia. Our condolences go out to his family. Mike Carlton asked that as many Model As as possible join the internment ceremony. Wayne was well liked and it showed, the chapel was full with standing room only. Wayne will be missed.

Commendations go to Bill Thompson. He was in the news on KSL.com. You can read his story on page 19 of this newsletter.

Congratulations are also in order for Jason Beadle. He purchased his first Model A. It is a 1929 Tudor.

Jason isn't the only one with a new vehicle. With the help of Clyde Munson, Vern Cope has converted his closed cab pickup into a Roadster Pickup. That's not what makes this truck nice. It's the only truck with leg room! Vern has a custom, extended body. He showed it off tonight and it looks great.

Richard Tucker is selling his Model A. We are sad to see it go. He said it was time to start cleaning things out. We hate to hear that. Contact Richard if you are in the market for another Model A.

Club Business

Finances and Dues: Our financial status is stable.



Speedster Project: We met for the first time on Saturday, July 16th to start the chassis tear-down. Eight individuals arrived to help: Andrew Watson, Howard Eckstein, Brad Christofferson, Brian Lindenlaub, Amber & Dave Morrell, Robert Mack, welder Joe Jeppson, a friend of Andrew's, and Dale Penrod. We were able to get the entire chassis stripped down and parts given to various members to clean and paint. The chassis has been sent to a sandblaster. It was a good start. If you missed this speedster session, join us for the next one. It was a lot of fun.

Howard Eckstein gave a PowerPoint presentation on the speedster teardown and a rough work schedule for the future.

Awards:

Bent Rod Award — It was a feisty competition for the Bent Rod this month as a result of our trip to Lava Hot Springs. Those fighting for the award were: Nicholas & Natalie Mack, they had two incidents that qualified; first was loose lug nuts that created oval holes in the rim. The second was an electrical short on the lower plate of the distributor.

The next competitor was Brian Lindenlaub. During a hard stop in Logan, the spring perch broke. This disabled his car for the remainder of the tour.

Third contestant was Curt Martinson whose car developed a vapor lock and a fire in his carburetor. Unfortunately, this isn't the first carburetor fire he has endured.

Next came Howard & Gemma Eckstein who suffered a flat tire that they took in to be repaired in Soda Springs, ID.

Lastly, Munson's car, "Henry," overheated in Sardine Canyon and, later on the trip, Clyde had to change carburetors.

Voting was intense, so two winners were selected, Brian Lindenlaub and Curt Martinson received the Bent Rod Trophies.

Past Activities:

- July's big event was the multi-club tour to Lava Hot Springs. As you can see above, a lot occurred on that trip, but, everyone made it home



TOP

CLUB GOALS

1. 17,000 miles driven in 2022
2. Recruit more members
3. Organize service activity
4. Greg's car runs

 **August 2022**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 	2	3	4	5 	6
7	8 	9	10	11	12	13
14	15 <small>Victory Day*</small>	16 	17 	18 	19 	20 
21	22 	23 <small>Persepolis (India) Day*</small>	24 	25	26 <small>Manx (Ireland) Day*</small>	27 
28	29	30	31			31 <small>United Kingdom Day*</small>

1. World Animal Day
2. World Water Day
3. World Day of the Girl
4. World Day of the Girl Scout
5. World Day of the Girl Scout
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30. World Day of the Girl Scout
31. World Day of the Girl Scout

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 **September 2022**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5 	6	7	8	9	10
11	12 <small>Labour Day*</small>	13	14	15 	16	17 
18	19	20	21	22	23	24
25	26 	27	28	29 <small>September Equinox</small>	30 <small>Native American Day* American Indian Day* Michigan Day* Michigan Dutch Day*</small>	

1. Tennessee (Observance)
2. Day of the Girl Scout
3. Day of the Girl Scout
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30. Day of the Girl Scout




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 **October 2022**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3 	4	5 	6	7	8
9	10 <small>Witch Xmas (Celtic) Day*</small>	11	12 <small>Tom Riddle*</small>	13	14	15
16	17 <small>Columbus Day</small>	18 	19	20 	21	22
23	24	25 <small>Native Day</small>	26	27	28	29
30	31 <small>Halloween</small>	1 <small>November</small>	2	3	4	5

1. Columbus Day
2. Halloween
3. Halloween
4. Halloween
5. Halloween
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7. Halloween
8. Halloween
9. Halloween
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-  = Club Meetings
-  = Activities/Tours
-  = Birthdays

happy and safe. While in Idaho, the Treasure Valley A's, Beehive A's, Salty A's and Utah Valley clubs enjoyed several history tours. The first was to Chesterfield, which is now a ghost town. Next, we visited Last Chance Canal, where pioneers dug a canal five miles through a mountain to bring water to Gem Valley at an elevation that made the water usable for early pioneer farmers. They started digging on both sides of the mountain and met within two feet of each other. Finally, we visited Niter Ice Cave which is a lava tube from a nearby volcanic caldera that also served as cold storage for the pioneer settlers in the area.

