



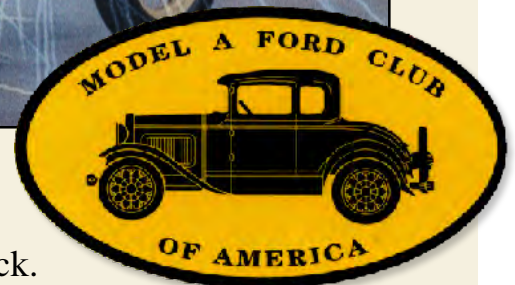
UTAH VALLEY

Model A Club

- 2014/2015/2019/2021 Newsletter of Merit
- 2016 Newsletter of Distinction
- 2017/2020 Newsletter of Excellence
- 2018 Newsletter of the Year
- 2013 Most Improved Newsletter

Vol. 13 No. 1

January 2025



Remember....

It's time to start recording your car's mileage for 2025.
 Don't forget to report your car's 2024 mileage to Robert Mack.
 Previous editions of this newsletter are available on the club's website.

The National Awards Banquet in December was a great success! Thanks to everyone who contributed and helped with planning, preparation and execution!
Well Done!
 See report in next month's Motometer



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 held on the third Thursday of each month — 7:00 p.m. in the Clyde Companies building at 730 N. 1500 W. Orem, Utah. Use the north side entrance. The meeting room is on the immediate right.

2025 Club Officers

CLUB OFFICERS

Board Chair	Brian Lindenlaub
President	Roger Davis
Vice President	Buster Hansen
Secretary	TBD
Historians	Jennifer Paulson
Treasurer	Diane Brimley
Activities	Howard Eckstein
Membership	Amber Morrell

APPOINTED POSITIONS

Awards	Theon Laney
Facebook	Clyde Munson
Librarian	Mike Carlton
Merchandise	Paul Jerome
Photographers	Howard Eckstein
	Amber Morrell
	Buster Hansen
	Greg Mack
	Nicholas Mack
	Robert Mack
Tech Talks	Reid Carlson
Web Page	Greg Mack
Newsletter	Jeff Niven
MAFCA News	Mike Carlton

President's Message

By Roger Davis



We hope you all had a pleasant Christmas season. We thank you all for your support as we begin a new year. 2024 was a fun and enjoyable year with many excellent activities, garage days, seminars, and the MAFCA National Awards Banquet. Thanks to you all for your contributions that make this a great club!

In the previous Motometer, Buster talked about his trip to New Zealand and his real-life experience driving on the other side of the road. He talked about the driving experience. I thought I could add a bit of background on how a right-hand drive Model A is different from the left-hand drives we use.

While serving our mission in Argentina we had the chance to visit with a Model A owner there who owned two right-hand drive Model As. The Model As in Argentina are primarily right-hand drive due to the British economic influence there in the Model A era. On 10 Jun 1945, Argentina changed to drive on the right side of the road instead of the left. These right-hand drive Model As were manufactured at the Ford La Boca Factory near the mouth of the Rio De La Plata River near Buenos Aires. (See photo right) That facility still exists but is no longer in use.



The photos here show some of the differences in the right-hand drive Model As. The photo (below left) shows how the emergency brake is configured on the left side of the transmission and the location of the foot pedals. The photo shown here (below right) shows the throttle linkage, the steering column, and the intake manifold with the spark advance linkage. Note that the intake



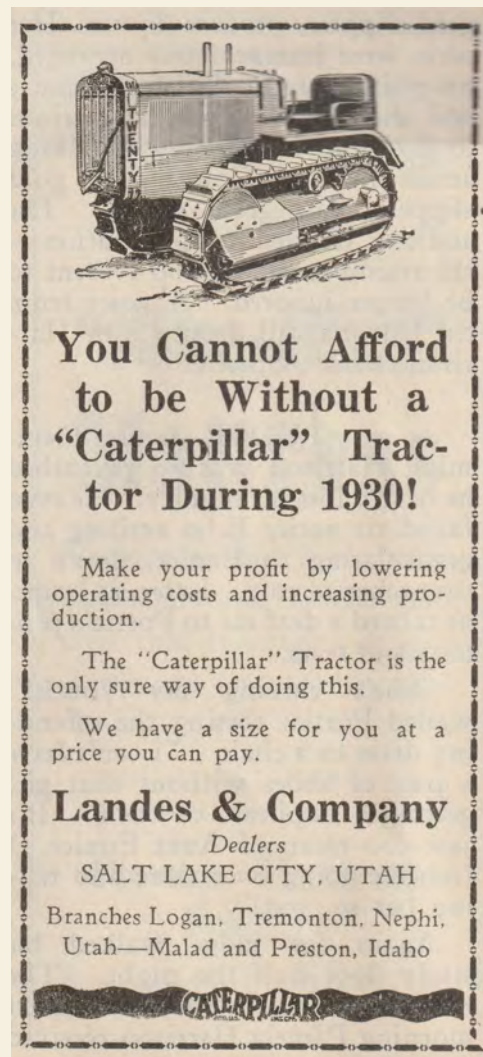


manifold has the pivot point for the spark advance cast into the manifold. The photo (left) shows the left side of the engine without the pedals, steering column, and throttle/spark advance linkage. Removing the starter must be a whole lot easier on these right-hand drive Model As.

