



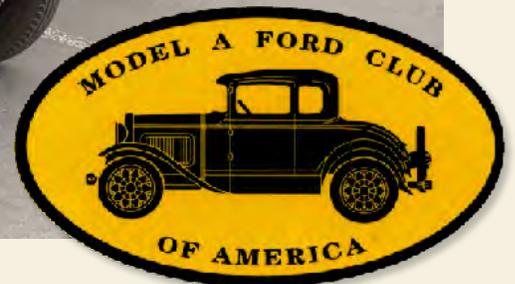
UTAH VALLEY

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. 6

June 2025



Remember...

Be sure to track your 2025 car mileage.

Pay your UVMAC club dues today.

Join MAFCA and enjoy the benefits.

Previous editions of this newsletter are available on the club's website.

See what is inside this exciting edition by going to Table of Contents on page 4.

MAFCA Service Award

UVMAC Chapter

Howard Eckstein – 2020

Clyde Munson – 2021

Tony Jacobs – 2022

Robert Mack – 2023

Greg Mack - 2024

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	Robert Mack
Treasurer	Diane Brimley
Activities	Howard Eckstein
Membership	Amber Morrell

APPOINTED POSITIONS

Awards	Theon Laney
Facebook	Clyde Munson
Librarian	TBD
Merchandise	Paul Jerome
Photographers	Howard Eckstein Amber Morrell Buster Hansen Greg Mack Nicholas Mack Robert Mack
Tech Talks	Reid Carlson
Meeting Refreshments	Elaine Carlson
Web Page	Greg Mack
Newsletter	Jeff Niven
Restorer Chapter News	Clyde Munson

Past and Current Club Presidents

2013 Robert Mack	2020 Greg Mack
2014 Clyde Munson	2021 Greg Mack
2015 Howard Eckstein	2022 Brad Christofferson
2016 Nicholas Mack	2023 Brian Lindenlaub
2017 Reid Carlson	2024 Roger Davis
2018 Clyde Munson	2025 Roger Davis
2019 Clyde Munson	

President's Message

From Roger Davis



My heart is truly full of gratitude and love to all of you club members. Thank you so much for your thoughts, prayers, calls, and visits during my recent surgery and recuperation. You gave me strength to endure and recover. I am thankful for all of you for your true friendship. May God bless you all for your kindness.

I believe the Model A community is unique because the people are all so very nice. Wherever I've travelled to Model A events, I've had instant friends! Last Fall while on a trip, I had problems with the starter on my mail truck. A gentleman with a woody station wagon was there from Boise, ID—he joined us at Soda Springs a couple of years back. He has driven his woody from Idaho to the East coast and back four times! He reached into his back seat, pulled out a spare starter and said I could use it until I was able to get a replacement—who does that in today's world?

Thanks to all who helped with the Garage Day a few weeks back. I had such a good time watching members deeply analyzing each part. Others were looking at the carb kinda like a dog watching TV. Also, I watched Tyler transform a rusty old carb full of mud dobber nests to a fully functioning, shiny, like just-off-the-line carb. It was notable to see how many people jumped in to help him. Thanks to all who join our activities, make presentations, and support the club in myriad ways—it's what makes our club what it is!

I love this hobby! I love the people! I love the cars! I love the friends! Happy Driving!





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Youth Spotlight – Jason Beadle

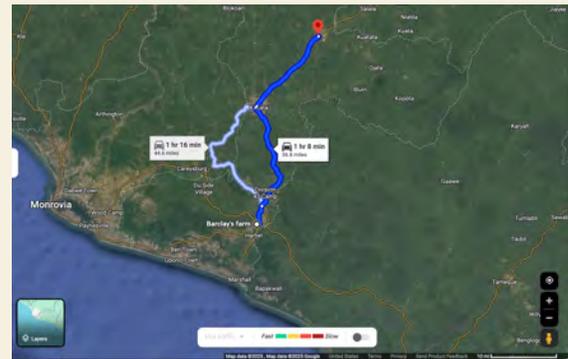
As you may recall, club member Jason Beadle has been serving on a mission for the Church of Jesus Christ of Latter-day Saints for over a year of his two-year calling. He was called to serve in the Liberia, Monrovia, Africa Mission, and was recently transferred from the Barclay Farm area to his new area in Weala.