Geologic features were plentiful throughout the area with the numerous geysers. Some tour participants traveled to Lava Hot Springs to lavish in the hot, hotter, and scalding baths. Comments like, "I can't wait until next year's trip." were heard from numerous participants.

Future Activities:

- **August 1st** — Lindon Car Show from 4:00 p.m. to 9:00 p.m. at the Lindon City Park (1)
- **August 5th** (Friday)— Highland Strongmen event. This activity will be held in Highland, UT from 5:00 p.m. until 8:00 p.m. an e-mail/card was sent out with the time and location. (2)
- **August 16th** — Utah Valley Model A Club 10th Anniversary. (3)
- **September 17th** — Club's anniversary party. It will be a pot luck lunch and car games. It is also International Model A Day (4)
- **September 17th** — The Beehive A's will be 40 years old in September. It is also International Model A Day
- **October** — Cemetery Tour
- **November** — TBD
- **December** — Christmas Party

TechTalk: With the recent purchase of a 1931 Victoria, Tony Jacobs has been going over the vehicle with a fine tooth comb. His TechTalk this month was a "show and tell" presentation where he showed numerous parts that he has taken off the Vicky and replaced with new and more reliable parts. It was a very interesting presentation when club members could see what the parts looked like before Tony replaced them.

Refreshments: Gemma pulled out all the stops for refreshments this month. She prepared root beer floats for everyone. Thanks Gemma





Parades, Parades, Parades

Summertime is parade time. The UVMAC has had its share of parades so far this year. We started with the American Fork parade, the Freedom Festival parade, and the Pioneer Days parade (that I can remember), BUT WAIT! There is more in store; the Tintic Silver Jubilee Parade in Eureka.



Howard received this e-mail from the folks in Eureka:

From: <h_eckstein@hotmail.com>
To: Model A Club .
Tue, Jul 19 at 5:18 PM

Hi guys,

I just got a call from Nick Castleton of Eureka asking if our club would come for the parade and car show on August 20th. The Parade will start at 10:00 am. Staging to take place at the high school as in the past. A car Show w/Raffle on the baseball field will be held on the grass. The city park is near the high school.

There will be vendor booths both at the city park and on Main Street. Food trucks will also be there.

There will be Horseshoe and Cornhole Tournaments, FFA Petting Zoo, fun and games to keep the kids entertained, a Eureka's Got Talent showcase, and entertainment for the Ice Cream Social and Raffle.

Nick Castleton was the mayor of Eureka who, along with Gary Poh, organized our history tour of Eureka during 2020. This was a great tour and we plan to do it again in 2023 or 2024. We have many new members who haven't gone with us to Eureka for the parade or the history tour. It's nearby enough for a fun day trip, yet far enough to get our Model As out for a good run.

Let's support Eureka again this year. We can throw candy at this parade.

Thanks,
Howard



Model As and Strongmen

BY HOWARD ECKSTEIN

What do Model As and Strongmen have in common? At first glance, it's hard to tell. The cars have lasted over 90 years; the strongmen, if they keep it up, aren't likely to make it that long.

But, upon greater depth of thought, it seems the Model A is sufficiently attracted to gravity so that it provides a challenge to people who have an irresistible urge to defy this immutable law of nature.

Hence, these athletes who are possessed with super-human strength are keen to lift and pull our Model As before a cheering crowd. It almost sounds like a modern gladiator sport.

We invite you to bring your Model A to *Heritage Park, 10400 North Alpine Highway, Highland* on *Friday evening August 5th at 4 p.m.*

Last May, we had a practice run with the cars and strongmen to determine whether this was a bright idea. Before that day, we really didn't know these little cars are so deceptively heavy. A 1929 roadster weighs 2155 pounds!



Strongman lifting the back of Brian's car

The apparatus used to lift the car is designed to give the athlete some mechanical advantage in the form of leverage. It has a place where the wheels are supported, with a fulcrum somewhere



Reid, Brad and Brian



The car lift mechanism

under the Model A's bell housing.

During practice, none of the strongmen could lift the back of the roadster from the ground.

Our engineers consulted on the matter and made an erudite observation which was then relayed to the strongmen

It required jacking up the handle to the lifters' knee level so that their joints and muscles didn't receive injury. After that, the strongmen made it look easy; that is, until Clyde gave it a try.



Strongman lifting Brian's car off the ground



Come on Clyde, you can do it



Even the heavier mail truck was not a challenge for the strongmen

Lifting Brian's Roadster consumed quite a few calories. Notwithstanding, the strongmen were ready for the next challenge. The Mail Truck Drag.

Roger's mail truck is likely the heaviest Model A in the club. This makes it a perfect candidate for tugging it along. Until someone in the club gets an AA cement truck, the mail truck is it.

Pulling the truck in neutral was too easy; even I could have pulled it, maybe. To increase the challenge of this event, Roger put his truck in high gear. This caused the vehicle to buck like a bronco due to each cylinder's compression providing resistance. This has got to be a crowd pleaser on the night of the 5th. 🍷



Strongman using a thick rope to pull Roger's mail truck

Why Iron-man and not Fe-male?
This joke is not for everyone.