If I missed any other differences, please send them in a Letter to the Editor. This is just one example of the many aspects to our Model A hobby. Feel free to submit a note to the Editor or an article if you know something unique about Model As that would be of interest to the club. Happy Driving!

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You Cannot Afford to be Without a "Caterpillar" Tractor During 1930!

Make your profit by lowering operating costs and increasing production.

The "Caterpillar" Tractor is the only sure way of doing this.

We have a size for you at a price you can pay.

Landes & Company
Dealers
SALT LAKE CITY, UTAH

Branches Logan, Tremonton, Nephi, Utah—Malad and Preston, Idaho

CATERPILLAR

GREETINGS FROM MAFCA



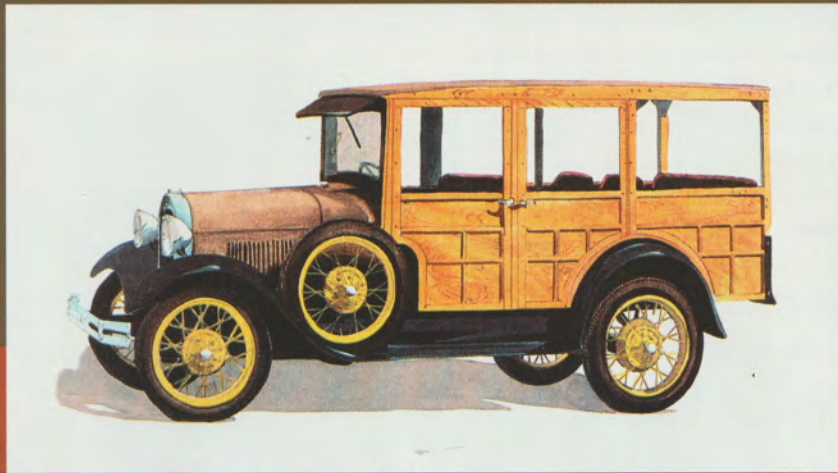
As the year comes to a close and the joyous holiday season begins, we, your MAFCA Board of Directors along with Sandra, Brenda and Juanita at the office in La Habra, want to take a moment to express our heartfelt wishes to you and your loved ones.

May the magic and wonder of this holiday season fill your heart and home with happiness, love, and laughter. May the spirit of the season bring you closer to those whom you cherish so much.

Warmest thoughts and best wishes for a wonderful holiday and a very Happy New Year.

Model A Ford – Model of the Month

STATION WAGON



	TOTAL	1928	1929*	1930	1931
Ford Body Style		150-A	150-A	150-B	150-B
Weight (pounds)		2,482	2,482	2,505	2,505
Price (FOB Detroit)		NA	\$695	\$650	\$625
Units Produced (U.S.)	11,317	5	4,954	3,510	2,848
Number of U.S. Ads					
Primary Formats	1	–	1	–	–
Ad Variations	1	–	1	–	–
Magazine Insertions	5	–	5	–	–
* Produced through May 1930					

With the introduction of the Model A Station Wagon in January 1929, Ford was the first automobile company to provide a production station wagon vehicle. Very few Station Wagons were actually factory-built by Ford. Initially, the Murray Body Company built and shipped the wood Station Wagon bodies to Ford assembly plants for installation on the chassis. In 1930 and 1931, the Baker Raulang Company also produced Station Wagon bodies.

The Station Wagon was seen by some as a Ford light commercial vehicle and by others as a passenger car. While it could serve as an efficient delivery unit, it could also accommodate eight passengers – with additional space for luggage on the lowered tailgate.

While this Model A body style was available for sale across three years, Ford produced only one magazine ad for the Station Wagon. There were no variations produced in this Station Wagon ad and it appeared only once, in June 1929.

Recipe of the Month

Fried Cornmeal Mush

By Jeff Niven

I remember this recipe from my early childhood, and it turns out, this was a common recipe during the Great Depression. It is basically cooked Corn Meal Mush, which is poured into a bread pan and chilled overnight. The next morning it is sliced into ½ inch thick slices, breaded, and then fried in oil or butter or bacon grease (“drippings”). The slices are served hot on a plate with butter and syrup.

Ingredients:

- 1 Cup finely ground Yellow Corn Meal
- 1 Cup Cold Water
- 3 Cups of Warm Water
- 1 tsp of Salt
- Flour (for breading slices)
- Syrup
- Butter

Recipe:

- Heat 3 Cups of Water on the stove
- Mix Corn Meal and Salt in 1 Cup of Cold Water (If you try to mix the dry meal in hot water, it will create lumps. Make sure all the meal is well mixed with the cold water before adding it to the hot water.)
- Slowly add the Corn Meal mixture to the 3 Cups of boiling water, stirring constantly to prevent lumps.
- Heat mixture on the stove, stirring constantly until the mixture is thick
- Continue to cook for another 10 minutes, stirring occasionally.
- Remove mixture from stove and pour into greased bread pan
- Chill in refrigerator overnight
- Remove the chilled mush from the refrigerator and cut into ½ inch thick slices (thinner slices will produce a more crispy result)
- Bread the slices in flour
- Fry the breaded slices in hot butter, or bacon grease (drippings) until brown and crispy on the outside.
- Serve hot with butter and syrup poured over the top.