In the photos below, you can see where his mission is located on the western coast of the continent of Africa (red dot). His recent transfer is shown on the satellite map with Barclay Farm in the lower portion of the map and Weala further north, about an hour away, also shown by a red flag.

Jason is doing well and enjoys working in the “bush” with the wonderful members of the Church. He has been very diligent in writing every week. His Email addresses are:

beadljas000@gmail.com or
Jason.Beadle@Missionary.org

He would love to hear from the club members. Send him an Email this week.



Utah Valley Model A Club Meeting

15 May 2025

The May 2025 meeting of the Utah Valley Model A Club was called to order by club Vice President Buster Hansen, at 7:10pm on the 15th of May 2025 in the Clyde Company Building in Orem, Utah. Club President, Roger Davis, was not able to attend the meeting this evening as he was at home resting, following recent cancer surgery. In addition, Diane Brimley was not able to attend, so Buster presented the club's financial report.



In our club's Checking Account, we currently have \$191.51. In our Savings Account, we have \$2301.82, and in our CD Account, we currently have \$3021.45, showing an increase of \$21.45 over our original deposit, that came from the proceeds from the National Awards Banquet in December of last year.



Next on the agenda, Robert Mack reported on how this year's parades will be organized. It will be much the same as last year with one official parade (The Provo Freedom Festival Parade on July 4th) and a number of other parades throughout Utah County. Each of these "unofficial" parades will have an organizer who will pull things together and advertise the dates, times, etc. The following is a list of the parades, and car shows that are currently being planned along with their "Organizer":

Oremfest Parade and Car Show -	Rodney Gardner
Art City/Springville Parade -	Theon Laney
Provo Freedom Parade -	Howard Eckstein
Draper Parade -	Salty A's
Eagle Mtn/Cedar Fort Parade -	Paul Jerome and Salty A's
American Fork Parade -	Diane Brimley
Lehi/Strawberry Days Parade -	TBD
Lindon Parade -	Buster Hansen

Next on the agenda, Jeff Niven reported on the recent Thistle Historical Tour that was held on Saturday, 10th of May. He reported that they had 7 Model A's and one modern car at the activity along with 17 club members and family members. He said that the weather was perfect and everyone seemed to have a good time. There were only two minor car issues to report. They were related to cars where their radiators had been overfilled out of concern by their owners, and the cars simply spit out the extra coolant on the way up the first grade on



Highway 6. Jeff expressed gratitude to everyone who attended and supported the activity, including the Camp Host at the Spanish Fork River Park, who waived the normal \$175 use-fee and allowed the club to use the park's facilities at no cost. Jeff then passed around two books about the history of Thistle and the 1983 disaster, for those who wished to see them.

Next, Theon Laney described the upcoming Art City/Springville parade that is scheduled for 14th of June. It will be a short parade, only about 12 blocks long and the club participants who wish to attend, should gather between 9am and 9:30am on the 14th.

Next came the presentation of club awards by Theon Laney. The first was a Golden Wrench Award for Stacy Fairbanks, for her submission about fixing her gas gauge, that is included on page 32 in this edition of the Motometer. Since Stacy was not in attendance, she will receive her award at the club's June meeting.



The next award was a 1000 Mile Award to Tyler Lewallen, who has become a rising star in the club, with the recent purchase of yet another Model A Ford, that he is restoring. Tyler drove his original Coupe for the award.

Theon Laney, himself, was next presented with a "13+" Award by club Vice President Buster Hansen.

And finally, came nominations for the Bent Rod Award, which is presented to members who have car problems, for which they are the cause. The first nominee was Theon Laney for a series of problems that prevented him from driving his own car to the Thistle History Tour. The night before the tour he had a starter problem related to the large coil spring that had been damaged. With Howard's help, the started problem was fixed. The next morning, Theon was again unable to get his car started to drive to the activity, so he rode with Howard. After returning home that day, he thought he fixed the problem, but once again he was unable to get his car started so he could drive to Church the next day.

The second nominee was Nick Mack who accidentally drained his transmission fluid, after his son Gavin showed him the wrong plug to use to drain the engine oil. After draining the smelly thick fluid from the transmission, Nick then added 4 quarts of fresh oil to the engine. Upon checking the dip stick, he was surprised to see that he now had 8 quarts of oil in his engine. The loss of 8 quarts of engine oil as well as perfectly good transmission fluid, was upsetting, enough, but then he also ran his battery dead after his interior light was accidentally left on. Gavin, again?