The Parade Entry That Almost Never Was

BY ROBERT MACK

Three-hundred-thousand spectators yelled and cheered as 20 Model As, with their Ahooga horns blaring, made their way down the Provo Freedom Festival Grand Parade route.

The parade goes really loved the Model As as our procession made its way to the finish line.

This is in stark contrast to our first experience with the Freedom Festival parade committee. Originally Bob Todd enquired of the committee what was required to participate in the parade. He was told that there was a \$300 registration fee. That was the end of his enquiry, he needn't go any farther. A couple of years later, another query of the committee allowed five cars to participate. How do you pick only five cars? Needless to say, we didn't participate.

Then the parade chairman changed hands and we received a visit from the new chairman at one of our club meetings who asked us to join the parade, at no cost.

That was a wise move on his part. Not to toot our own horns, but we have become a very popular, and expected, parade entry.

Three-hundred-thousand parade spectators can't go wrong.





UTAH VALLEY

- Model A Club -



Small Town Parades are a Breed by Themselves

BY ROBERT MACK

Big parades are a lot of fun because of variety entries, elaborate floats, marching bands and more. The Provo Freedom Festival Grand Parade, which we participated in two weeks ago, was one such parade.

On July 23rd, the day of celebration for Utah Statehood was just the opposite in many ways, yet in other ways, just as enjoyable. The number of fancy floats, marching bands, and spectators were greatly diminished. But, the synergy of the crowds, the cheers after hearing an Ahooga horn blare was just the same. This small town parade seemed more personal, and intimate. Because everyone knows everyone, spectators and parade participants alike, the smiles were bigger, and waves were more sincere. the crowds more appreciative.

Considering the fact that we weren't asked to participate in the parade until two days before, we had six cars that rallied to the call. Ecksteins, Penrods, N&N Mack, Macks, and Crocketts. Priors arrived a little late so police wouldn't let them through the parade barriers. They waited at the end of the parade for the rest of the group.

Reid Carlson was in the parade, but not with the Model As. Hansens drove in the parade as well, but he was driving their Pierce-Arrow and escorting dignitaries.

The parade was fairly short. In fact we spent more time waiting in the staging area than driving in the parade. Afterwards, there were pioneer games, tours of an historic blacksmith shop, barn and homes. Blow-up bounce houses, face painting, and athletic competitions thrilled the kids. They even had a big band playing in the park's pavilion. It was a laidback day, typical of small town living, which in my book, is a big thing.



Those in the parade: 1) Ecksteins, 2) Penrods, 3) G Mack, 4) Crocketts, 5) N & N Mack, Priors didn't get in.