Period Fashion

From MAFCA Restorer Magazine – January 2023

Laundry In the Model A Era

By Patricia Menz, Sacramento Capitol A's

In our car club we talk about the cars and we talk about era clothing, but we do not talk about cleaning our clothing. I have a book written in 1931 about laundering and dry cleaning. The book was published by the Woman's Institute of Domestic Arts and Sciences. After reading this book, I see that laundry is laundry. We still have to sort, wash, dry, iron and fold our clothes. However, during the Model A era, it was a lot of work. The process took the better part of two days and could be downright dangerous. They did not have the conveniences that we have today.

When Is Wash Day?

A famous poem says that Monday is laundry day. The book says that Tuesday was becoming more popular. Monday was the day to prepare for the washday: put the house in order, remove stains, mend and sort the clothes.

Setting Up the Laundry – The Equipment

In most homes the laundry was done in the kitchen or in an adjoining room. Sometimes the laundry was in the basement. No matter which room was used, it needed to be well ventilated, well lit and have access to hot water.

Washing Machines and Tubs

There were several types of washing machines. Basically they were washing tubs with a lid and a device inside to agitate the clothing. They could be cranked by hand or have a motor powered by electricity, gas or water. The 1931 Sears catalog advertised an electric washer for \$50.00 to \$65.00 and a gasoline one for \$89.50. A hand activated machine sold for \$16.00. To put this in perspective, the Model A era was during the Great Depression, when the average annual income was \$1850.00. That is about \$36.00 a week. I suspect that most homes used the hand cranked model. The wash tub with a wash board was still available, as well as a hand held suction plunger or agitator.



The washing machine tubs needed to be cleaned by hand with soap and water. If the tub was copper, a mixture of vinegar, salt and kerosene was used. In our modern era we use a tub cleaning agent and the washer cleans itself.

Soap

Detergent as we know it today was not invented until 1933. A laundress needed to be a simple chemist. Soap used for laundry needed to be flaked, so that it could be dissolved in water. It could be purchased already flaked. If flaked soap was not available, bar soap was flaked by



using a soap flaker. The picture at left shows a basic hand-cranked soap flaker. The soap was dissolved in hot water and whipped to a foam. Soap jelly could also be made by mixing flakes, water and borax. This mixture was heated on the stove. Soap beads were new on the market in the Model A era. They were supposed to dissolve in water instantly. A laundress also needed to be familiar with bluing, starch, acids, alkalis and how to soften water.



Clothes Washing

After soaking, washing the clothes with soap was the next step. Then, they had to be rinsed two or three times. The washing machines of the era didn't have a rinse cycle. The water would have to be emptied and refilled each time. After washing and between rinses, the clothes were put through a ringer; either electric or hand cranked.



Clothes Drying

For the most part clothes were hung to dry outdoors or inside on racks during inclement weather. There was a clothes dryer patented in 1892, but it basically was a ventilated device that sat on top of a stove with a hand crank. The type of dryer we use today was not sold until 1938.

Irons and Ironing Boards

Ironing boards were similar to the ones we have today. The picture at right shows a typical three-legged board. A sheet of asbestos could be used to hold the hot iron when it was not in use during the ironing process.



There were a wide range of irons available. They came in different sizes and were used for different purposes. It

was suggested that if only one iron was purchased, it should weigh between six to eight pounds. Regulating the temperature of the iron was also more difficult than it is today.

Irons were heated through different means: gas, electric, gasoline/kerosene and charcoal, or the old fashioned cast-iron model that was heated on the stove. The gas iron is pictured below at left; the electric iron at the right. With all of these types, except for the electric iron, drafts could be a problem because they could fan the flames and cause a fire. The gasoline irons were sold from 1930's through the 1950's. If a house did not have gas or electricity, the self-contained gasoline iron was an alternative.



Steam irons for the home were not available until 1950. In the Model A era, the wrinkles in clothes needed to be removed by other means. After the clothes were dry, they had to be dampened by sprinkling them with water. Then they were rolled up to wait to be ironed.

As we wear our period clothing, especially reproduction and era image, we should be grateful that at the end of the day, that we have more cleaning options and modern technology to more quickly and easily clean our clothes. They will be ready for another day without having to deal with the hazardous and time-consuming process used almost a century ago.