The third nominee for the Bent Rod Award was none other than Tyler Lewallen, who was having difficulty removing a large nut on his car, that was sitting on jack-stands. After adding a large cheater-bar, he broke the wrench. Next, he decided to pull the handle of yet another tool by



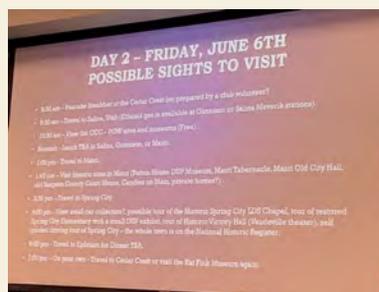
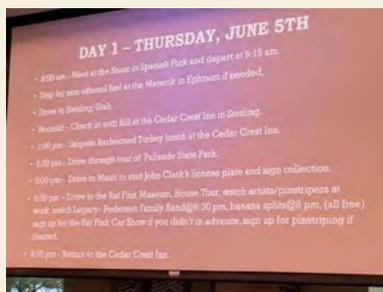
attaching a long strap to his working car. Surely that would have eventually worked if the car had not been pulled off the jackstands, nearly damaging his dad's beautiful car parked close by.

Since Tyler had forgotten to bring the Bent Rod Trophy back after receiving it at the last meeting, it was decided that he could keep it for another month, and the unanimous decision of the club members, was that Gavin Mack and his father Nick should receive the other trophy for the second Bent Rod Award. Note: Gavin was not present at the meeting to receive the award, as he was probably home asleep in bed.



Next on the meeting agenda, were several presentations about upcoming club activities by their organizers. Rodney Gardner went first to remind the club members about the OremFest Car Show on June 2nd and the OremFest Parade on June 7th. Anyone wishing to attend the car show should be at the park about 5:45pm and the show will go from 6 to 8pm, with all funds from the car show as well as the other activities that evening, going to support the American Legion. This will be one of our club's official service projects for 2025. The OremFest Parade will be on June 7th and all participants should be in place about 6:15pm. Rodney said that he is still in need of three more cars (preferably open cars) to carry Orem City dignitaries.

Bill Thompson next repeated his presentation from last month about the upcoming Rat Fink Reunion in Manti, Utah, on June 5,6 and 7. He included a detailed review of the itinerary for the three-day activity, and encouraged club members to make hotel reservations at the Cedar Crest Inn as soon as possible. Bill's phone number is (433)851-0135. This newsletter contains full page ads for both the Rat Fink Reunion as well as the OremFest Car Show and fundraiser.



The next activity to be discussed was the Evanston Wyoming Tour, which will be held in September of this year. Clyde Munson is the organizer. Clyde presented brief descriptions of the two to three-day tour, to be held the first or second weekend in September. Those in the club, who indicated they might attend, voted to have it on the 12th, 13th, and maybe the 14th of September.

Clyde mentioned that he knows of a 1930 Coupe that is for sale in Ely. Call Clyde if you are interested.

John Warby distributed flyers for the Spanish Fork Legacy House Car Show and BBQ to be held on Thursday, June 12th, at 5pm. A copy of that flyer is included in this newsletter.

At this time, the meeting broke for a ten-minute water break.

Following the break, club member, Bill Thompson, gave an excellent and very detailed presentation on how he restored the Vinyl Top on his 1929 Special Coupe 49-A. He introduced a new term to the club, “Rope Caulk” and showed the club members pieces of the original wooden body parts, that were held together with non-glued wood dowel pins. As we all know, he ended up doing a wonderful job as you can see from these recent photos of his 1929 Special Coupe.



Bill finished his presentation at 9:24 and the meeting was adjourned at 9:25pm.



Our Time Machine

By Howard and Gemma Eckstein

We went back to 1931 the other day in our time machine. That may sound silly, but here's the picture to prove it.

Driving a Model A is an experience of bygone days. Modern motorists are shocked when invited to drive this car. No matter how long their driving career, they require driving lessons to operate the car successfully. The key is to take time when shifting gears, wait for passing traffic before entering the roadway, and wait at an intersection with the clutch depressed to avoid the grinding of gears when it's time to go.

Once on the road, speed is no longer a desired attribute. Take your time, enjoy the scenery, smell the fresh air mixed with a hint of gasoline, smile and wave to the well-wishers who pass you by. It helps to drive slowly enough so they can get a good picture with their cell phone through their passengers' window.