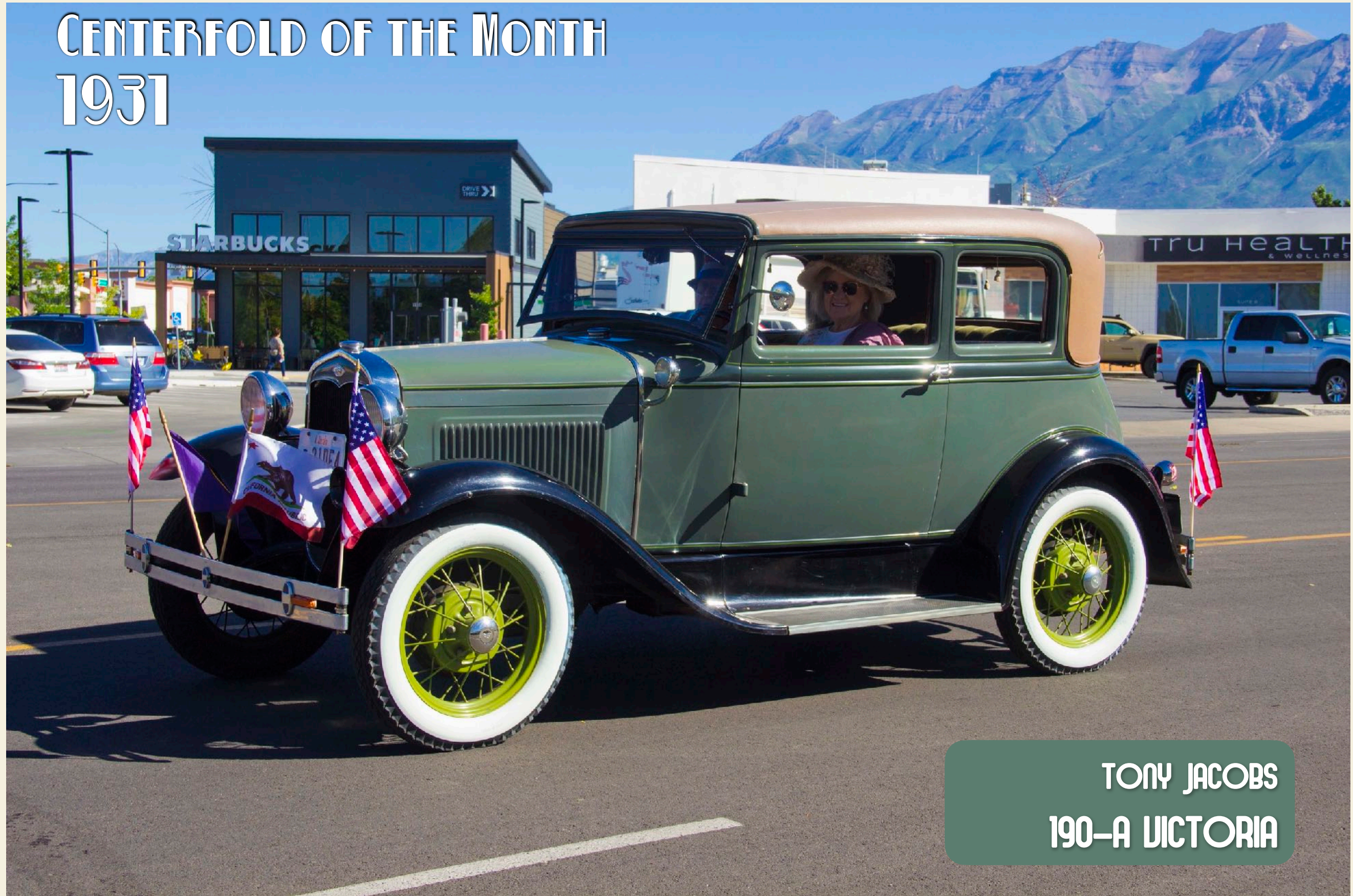


UTAH VALLEY

- Model A Club -



CENTERFOLD OF THE MONTH 1931



TONY JACOBS
190-A VICTORIA

Jim's Tech Tip — Ignition Cam Screws

BY JIM CANNON

I have helped a few Model A owners with an unusual problem: For no reason at all, their distributor goes “out of time”. They lose power and have to limp home. They reset the timing and the car runs great again, but after a while the same thing happens and they limp home. Gremlins? No.



The problem is that the ignition cam screw may not hold the cam down tightly to the distributor shaft. After a bit of driving, the cam rotates into a more and more “retarded” position and the engine loses power.

In spite of getting out a big screw driver and tightening the screw as much as possible, the cam still moves on them. Why is this? The **SCREW** that they are using is too long for the hole that is drilled and tapped in the top of the distributor shaft.


Some reproduction screws are just too long. Or the hole in the reproduction distributor shaft is too shallow. Or both! Whatever the case, the screw bottoms out in the hole and jams up tight before the cam is properly locked down on the shaft. So the cam moves.



The simple fix is to add a washer under the head of the cam screw. Now the cam will get locked down well before the screw bottoms out in the hole. You also want to inspect the underside of the cam; it should have ridges that help lock it down on the shaft. Once the screw is tight, put the rotor on the cam and gently try to turn it on the distributor shaft. It should not move.

If you or a friend encounters this problem with the engine going out of time, I hope my little Tip does the trick for you.

Jim Cannon

copywrite Frisco illustrationsOf.com/89401 *Have a Model A Day* 

Roger and Geena went to their financial advisor and received this advice:

“I’ve crunched the numbers in your retirement account. It is time to figure out which of you will be wearing the mask and which will be driving the getaway car.”

REMEMBER: When you bury a body, cover it with endangered plants; it’s illegal to dig it up.

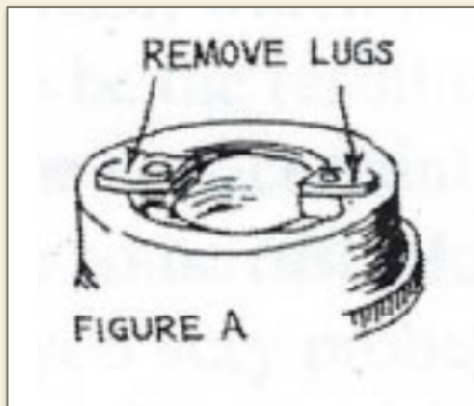


Securing Radiator Ornaments

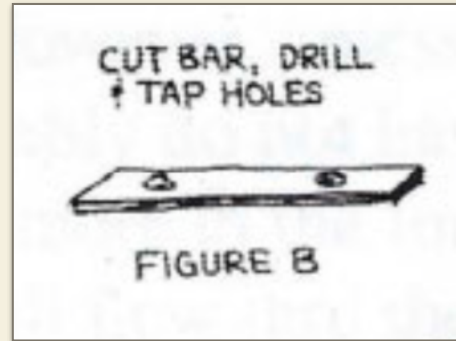
BY RON HARPER, ON THE ROAD WITH

If a quail or other permanent base, flip-top radiator ornament fits loosely or is chipped, it may come off too easily. This procedure will remedy the situation and make the ornament solid — removable only with an Allen wrench. My quail used to fit so loosely that I removed it whenever I left the Ford unattended.