References

Laundering and Dry Cleaning, Woman's Institute of Domestic Arts and Sciences, Press of International Textbook Company, Scranton, PA 1931

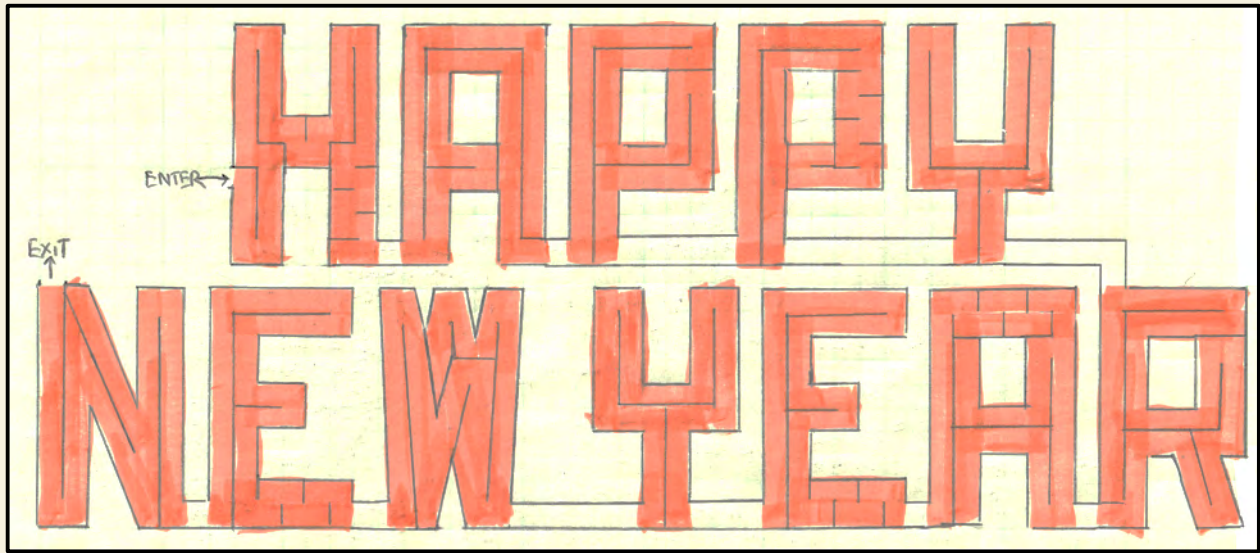
Sears, Roebuck and Company. Catalog 162, Kansas City, MO, Spring, 1931.

"Then & Now: A Lot Has Changed Since 1931", *Missouri Central Credit Union*, 2022, mocentral.org.

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Have Some Fun

Can you find your way through the New Year?



“Do You Want the White Walls Facing Out?”

By Jeff Niven

About 50 years ago, I bought my very first set of brand-new car tires. I had just relaxed in the waiting area, while they were installing the tires on my old VW Beetle, when suddenly the tire-man returned and said, “I forgot to ask you...Do you want the white walls facing out?”

I had to stop and think about it then, and I still wonder about the same choice today on my Model A Ford. I have asked myself, “How would my black Tudor look with white wall tires?” Diane Brimley and some in our club have white wall tires on their cars. It seems to be a matter of personal preference. Some people like them and some people don't.

Then I started wondering, “Why did tire manufacturers make White Side-Wall (WSW) tires in the first place, and when did they start?” Then I wondered, “Why did the tire companies stop making them and when?” Let's take a look at the history of White Side-Wall tires and find the answer to these questions.



What is a Tire? - Let's start with a short description of tires from an excellent article on Wikipedia:

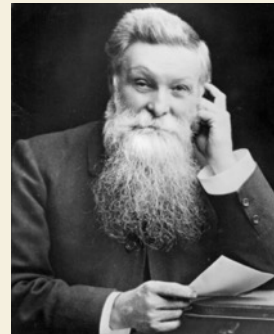
*A **tire** (British spelling: tyre) is a ring-shaped component that surrounds a wheel's rim to transfer a vehicle's load from the axle through the wheel to the ground and to provide traction on the surface over which the wheel travels. Most tires, such as those for automobiles and bicycles, are pneumatically inflated structures, providing a flexible cushion that absorbs shock as the tire rolls over rough features on the surface. Tires provide a footprint, called a contact patch, designed to match the vehicle's weight and the bearing on the surface that it rolls over by exerting a pressure that will avoid deforming the surface.*

The materials of modern pneumatic tires are synthetic rubber,^[1] natural rubber, fabric, and wire, along with carbon black and other chemical compounds. They consist of a tread and a body. The tread provides traction while the body provides containment for a quantity of compressed air. Before rubber was developed, tires were metal bands fitted around wooden wheels to hold the wheel together under load and to prevent wear and tear. Early rubber tires were solid (not pneumatic). Pneumatic tires are used on many vehicles, including cars, bicycles, motorcycles, buses, trucks, heavy equipment, and aircraft. Metal tires are used on locomotives and railcars, and solid rubber (or other polymers) tires are also used in various non-automotive applications, such as casters, carts, lawnmowers, and wheelbarrows.

History of the Modern Tire -The earliest tires were made of leather (and then metal/steel) stretched over a wooden wheel (right). The Romans used this technique around the first century A.D. After Goodyear patented the Rubber Vulcanization process in 1844, things really started to happen quickly. In 1847, a Scot named Robert Thomsen patented the idea for a Pneumatic Tire, and in 1882 Thomas Jeffery invented the Clincher Rim, which was essential to keep the tire attached to the steel rim. Then in 1888,



another Scot named John Dunlop (right) produced the first practical tire filled with pressurized air. Next came Synthetic Rubber in the 1920's followed by the invention of the Radial Tire by the French company, Michelin, in 1946. Though the radial tire design had been widely accepted in Europe and Asia, the United States car companies persisted in using the outdated bias-ply construction until the Ford Motor Company finally adopted the radial tire design in the 1970's. (Ref. Wikipedia – "Tire")



White Side-Walls – Early car tires were produced from Pure Natural Rubber mixed with chemicals to increase their durability. One of the first chemicals to be added was Zinc-Oxide, which was pure white, thus those

tires were all white, like the car shown here.