There's something about that old car smell. It's one of the simple pleasures of life. The sound of a purring idle. The roar of acceleration, and the engine's torque that pulls you up a hill like a homesick angel. The Model A provides all these sensory pleasures.

Our Model A really is a time machine that takes us back over 90 years to a simpler era. The irony is, a Model A has no automatic features. It truly is a car that you drive blissfully into the past.





Congratulations to Our Recent High School Graduates!

From the UVMAC Members

Three of our youth club members have recently graduated from High School. They are: Chelsea Jerome, River Griffes, and Tyler Lewallen. We congratulate them on this wonderful accomplishment and wish them the best in their future endeavors.



Period Fashion

This is a photo of the 1930 graduation class of the Henager's Business College in Salt Lake City, Utah. It shows the typical dress and hairstyles of the young men and women of that time.



Thistle History - Club Tour

10 May 2025

By Jeff Niven

On Saturday, 10 May 2025 at 10am, members of the Utah Valley Model A Club gathered at the Little Acorn Drive-In, near the mouth of Spanish Fork Canyon, to begin a tour of the site of Thistle, Utah, which was destroyed by a landslide and flood in the Spring of 1983.

There were 17 people in attendance including members of the club and their families, along with 7 Model A Fords of various models and years, and one modern vehicle.



After a quick meal at the drive-in, Jeff Niven presented a short version of the history of the town of Thistle, from its beginning until the Spring of 1983, including mention of the Spanish expedition of Dominguez and Escalante in 1776, the coming of the Mormon Pioneers in 1853, and the Denver & Rio-Grande Western Railroad shortly thereafter.

Then the group drove their Model A's up the grade on Highway 6 into Spanish Fork Canyon following the railroad line, and Spanish Fork River. They regrouped at the Spanish Fork River Park, just west of where Highway 6 makes a wide cut through Billies Mountain. Here they



met the camp host, who had graciously given permission for the club to meet under the shade of a large pavilion at no cost. A photo of the 7 Model A's is shown above. Here Jeff presented a detailed chronology of the mudslide and subsequent flood that formed a 240-foot-tall dam that blocked the river, the railroad, and Highway 6. He explained how the railroad and highway were rerouted around the dam and how the newly formed lake, which covered the town of Thistle, was controlled and later drained.



At this point, Dave Morrell's Model A Pick-up Truck was left behind due to an overheating problem and the rest of the group continued up Highway 6 to a look-out point with an excellent view of the slide area and the dam that it created. Here they were able to view the old and new railroad paths, the earth dam that still exists, the tunnels that were dug through Billies Mountain for the railroad tracks, the Overflow Tunnel that is now dry, and the Drain Tunnel, which is used to this day as a path for the Spanish Fork River to get around the dam.

Next the group got back into their cars and drove east through the cut in Billies Mountain and then turned right onto Highway 89 which heads south towards Manti, Utah. They stopped briefly at the site of what is left of the old Thistle Railroad Junction and then continued south noting the sad remains of the old red school house and the homes of some of the old residents of the town, including the Nelson Home (left-below) and the Jackson Home (right-below).



The final leg of the tour was south to Birdseye, Utah, where they turned around on the property of Lane Elmer who was a young man at



the time of the flood. Lane had agreed to let the club use his property to turn the cars around, with the condition





that he be allowed to check out the old Model A's. Jeff tried to rouse the elderly Lane from his nap in front of the TV, but with his poor hearing, he couldn't get Lane's attention. Anyway, the club's stay there was cut short when a local rancher advised us to move our cars as he was going to have his cows use the road and he was worried that there could be some accidental damage.

Thanks to all the members who attended the tour and for the great weather and good company.
Happy Motoring



What Does A Failing Transmission Sound Like? From Mister Transmission

<https://www.mistertransmission.com/noises-when-shifting/>

The sound of your Model A's engine out on the open road is a beautiful sound. It's music to every driver's ears, a symphony of precise automotive components singing together in perfect harmony. It's the sound of automotive health. And then there are other noises that are decidedly less pleasing to the ear...

Clunking, whining, buzzing, growling, grinding, or humming sounds coming from your transmission are all serious cause for concern, but diagnosing your transmission issues by ear is not easy.