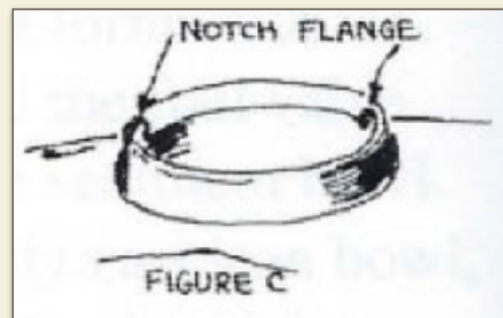
Remove the brass lugs on the bottom of your cap. These are usually held on with Allen head screws. See figure A.



Cut a piece of metal bar the same width as the removed lugs. The bar should be about the same thickness as the lugs. The length of the bar should be as long as possible within the diameter of the radiator neck under the flange. Test the cut bar for fit. It should have about 3/16" play on the ends. Drill and tap the bar to accommodate the Allen head screws. See Figure B. Some of the material may have to be removed from the area of the lug on the cap base. If so, file very carefully and remove only the necessary material for the bar to fit snugly.



Notch the radiator neck flange with a small file (or a broken round file chucked in an electric drill) where the new bar will be when the cap is in place. File and fit until the notch is as deep as practical for your cap. See Figure C.



With the new locking bar loosely attached, put the cap on and tighten the Allen head screws. As the screws are tightened, the bar will be pulled up into the notches, holding the base firmly in place. The bar does cover part of the radiator opening, but it doesn't keep you from checking the coolant level nor does it interfere with the overflow tube.

(Better illustrations could not be found.)



62 Years and Counting: Utah Man has Kept His 1929 Ford Going for Decades

BY [BRIAN CHAMPAGNE FOR KSL.COM](#) BY | **POSTED - JULY 14, 2022**

Editor's note: This is part of a series at KSL.com featuring some of Utah's coolest cars. If you own a customized vehicle — from sports cars to semitrucks — email jormond@ksl.com with a photo of the vehicle and a brief description for consideration.

MANTI — Americans are now holding onto



their cars for an average of 12 years, according to [research from IHS Markit](#). For Manti's Bill Thompson, that's less than a fourth of the time he's had his vehicle.

It's the summer of 1961 in Orem, Utah, Thompson — then 15 — was delivering newspapers along 800 North and spotted a 1929 Ford Model A Special Coupe for sale for \$100.



His dad wanted to talk about it. His mom said, "No way."

Thompson later found out some friends bought the Model A for \$85. He helped them work on it, outlasting their interest, and they sold it to him for what they paid for it. Just like that, he had his first car before he was old enough to drive it.

During the time Thompson was waiting to turn 16, the family moved to a ranch outside Aurora, in Sevier County. In 1962, the now-legal driver picked up his cousin for his first trip: dragging Main Street in Salina. He got a ticket for not having an inspection.

Thompson drove the Model A 10 miles a day



to high school and back, plus the trip to the elementary school down the street for lunch. His buddies figured out they could pile on his running boards for a ride and be first in the lunch line. A local cop figured that was unsafe, so about five of them piled inside the two-seater.



Thompson also hauled hay his junior year, earning enough to paint the old car a metallic blue.

After graduation, Thompson commuted weekly to Snow College. He served a mission for The Church of Jesus Christ of Latter-Day Saints in 1965, dropping the car off with an uncle in Pocatello, Idaho, who wanted it for pharmacy deliveries.

When he came back to the Model A and Snow College, one very late night while driving home from a band concert, a man stopped him in the middle of the street and offered to buy the car.

Thompson transferred to BYU and often had business cards and offers left on the car. He had



his first date with his wife, Colette, in it. Later, when they were expecting their first child, a doctor offered a baby delivery for the car. Thompson opted for cash.

A Vietnam War draft and student teaching later, Thompson got his first teaching job in Roosevelt. Driving between five schools to teach music, he enlisted a Toyota Corolla and Ford pickup to help with the miles. A few years later, he got a teaching job in Manti and the Model A ended up in a shed for 30 years.

When Thompson retired in 2009, the Model A got more of his attention. Things really picked up in 2012: He took body pieces to Provo one at a

time for paint and body work. A welder worked on the frame. Thompson then found a replacement for the tired engine in Bountiful.

Living in Manti, Thompson knew legendary hot-rod builder and artist Ed Roth. Though the Model A wasn't ready when Roth was still alive, Roth's widow, Ilene, connected him with pinstriper "Coop," from Ohio, who gave the car period-correct lines. Even before the restoration was complete, Thompson and his Model A were winning awards at car shows.

Thompson said he has kept the car 62 years and counting because it is such a pleasure to drive. He is active in Model A clubs, taking drives all over the state and country.

Of course, the Model A is not Thompson's only car. He also has a Model T Ford pickup truck he's owned since the mid-1980s and a 1951 Mercury he bought in the early 1990s, but who's counting?