The all white tires still lacked sufficient tread life, so they added Carbon Black to the rubber mix for the tread portion, which made the treads black, and left the sidewalls all white. Or they could then apply a thin layer of black rubber over the white sidewalls so the entire tire appeared black.



The car owners soon discovered that the all-black tires were more durable and maintenance free, so the all-black tire became the most desired configuration during the 1930's, even though the white sidewalls looked more "glamorous". However, the tires with the white sidewalls grew in popularity, as well during the 30's, such that Henry Ford offered the option, with all Ford cars, to add white sidewall tires for \$11.25, in 1934. (Wikipedia – "Whitewall Tire").

One of the problems with only a thin layer of rubber over the white sidewalls, was that if the tire was scuffed against a curb while parking, the thin rubber layer could be rubbed off, revealing the white rubber underneath. There were problems with the white sidewall tires as well. They showed scuff marks as well as dirt, which required that they be cleaned often to maintain their glamorous white appearance. The white sidewalls also had to be protected in storage and in shipping, which required that they be covered with protective paper until they were installed on the cars. To protect the sidewalls from getting scuffed by curbs during parking, someone invented "Curb Feelers", which were flexible metal rods that were attached to the lower part of the car's fenders on the right side of car, as shown here (right). If the driver got too close to the curb, these metal rods scraped against the curb, producing an annoying sound that warned the driver, and thus protected the sidewalls from hitting the curb, no matter, what color the tires were.



The popularity of the wide white sidewalls peaked in the 1950's and completely fell out of favor by 1962. The wide sidewalls did not just suddenly disappear, however, but they became more narrow each year. Not only that, but the tire manufacturers began adding a strip of black between the white band and the edge of the steel rim (right). In the photo of this Buick Electra (right) you can also see the use of Fender Skirts, which partially covered the rear tires on some cars in the 1950's. The fender skirts often had to be removed in order to change a flat, but many people liked their appearance.



In the mid 1960's the sidewalls had become narrow strips of white, gold or red on some sporty cars as shown here in this photo (left). By the end of the 1960's the popularity of colored strips was very low, and most tires were simply all black or the colored bands had been replaced by raised white lettering, as shown right. The white lettering had the same problems that



the colored bands had due to scuffing, and required the same protection and cleaning.



By the 1970's white sidewalls had become a "Traditional Luxury" but are still readily available from a number of suppliers, including Firestone, Goodyear, Coker and others. On the right is a photo of a white sidewall tire from Firestone, that might even fit your Model A.

Whether you choose completely black tires, or tires with white sidewalls, depends on your personal preference and your willingness to protect them from scuffing and damage.

For your information, Curb Feelers are still readily available from a number of suppliers and you can even purchase electronic curb feelers that attach to a horn relay and will blow the car's horn if the feeler comes in contact with a curb.

Happy Motoring!



A Note of Authenticity

By Roger Davis

One of the more complex areas to make authentic are the shock absorbers. Shock absorbers were included on the Model A, not to improve the overall ride but rather to reduce the impact of the “secondary bounce.” Secondary bounce is the one that throws the kids up in the air in the back seat as the spring returns to its original position after hitting a hard bump. The Model A shock absorbers are notorious for leaking oil and once they leak out all the oil, then the components harden so they no longer move. Over the years, many Model A owners just removed them as they no longer functioned. There are many options for shock absorbers including more modern shocks on the Model A but we’ll focus on the shocks that came originally on the Model A.

All shock absorbers on the Model A were made under license from Maurice Houdaille (pronounced who-dale) of France. There were at least 52 varieties made by 4 manufacturers. Thus, space won’t allow for a discussion of all the varieties. There were different covers, bases, packing nuts, and needle valves. If you want to restore original shocks to your Model A, you’ll have to invest some significant study of Section 23 of the Restoration Guidelines and Judging Standards. There are 28 photos that will help you find which covers and bases are appropriate for your car’s manufacture date. You’ll find different markings, casting types, needle valves, etc. One very important point is that most of the covers were marked with the direction of movement. Most are marked “CW” meaning Clockwise, for mounting on the right front and left rear. They were also marked with “AC” meaning anti-clockwise, or counter-clockwise, for the left front and right rear. See photos (right) showing shock covers by Houde Engineering Corp. from September 1930 through end of production with the direction of operation circled. The two figures (below) are actual shocks from my 1931 Mail Truck showing those markings.