Consider the following:

If your transmission is growling, check the transmission fluid level. If the growl turns into a whine, you may be hearing the teeth of the gears grinding down due to lack of proper lubrication, fluid contamination, or high mileage. Be sure to check your transmission fluid as soon as possible to confirm or rule out this possibility.

If your transmission makes a noise when you step on the clutch pedal, the sound is probably coming from the release bearing in the clutch assembly, not the transmission itself.

If your transmission makes noise when you release the clutch pedal, after engaging a gear, it is likely coming from a bad pilot bearing or bushing in the clutch assembly.

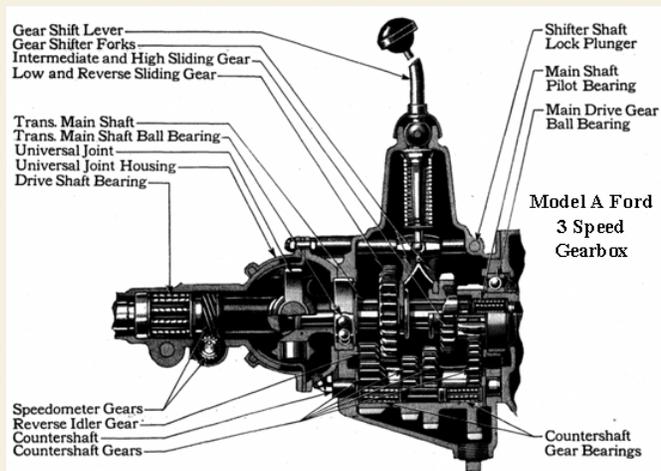
If your transmission makes a grinding noise when you shift gears, you are likely experiencing friction between gears due to insufficient transmission fluid, worn transmission linkage, maladjusted binding, or a "dragging clutch." If you hear grinding sounds when shifting from neutral to any gear, you may be dealing with bound, bent, or broken linkage components. The grinding may also be caused by damaged or worn synchronizer blocking rings, shift forks, or bearings.

If your transmission makes a humming noise, you may be driving with low transmission fluid, or else your transmission fluid may be contaminated with metal shavings.

If you hear a humming noise in all gears, you may be dealing with a worn or damaged shaft or bearing.

If you hear a growling noise specifically while moving, it is usually caused by a bad input shaft bearing. If that's the case, you will be able to hear grinding in any gear, at any engine speed.

If you hear a growling noise in neutral, you could be dealing with damaged bearing on the countershaft, countergear, or input shaft.