Brian Champagne & Bill Thompson, Photographers



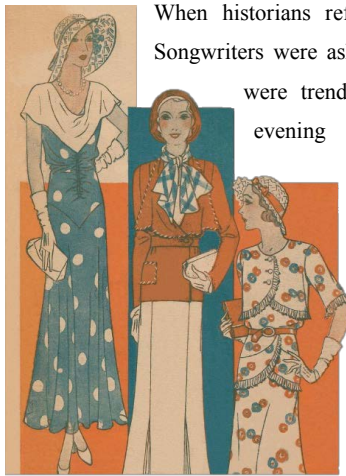


Ladies Fashion Journal

LOOKING ONE'S LOVELIEST IN 1931

By Jill Barrett
courtesy of the MAFCA
fashion committee

This series ,by Jill Barrett, covers the fashion variations in each of the four years of Model A Production. Other articles such as this can be found at the MAFCA Fashion page on their website: https://www.mafca.com/ef_articles.html



When historians refer to the 1930's, we read about 'the great depression'. Songwriters were asking, "Brother can you spare a dime?" But fashion dictators were trending feminine hairstyles, wider shoulders, narrow hips and evening wear with a new emphasis on the back. In 1931, dresses were charming, graceful, slenderizing and exuded femininity.

The dropped waist was gone. The waistline was worn higher at the natural line and belts were worn tighter. Hemlines were one to two inches longer than the previous year falling at the mid-calf and for the most part were straight although uneven hems were seen on "Sunday Supper", semi-formal and other formal afternoon fashions.

Sleeveless dresses had matching jackets or boleros. Dresses with short sleeves were here to stay. Semi-formal dresses had capped sleeves, short elbow length sleeves or a shallow cape attached.

Dresses were seen in black, shades of dark brown, wine, maroon, rose and a variety of dark greens. Black or navy blue were combined with white, pastels or bright colors and were important spring and summer colors. Shades of tan and brown were mixed with colors in a print or as an accent. Ornamental bows and flowers of earlier years weren't as common but were seen on semi-formal and formal dresses.





Felt and straw cloches had close fitting brims with shallow cap-like crowns for daytime wear. For afternoon wear, straw and horse hair hats tended to have larger brims. In general, hats were worn up off the face, pulled down on one side to expose a woman's graceful waves of hair. Her hat was matched with her accessories instead of her dress or coat as in previous years. Fur scarves were still popular and a sign of discriminating taste. Shawls and scarves were practical and available during all years. Colored stone jewelry was almost entirely relegated to sport and morning outings. Pearls are seen more with fluttering afternoon frocks and colored crystals

were popular for afternoons and evenings.

Purses were still a major accessory, usually made from leather, but fabric purses were also found with needlework or petit point. Late afternoon and evening bags were smaller than daytime bags. Course mesh, fine mesh and enameled mesh were popular with art deco designs and shapes. Glass beaded purses with colorful designs were popular for evening outings.



Seamed hose and shoe styles did not change in 1931. Shoes with round, square and pointed toes were common throughout 1931. The heel height was determined by the purpose of the shoe. Evening shoes had graceful, slender heels.

The new lines were nothing if they weren't slenderizing. Women were encouraged to select dresses with small prints, soft flattering collars and surplice closings. The sophisticated, elegant look and fashions of 1931 were meant to uplift women and help them forget the bleak years and the shapeless day wear when the stock market crashed.



From MAFCA's Youth tab on their webpage, look at subcategory "Hubleys"

Let's Have Some Fun

[CLICK HERE TO VISIT MAFCA'S WEBPAGE](#)

About 1960, the Hubley Company of Pennsylvania manufactured and sold accurate 1:20 scale metal replicas of Model A Fords, Chevrolets and Packards. There were seven Model "A" Ford body styles available: Station Wagon, Victoria, Roadster, Roadster Pickup, Phaeton, Town Sedan, and Coupe.

The kits contain several metal body castings and an assortment of plastic parts. It takes some time to clean up all the pieces and paint them, but the results are well worth the effort. This is a great family participation project for the younger members, as everyone who races a car must be involved in some part of the building of it.

About 1969, Hubley was purchased by Gabriel, who continued the production of the Model A cars and trucks for several years, exactly like the original Hubley vehicles.

In the 1980s, the Hubley line was purchased by Ertl and Scale Models, which continued to manufacture four models: Station Wagon, Pickup, Town Sedan and Victoria. In the early 2000s, production was discontinued.

For a graph showing the Hubley production timeline, [click here](#). You may need to zoom in to see the packages clearly.

The original Hubley, Gabriel and Scale Model vehicles can still be located in swap meets, antique stores, eBay, and many times sitting on a shelf if you have been a Model "A'er" for some time. All the parts are interchangeable between the three manufacturers.