Recognizing the variety and complexity of the shocks installed on the Model As, the Standard simplifies authenticity a bit by stating “Shock bases and covers should match for the time period of production as listed in the Shock Absorber Component Chart [on page 23-2]. All four shocks should be of the same manufacturer and have the

same patent numbers.” The covers should be free of pits, gouges, and wrench marks and the paint should not obscure the markings. They should show no sign of leakage. See the photos below for an example of shocks made by the Spicer Manufacturing Company from September 1928 through end of production.

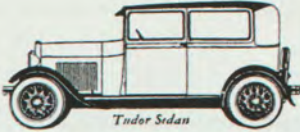


This is probably enough to get you interested in learning more about Model A shock absorbers. We'll cover mounting hardware, shock absorber arms, and shock link tubes in future Notes. Be authentic!

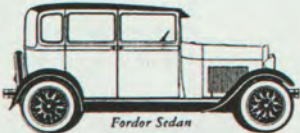
JANUARY 2025						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	31	1 New Year's Day David Kern	2 Denise Nair	3	4
5	6	7	8	9	10	11
12 Brian Lindenlaub	13 UVMAC Bd. Mtg	14	15 Paul Jerome Jenn Munson	16 UVMAC Club Mtg	17	18
19	20 Martin Luther King Day Inauguration Day	21	22 Bruce Bogges	23 Julie Barnes	24	25
26	27	28	29	30	31	

www.GrabCalendar.com

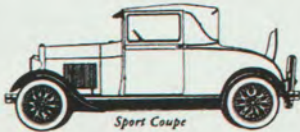
EARLIEST MODEL A FORD MAGAZINE AD



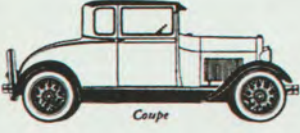
Tudor Sedan




Fordor Sedan




Sport Coupe



Coupe



Phaeton



Roadster

The NEW CAR

Now on Display

This entirely new car surpasses the accepted standards of light car accomplishment; sweeps aside all boundaries of price class; establishes a new standard of acceleration, speed, power and smoothness that heretofore has marked only expensive cars as fine cars.

Motor

Make and Model Ford "A"
 Four Cylinders — Bore 3 $\frac{3}{8}$ "
 stroke 4 $\frac{1}{4}$ "
 Unit Construction
 Pump and Thermo-Syphon
 Cooling
 Pump, Gravity and Splash
 Lubrication
 Single Coil Distributor
 Ignition
 Spding Gear (3 Speed) Transmission
 Multiple 9 Plate Dry Disc
 Clutch
 Statically and Dynamically
 Balanced Crankshaft
 High and Low Speed Jet Car-
 buretor (hot-spot manifold)
 Aluminum Pistons
 Oil Indicator
 2 Blade Aeroplane type Fan
 Bakelized Fabric Timing Gear
 Carbon Chrome Nickel Alloy
 Valves
 N. A. C. C. Rating 24.03 H. P.—
 Actual Developed H. P. 40
 at 2200 R. P. M.

Chassis

4 Wheel Brakes—Mechanical,
 Internal Expanding Type,
 with Automatic Equalizer
 Springs — Transverse Semi-
 Elliptic
 Drive — Torque Tube, Gears,
 Spiral Bevel
 Rear Axle $\frac{3}{4}$ Floating
 Full Crown 1-Piece Fenders
 Gravity Feed Fuel Tank
 Ignition Wires Enclosed in
 Flexible Steel Tubing


Equipment

Automatic Windshield Wiper
 (closed cars)
 Rear View Mirror
 Speedometer
 Dash Light
 Gasoline Gauge
 Ammeter
 Motor Driven Horn
 Starter
 Combination Tail and Stop
 Light
 Sun Visor
 One-Piece Windshield
 Thief-Proof Ignition Lock
 Foot Accelerator
 4 Hydraulic Shock Absorbers
 Wide Range of Color Options

Performance

60 Miles Per Hour
 40 Miles Per Hour in Second
 Gear
 Acceleration—5 to 25 M.P.H.
 in 8 $\frac{1}{2}$ Seconds
 30 Miles Per Gallon Gasoline
 Consumption

*Steering Gear (irreversible)—
 Worm and Sector Type
 Acorn Design, Nickel Plated
 Headlights
 5 One-Piece Steel Spoked
 Wheels
 17 $\frac{1}{2}$ " Steering Wheel
 Alemite-Zerk Pressure Lubri-
 cation
 Body and Chassis insulated to
 prevent noise
 Wheel-base 103 $\frac{1}{2}$ inches
 Turning Radius 17 feet
 Tire Size—30 x 4.5
 Road Clearance 9 $\frac{1}{2}$ "*



The Real Canadian Car

FORD MOTOR COMPANY OF CANADA, LIMITED, FORD, ONTARIO

This Model A magazine ad appeared in several Canadian farm-related magazines — including *The Grain Grower*, December 15, 1927, and *The Farmer's Guide*, January 1928 — many months before the first U.S. Model A magazine ad in June 1928.

Spanish Fork Winter Lights Parade

30 November 2024

On Saturday, November 30, 2024, the Utah Valley Model A Club participated in the Spanish Fork Annual Winter Lights Parade. According to Howard Eckstein, as reported in last month's Motometer, the club last decorated their cars with Christmas lights and created their own impromptu parade of lights back in 2015.