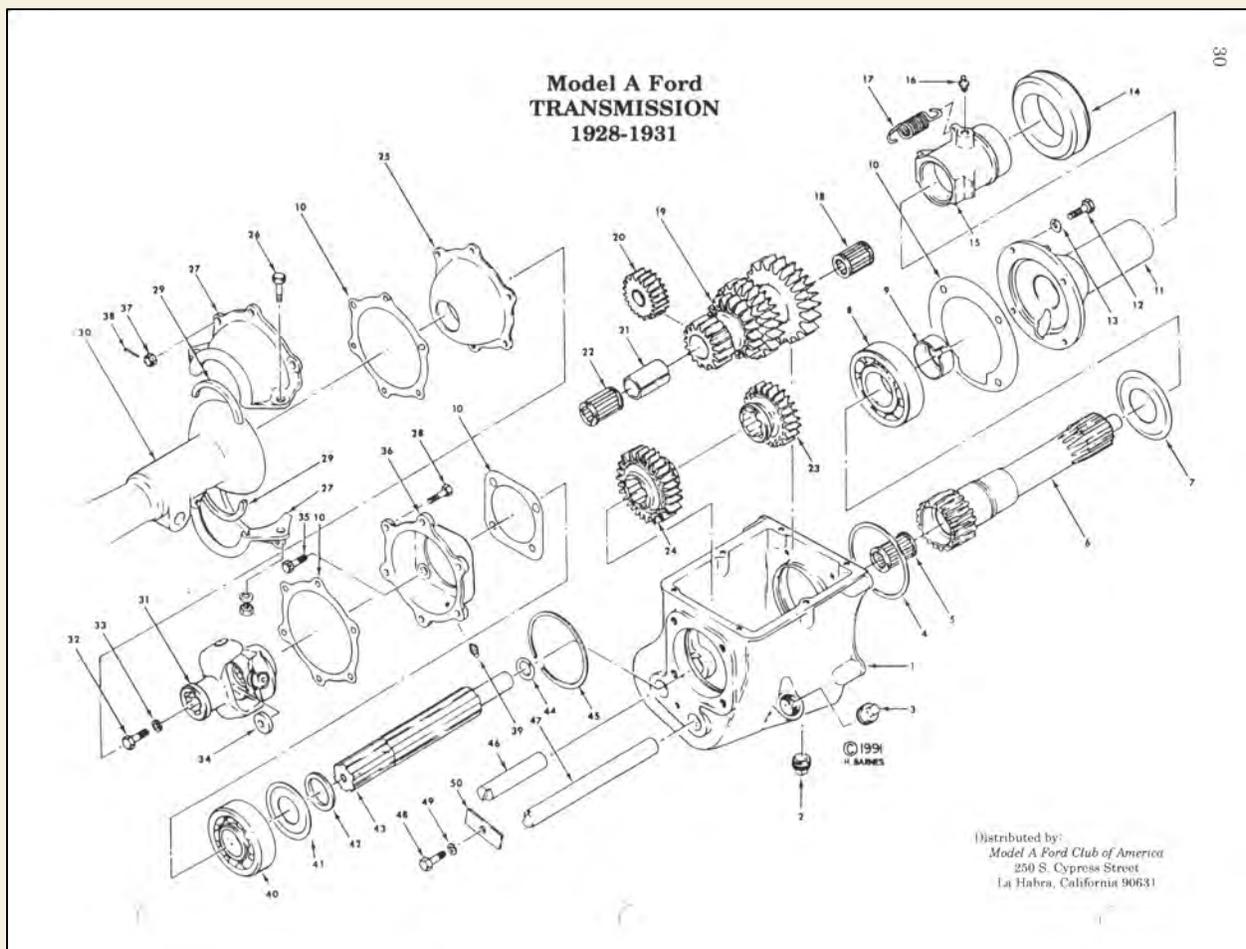


If you hear a growling noise in forward/reverse gears, but *not in neutral*, there is a possible fault in the output shaft bearings.

If you hear a clicking noise, you may be driving with worn or damaged teeth on a counter gear or cluster gear assembly.

If you hear a banging noise after releasing the clutch in first gear, your transmission or engine mount could be cracked or damaged. You can verify this by popping the hood, starting the engine, engaging first gear, and releasing the clutch to move forward. Have a helper stand to the side and watch for any jerking as the vehicle engages the transmission.

The longer you leave these mysterious sounds unchecked, the greater your risk of accelerated wear, costly repairs, and catastrophic transmission failure.



The 2025 Provo Freedom Festival Parade

By Howard Eckstein

This is the big one!

We have the opportunity to be a slowly rolling car show for 350,000 spectators crowded on Provo's streets where half of them strain to see around each other while corralling their kids and squinting into the sun. It's wonderful.

Those of us who have driven in this parade over the years know what a fun morning the Fourth of July can be. We line up in the parking lot north of the BYU practice facility (1100 North University Ave.) by 6:00 a.m. This is because the roads get blocked off due to a 10K run. It's still cool, and everyone is out visiting with fellow club members as we await our assigned entrance onto the parade route sometime after 9:00.



Floats are also sharing the staging area. You can wander around and get some pictures and talk to the other participants who are psyched up about their entry. Don't forget to get a picture with the beauty queens who roam around, the attention will make their day. The parade showcases patriotism and the love of God and country. For the ladies who ride in the rumble seats, big floppy hats adorned with flowers and bunting draw cheers and comments as we pass by.

Decorating our cars with flags and other celebratory doo-dads adds an additional degree of excitement to our presentation. Don't forget to tune your horns before entering the parade route as the crowd wants to hear them.



There's something majestic about twenty or so shiny colorful Model As occupying nearly a whole city block with their horns howling off-key and the distinctive purr of their engines. This is a living contrast to the static displays found behind the ropes in museums.



Part of the fun is our chance to engage in people-watching. The spectators come to see the marching bands, cars and floats; and we come to see the spectators. Little kids with red, white and blue tee shirts wave miniature American flags at us while their parents direct their eyes at one of our old cars. Be sure to smile and wave back.

For our newer club members, this is one of the club's signature events that we all look forward to. We hope you'll join us this year. You may go home with a tired left leg, but it's worth

it. Once you experience the Provo Freedom Festival Grand Parade, you'll want to attend every year from now on.

**Decorate Your Car
For the 4th of July Parade**

**6:00 a.m. July 4th
1100 N. University Ave
Provo**




What Year Is It?