One day many years ago, someone got the idea that it might be fun to "race" these model cars down a track similar to the "Pinewood Derby" that the Boy and Girl Scouts use. The Hubley Derby is a gravity race using the die cast 1/20 scale metal models made by Hubley, Gabriel, and Scale Model. Many of our meets now have an event for "the kids" - racing their toy Model A cars. Usually only appearing in local and regional MAFCA events, the "Hubley Derby" came into the national spotlight when it was an official event in the 1994 Tacoma MAFCA/MARC National Meet.



Made by Hubley



Made by Scale Models



Made by Gabriel

The race is a great participant and spectator sport. The crowds really get involved in the runoffs and cheer for their favorites. The format is side by side racing on a three-lane track with elimination races until the age group champion is finally crowned. Some of the fiercest competition is in the 18 and over age group. 🏆



What's More American...

BY ROBERT MACK

Do you remember the song "What's More American..." by Kadish Millet?

What's More American

*What's more American than corn flakes?
The Fourth of July and Uncle Sam.
What's more American than baseball?
I am, I am, I am!*

Well, I am going to add more to it.

*What's more American than apple pie,
ice cream, parades, and Model As?
What's more American than
Ahooga horns?
we are, we are, we are...*

That is the way it seemed during the 2022 Provo Freedom Festival Grand Parade, at least from our position in the parade. The crowds went wild as the impressive line-up of 20 Model As passed them. The adults were taking pictures as fast as they could, the children were begging Model A owners to honk their horns, then the whole crowd clapped and waved as the cars drove by.

At 5:30 a.m., however, that is not what I was thinking. When the alarm went off, at the command of my tired body, I slapped the snooze button. The problem was my brain was awake thinking of all the things I needed to do before the parade started. That got me out of bed. With the day moving on I'd better get up and get moving.

After all the preparations were completed, Greg and I were on our way, believe it or not, in jackets. Yes, it was a cool ride in an open car that early in the morning. As we pulled into the parade staging area, I realized that others had been up earlier than me, and were all lined up.

Now came the waiting. As the sun rose higher in the sky and the temperatures climbed, the clock, ticking its way toward the parade kickoff, slowed to a crawl. It was easy to tell club members were starting to feel the heat as they scrambled for what little shade could be found.

This was the time to go explore and look at the floats assembled in the staging area. The floats are something that is less common in small town parades and is continuing to dwindle.

The time finally arrived, the rally call (Clyde's "Ahooga") sounded and everyone clambered to their cars.

The fun was about to start when the parade official motioned us forward. The crowds were thick right from the start and billowed to even higher numbers as we honked our way through the parade. Each "Ahooga" brought smiles, shouts and thumbs up. The procession was traveling slow enough that we were able to converse with members of the crowd. Being surrounded by patriotism from parade goers, the red, white, and blue flags and banners that adorned buildings, floats, apparel, etc, made me think the song "What's More American...?"

Yes, what can be more American than a Model A that, along with the Model T, mobilized citizens around the world, the sound of the Model A horn, or the show of patriotism when these cars are decorated with red, white, and blue? Not much.



Model A Ford Club of America

Established 1937

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



Jay McCord
President

It has been fun to watch MAFCA grow this year. In April we approved the "Almost Heaven A's" serving West Virginia and the

"Southwest Model A's" Special Interest Group

in Albuquerque, New Mexico. The Southwest A's was formed to host our 2024 National Convention. In June, we welcomed the "Oklahoma Model A Restorers Group" serving the Oklahoma City area.

The process of starting a new chapter is quite easy. The basics are to bring five enthusiastic members of MAFCA together with a vision and desire to have a club. You then apply to the National Club for approval. Our Chapter Coordinator, Robert Bullard will be happy to assist you. I would like to invite you to start a chapter in your area.

There are numerous benefits to membership in MAFCA. We can all agree that the *Restorer Magazine* is one of the finest publications available. We strive to provide fresh publications to the membership. Our latest offering in the *How to Restore Your Model A Series* is Volume 10. Volume 10 is a collection of the best technical articles from our Restorer Magazine. This book sets a new standard for the series printed in full color. I have just purchased my copy and my impression is that it is the finest MAFCA publication to date. Look for the ad in this issue for more information. Please order yours today.

December 5-8, 2022 -- Golden, Colorado
Hosts: Model A Ford Club of Colorado
MAFCA National Awards Banquet

National Awards Banquet, hosted by the Model A Ford Club of Colorado. Host hotel: Table Mountain Inn.

Introductory Video: [click here](#)

New Model A Ford Club Merchandise



Newest Volume 10, *How to Restore Your Model A* **\$29.00**

130 pages, in color for the first time



New, blue baseball cap with MAFCA on front; adjustable for almost any size **\$21.00**



Brand new set of Christmas cards from Fred Mertlich's collection. You may remember Fred. He drew many images club member's cars **\$14.95**





Model A Ford Foundation Inc

MODEL A DAYS — MODEL A DRIVING SCHOOL



Model A Days start Friday, September 16th from 9:00 AM until 12:00 PM at Gilmore Car Museum. This event will begin in The Model A Museum with classroom instruction followed by driving around a closed loop with instructors and Model A vehicles supplied by The Museum. Attendees will learn the basics of starting and driving a Model A. Price, \$100 per person.