This year, the club responded to an invitation from the Spanish Fork Salem Area Chamber of Commerce and drove their highly-decorated Model As in the city's annual Winter Lights Parade down Main Street in Spanish Fork. Check out these photos!







Winter Lights Parade | December 2024



Letters to the Editor

NOTE:

The following letter was sent to Howard Eckstein from an attendee at the recent National Awards Banquet and it was then forwarded to the Editor.

“Thanks Howard.

We had a great time in the workshop, and I received feedback during the rest of the NAB about how much it was enjoyed. I heard comments about it being a unique subject, fun to have a hands-on instead of a lecture, etc. My sister says she saw many of the items being worn the rest of the week! I passed on some of my display to a club that wants to do something similar at home, and I was recruited and signed up by Mr. Braddy to repeat the class at the 2025 NAB, so I'd say it was a success!

As for myself, I also had a good time. I worried it was too simple or messy, but the ladies jumped right in, with a lot of chatter and laughter involved as well. I'm so glad you allowed me the opportunity to participate in your event! My "staff" is my sister, who is often my traveling companion, as I don't like to travel alone. She too had a great time, not only at the workshop but at the entire event. Her favorite thing was the Friday Tour!

As mentioned in an earlier email, I would love if you could share pictures of the workshop that were used in the slide show at the banquet. Due to needing to move the setup (due to lighting issues) and the popularity of the workshop, I just didn't have time to take pictures! I think this was the best NAB I have attended to date. Thank you all for all your hard work!
Sherry Winkinhoffer”

Editor,

To all who made the NAB a success: Thanks for all the hard work and dedication you put into the NAB. I had a great time and got to meet some of the folks I've always wanted to meet. It was great to spend time with you all. The venue, food, events, organization, and friends were outstanding. What else need I say.

Thanks to all and hope you have a very Merry Christmas and holiday season. May God bless you all!!!!
Roger Davis



MR A. PEX SAYS
Happiness Guaranteed
the modern washer for modern women

HERE is style—beauty—and pleasing lines—as well as fine performance and mechanical excellence. The Apex's two tones of green lacquer are brightened just as they should be by shining, silvery surfaces. You must see the Apex Wringless now on display in our store, or phone for a home demonstration.



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INTER-MOUNTAIN ELECTRIC COMPANY
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1930's
Ads



The Newest Trend is
BACK TO COAL

Hundreds of thousands of people burn coal—and will continue to burn coal because they know the value of a radiant sustaining heat . . . because of its year-in and year-out economy . . . because it leaves no greasy uncleanness on the walls, no tarnishing mar to metal fixtures . . . and particularly because they know it is absolutely safe.

And now, the developments of the new stoker industry mark the awakening of the coal man to the march of progress. They signify the newest trend—BACK TO COAL—This is why . . .

The modern stoker gives you the same CONVENIENCE as other fuel substitutes—with the many added advantages of coal. It gives you new coal-saving economies in a fuel whose known economy is not based on "estimates." You KNOW the old economy of coal, and its indisputable savings . . . now with 1930 methods of firing, you cut former costs still lower . . . in some cases actually in half.

Before taking the often extravagant claims of competitive fuels too seriously, you owe it to yourself to phone your coal man—let him present this new story and you will be agreeably surprised to learn that you can have the easy convenience of 1930 living with the worry-free advantages of coal.

Phone your coal man . . . hear his story of a proved SAFE heat and learn why it is the most CONVENIENT and ECONOMICAL heat for you!



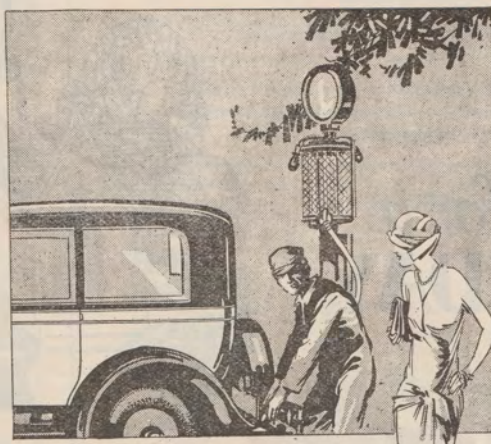
UTAH COAL
"The West's Unequaled Fuel"

The Improvement Era for July, 1930

593

IMPROVED!

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Bring Greater Pleasure and Economy to Motoring*



Quicker Starting . . . More Power Less Motor Repair Expense

Your motor jumps to life at the first whirl of the starter, when you use this new improved gasoline—PEP 88. And it has the reserve power that takes you over hills "in high."

Less shifting of gears. Easier driving. More enjoyable motoring. And all because the makers of PEP 88 put lots of power elements into this gasoline, along with quick-starting, fast pick-up, and greatly reduced carbon content. PEP 88 is the result of long research and the construction of a new \$100,000 rectifier at our plant.

Steer in at any station that has a PEP pump—and get PEP 88, the gasoline that "gives wings to your motor."