(Taken from MAFCA Website “How to Identify the Year of a Model A Ford”
by Rick Black, Las Cruces NM)

A typical question I hear is: *I have a quick question concerning the Model A Ford I’ve just acquired. What I would like to know is how to tell exactly what year it is. I think it’s a 1931, but if you could give me some information on the changes in the body styles in the 28 – 31 years, I would be very grateful.*

In an attempt to answer this kind of question, I’ve put together the following “guidelines” based on my 30+ years of researching, collecting, and restoring Model A Fords. These guidelines are general in nature and don’t attempt to narrow the date of manufacture to a particular month, but merely to identify the probable year of manufacture. If you’re planning to have your car judged in club competition, the **Model A Restoration Guidelines and Judging Standards** are invaluable for helping you restore your car and determining the date with accuracy.

For Starters

There are two distinct Model A groups: **1928-1929** vehicles and **1930-1931** vehicles. Model A engines were made ahead of time and stamped with a number consisting of the letter A, a number up to 7 digits and a star. The Tech Articles Page on the MAFCA web site has a link to an Engine Production Chart showing motor serial numbers, so it’s possible to look up the manufacture date of an engine.

However, it may have taken up to 3 months (or more in some cases) for engines to be used at an assembly plant and put into a chassis. During that assembly, the engine number was stamped onto the frame on the driver’s side, just to the rear of the first body bolt hole. In most cases, it’s impossible to see this number without taking the body and running board splash aprons off the frame.

Over time, engines wore out, and it was standard practice in the 1930s, 1940s, and 1950s to simply swap a tired engine with a different one. As long as the replacement engine was in good condition, the serial number on it was seldom a concern. Thus, it’s common to find a 1929 engine in a 1931 car, for example. Trying to determine the year of the car merely by looking up the engine number is not conclusive. Instead, here’s what to look for:

Is it a 1928-29 or a 1930-31?

The photo below left is a **1928 Tudor Sedan**. The photo below right is a **1931 De Luxe Tudor Sedan**. Each is typical of two basic year groups of Model A’s. It’s relatively easy to spot



differences in the front bumpers, the size of the hub caps, the shape of the radiator shell and hood, and the gas tank/cowl section.

The 1928-29 Cars had nickel-plated, magnetic steel headlights and radiator shell. The same items on Commercial units (trucks) were also magnetic steel but were painted black. Bodies had a two-piece firewall with a horizontal seam (three-piece on Fordors and Cabriolets). On the driver's side above the seam, the date of assembly might be found if you wipe the area clean. The radiators were shorter than later the 1930-31 models. 1929 style commercial bodies (trucks) were continued to mid-1930.

1930-31 Headlights were stainless steel and more rounded in the back. Radiators and shells were taller and made of stainless steel. 1930-31 cars had a seamless firewall. No dates are commonly found stamped on the firewall. Wheels on 1928-29 vehicles were 21" with 4.50 tires and used smaller hub caps than the 1930-31 cars, which used 19" wheels and 4.75 tires. Since the wheels would fit on any year, wheel size alone won't determine the year of the car.

Quick Identification

The first thing to look at to identify the year of a Model A Ford is the area of the **radiator shell, headlights, bumpers**. If the car is original or accurately restored, you can quickly assess the correct year of the car. Remember though that there were many variations, and the Model A Restoration Guidelines and Judging Standards are the final word on what is correct for each year.

Take a look at the following pictures, from left to right, of **1928, 1929, 1930, and 1931** cars:



It's easy to determine whether the Model A is an "early" or 1928-1929 year model or a "late" 1930-1931 model by looking at the **shape of the radiator shell**. On the

early cars, the shell is shorter and lacks the painted lower section. It's also pretty easy to tell a 1930 from a 1931 – notice that the 1930 shell has a smooth top section, while the 1931 shell has a painted top section. However, the 1928 and 1929 shell and radiator look identical.

Instead of looking there, look closely at the **headlights and center bumper clamp**. It's hard to tell in the photographs above, but the 1928 headlights had vertical fluted lenses and round center bumper clamps. 1929 cars (and 1930-1931 cars too) had Twolite lenses and an oval center clamp on the bumper. The 1928-1929 headlights were "acorn" shaped, while the later 1930-1931 lights were "cup" shaped. Sharp eyes will also note that the early headlight bar was straight between the headlights while the later one had a slight upward bow. Compare the headlights in the 1929 and 1931 photographs and see if you can spot the differences.