MAFFI Newsletter Minute-July 2022, there were some statements made at the Morgantown, PA MARC National Meet that because Model A Days had been made a 2-day event there was some additional interest in attending. Here is something for people who think along those lines. If you would be interested in a 3-day event start your visit to the Gilmore at Hickory Corners, MI on Thursday September 15th. This is the day before Model A Days starts. The Durant Motors Automobile Clubs Central Region will have a group tour to the Gilmore campus on this day. Their group of 30-40 people will bring 15-20 Supported Cars (Durant, Star, Rugby, Flint, Frontenac, De Vaux, Dort and Durant era Locomobiles and Continentals) onto the campus. Their visit will last about 4-5 hours (10 or 11 am to 3 pm).



The Gilmore Car Museum Campus



Model A Ford Museum at The Gilmore





Classified Ads

If you have a Model A or Model A parts you would like to sell, send ads to: mack4759@yahoo.com. Ads will be taken down after two months unless you make other arrangements.



1931 Model A Coupe \$1400



1931 Model A Coupe \$15,000



1929 Hudson \$30,000



1951 Hornet \$26,000



1956 Cushman Eagle \$5,500



1930 Austin Seven \$8,000

(801) 607-1385 - Sales
205 E. State Road
Pleasant Grove, UT

Tony Jacobs has a lot of Model A parts he wants to sell. This is a partial list of those items:

- 1930-31 radiator \$250
- 1930-31 AA radiator \$275
- 1930-31 AA radiator Shell Powder coated black.....\$100
- New water pump.....\$50
- 4 19" used whitewall tires.....for set \$200
Has 50% rubber on them.....each \$65
- New 21" whitewall tire, on a rim
Never been on the road, for both.....\$275

If you are interested in any of these parts, or you think he might have something else you need, call Tony at: (386) 329-2328.

Vern Cope has a complete front end and a complete rear end for sale, \$100.00 each. You can contact Vern at: (801) 377-0567

◆◆◆
What's the worst thing about ancient history class? The teachers tend to Babylon.
◆◆◆



Model A Ford Club of America

Join on line at MAFCA.COM

~Membership Benefits~

The Restorer magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines • "How to Restore Series • Judging Standards and Restoration Guidelines

Dues per year are
U.S. Membership- \$50
Canada/Mexico Membership - \$60
International Membership - \$70
Make checks payable to Model A Ford Club of America

Optional Initiation Package For New Members Only

1-Back issue of The Restorer
1-MAFCA Lapel Pin
1-MAFCA Decal
1 0 Name Badge
Only \$11 extra

New Membership

Name
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City
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Permission to publish my telephone number in future Membership Rosters? Yes: No:
Return this Form and Payment to MAFCA
250 South Cypress • La Habra, CA 90631-5515



Model A Ford Foundation Inc.

Yes! Count Me In!

Name:
Address:
City: State: Zip: Phone
Chapter: Email Address:

Check here if you prefer to receive your newsletter via email.

Family Membership:
Annual \$25.00 3 Year \$70.00 Life \$350

Club Membership:
A club membership consists of a donation every year to support the Model A Ford Museum operations. We appreciate every gift, large or small.

I wish to make an additional tax deductible contribution of:
Please apply additional contributions: Displays or Endowment Fund. Total Contribution Enclosed: \$

Please print and mail this form to: MAFFI, PO Box 28, Peotone, IL 60468-0028

When do you go at red and stop at green? When you are eating a watermelon.

What does a grape say when it gets stepped on? Nothing, it just lets out a little wine.

THINK GASOLINE IS EXPENSIVE... This makes one think, and also puts things into perspective

Diet Snapple, 16 oz , \$1.29 ... \$10.32 per gallon!

Starbuck's Reg. Coffee 16 oz, \$2.10... \$16.80 per gallon!

Lipton Ice Tea, 16 oz , \$1.19 ... \$9.52 per gallon!

Gatorade, 20 oz , \$1.59 \$10.17 per gallon!

Ocean Spray, 16 oz , \$1.25 .. \$10.00 per gallon!

Brake Fluid, 12 oz , \$3.15 \$33.60 per gallon!

Vick's NyQuil, 6 oz , \$8.35 ... \$178.13 per gallon!

Pepto Bismol, 4 oz, \$3.85 . \$123.20 per gallon!

Whiteout, 7 oz , \$1.39 \$25.42 per gallon!

Scope, 1.5 oz , \$0.99\$84.48 per gallon!

Evian water, 9 oz , \$1.49 ..\$21.19 per gallon! \$21.19 for a gallon of WATER!! and the buyers don't even know the source!! (Evian spelled backwards is Naive.) • Ever wonder why computer printers are so cheap? So they can hook you for the ink. Someone calculated the cost of the ink; you won't believe it but it's true: \$5,200 a gallon.