**PEP
88
GASOLINE**

Four Important New Features in Motor Lubrication

New Vico offers the most important contribution of the year to the efficiency and long life of your motor. It combines these four vital features:

1. Higher flash-point, which means **LESS OIL CONSUMPTION** and greater protection to your motor, because New Vico **STANDS UP BETTER UNDER HEAT.**
2. Lower carbon content, which means **LESS ENGINE WEAR.**
3. Lower cold-test, which means **IMMEDIATE LUBRICATION** in all weather.
4. Improved "oxidation test," which means **HIGHEST DEGREE OF OILINESS.**

Begin now to give your motor these far-reaching advantages. New Vico is sold with a **MONEY-BACK GUARANTEE.**

**NEW
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Manufactured and Guaranteed by UTAH OIL REFINING CO., Salt Lake City

Henry Ford Quote

Submitted by Amber Morrell



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 Utah's Oldest and Largest Dental Office
 WELCOMES CONFERENCE VISITORS TO SALT LAKE CITY
 And Bids You to Make Their Office Your Meeting Place While Attending
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 Extracted
 Vulcanite Plate, With Trubyte Teeth—\$10
 22-K Gold Crown and Bridge Work—\$5 Per Tooth

UNION DENTAL CO., 212 MAIN ST.
 Same Management and Location for Over 28 Years SALT LAKE CITY

Melvin Wayne Atkinson Passing

April 20, 1941 — December 1, 2024

It is with great sadness that we announce the passing of Wayne Atkinson at the age of 83, after a lengthy battle with cancer and a mercifully short decline. His loving wife, Jan, was by his side.

Wayne was born in Malad, Idaho to Melvin Sweeten Atkinson and Mary Pauline Humpherys Atkinson. The Atkinsons moved to Provo, Utah, and bought the Provo Western Motel on south State Street when Wayne was 15. It was here that he had time and space to work on his first project car – a Mercury – and developed his lifelong fascination with anything with wheels.



Wayne graduated from Provo High School and joined the U.S. Army Reserve before serving a mission for the Church of Jesus Christ of Latter-Day Saints in the Southern California Mission. Afterward, he attended Brigham Young University where he met Anne Krey. They were married in the Los Angeles Temple in 1963 and moved to Orem, Utah, where they lived until they divorced.

Wayne always had a car or two (or ten) that he was working on, tirelessly dismantling and rebuilding engines, searching for perfection. As his family grew, he shifted his attention from weekly drag races to antique cars large enough to haul everyone and helped found the Utah Valley Old Car Club. The UVOCC grew quickly and their long and, necessarily, slow road trips throughout Utah became family vacations, providing lasting memories for his children and plenty of time to talk about cars. He also raced on the Bonneville Salt Flats, setting world records that remained unbroken for decades.

In 1988, Wayne met Dana Anderson. After their marriage, they moved to Idaho and then served a church mission together in Prague in the Czech Republic. They relocated to Iowa and lived there until Dana sadly passed away in 2010.

After her death, Wayne reconnected with an old friend who had also recently lost a spouse and discovered his best friend. He moved back to Utah to be closer to Jan Martingale and they were married in 2011. Jan embraced his love of cars, and they built many cars together, including a Volkswagen Beetle race car that Jan drove on the Bonneville Salt Flats to set a world land speed record. They served together in church callings, including a mission as camp hosts at Camp Nisqually in Washington.

Wayne was always active in his church and held many leadership positions over the years. He was also an active member of his community and would help anyone in need.

Note: The Utah Valley Model A Club will make a donation to the Model A Youth Restoration Award organization in Wayne's remembrance.

Classified Ads

For Sale: 4 Model A tires. 2 are 19 inch and 2 are 21 inch. Price: \$95 per tire. Contact Andrew Watson (801) 919-7331 or the Editor if you are interested. Andrew will bring them to Utah.



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From a 1930
magazine.

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GREATEST RADIO VALUE IN THE WORLD

BIG CHIEF RADIO

5 TUBE SET
3 Screen Grid. Built in Speaker

Nothing More to Buy. Just
Plug in and Play. It has
Superb Tone.



Daynes-Beebe Music Co.
ESTABLISHED 1860
61-3-5 MAIN ST. SALT LAKE CITY, UT
JOSEPH J. DAYNES - PRESIDENT CAPITAL \$1,000,000
"OLDER THAN THE STATE OF UTAH"

\$59⁵⁰

COMPLETE
Order it by Mail



- Model A Club -

Application for Club Awards

Today's Date _____

Club Member's Name _____

Award Requested:

- Bent Rod - [] (trophy for avoidable or self-inflicted Model A mishap)
- Crying Towel - [] (for Model A mishap - unavoidable or caused by others)
- Mileage - 500 - [] 1000 - [] 1500 - [] 2500 - [] 5000 - [] 10K - []
- 13+ Award - [] (Driving car 13 consecutive months including to club mtg)
- Golden Wrench - [] (writing newsletter article re. your Model A car work)

Justification/Details/Information, etc. _____



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 Restorer
- 1 MAFCA Lapel Pin
- 1 MAFCA Decal
- 1 Name Badge

New Membership:

Name _____

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Permission to publish my telephone number in future Membership Rosters? Yes ___ No ___

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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, Pectone, IL 60468-0028