Finally, **front bumpers** on 1928-1929 vehicles had a reverse bend at the ends where the later 1930-1931 cars had gently curved ends. Compare the center two photos – the 1929 and 1930 cars – and you'll see the difference. Once you learn how to put all these things together, you'll be able to identify the year of a Model A quickly with a high degree of accuracy. But don't forget

there are some exceptions to these general guidelines, so you may not want to bet a lot of money on your identification.

Fine Tuning — Is it a 1928 or 1929?

At first glance, 1928-29 cars look identical. You'll have to look closely to tell the difference. The single tail light of the 1928 cars was shaped like a tuna can and is referred to as a "drum" tail light. This design was carried over to the early 1929 models until the more common "tea cup" design was introduced. That design was used until the end of production. The drum tail light bracket was forged steel and was bolted to the bottom of the body on the driver's side. The tea cup bracket was stamped steel and was bolted to the rear fender on the driver's side. If you find a left-rear fender with no mounting holes for a tail light, it's probably a 1928 fender.

1928 cars originally had red steering wheels. These gave way to black wheels in 1929. 1928 roadsters, pickups, and phaetons lacked outside door handles but 1929 roadsters and phaetons were so equipped.

Headlight lenses can also help determine the year. 1928 lenses were a carryover from Model T days. The design of the lens was changed for 1929 and continued through the end of production.



Comparison of Model A Headlight Lenses
1928 Lens (left) has vertical "flutes" - 1929-1931 Lens has different design
Both have the Ford Script in an oval at the bottom of the lens

Is it a 1930 or 1931?

This one is tricky, but in general, you can tell a 1930 from a 1931 by looking at the radiator shell. 1930 cars had a stainless shell with a painted insert at the bottom and a blue Ford logo. 1931 cars had a painted upper insert with a stainless-steel Ford logo.

Another difference between 1930 and 1931 vehicles are the running board splash aprons. The 1930 vehicles used a two-piece splash apron. The main piece was integral with the running board, and the small front section was bolted to this assembly. The 1931 vehicles used a separate, one-piece splash apron that bolted to the running boards. However, the transition period commenced in October 1930 and continued to year end.

Splitting Hairs: Early 1930 versus Late 1930



Instrument Panel
1928-1930

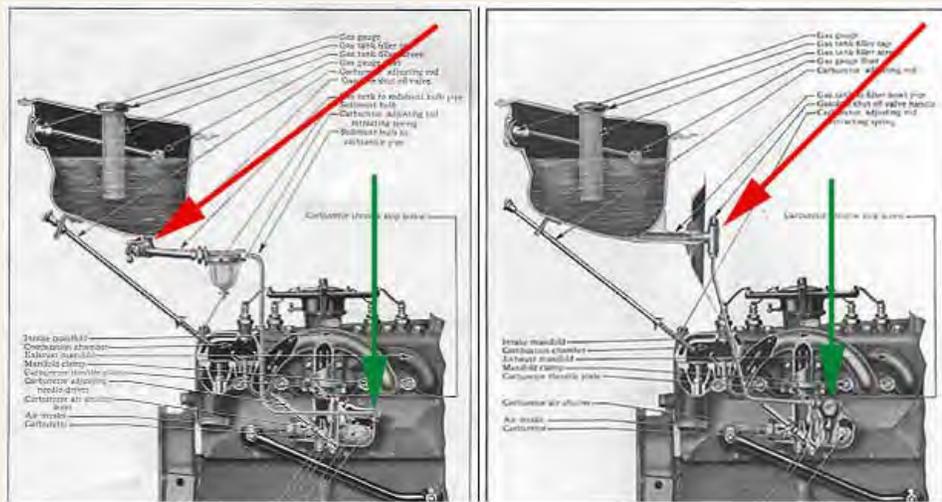


Instrument Panel
1930-1931

From the beginning of production, the instrument panel in the vehicle was diamond shaped with a smooth face, an oval speedometer, and a light protruding from the center. Starting around June 1930, a new design was used, shaped more like an oval, with horizontal ribs, and a round speedometer. The dash light was moved above the panel, just under the dash rail.

Early 1931 versus Late 1931

In May 1931, the area where the gasoline line came thru the firewall (passenger side) was indented so that the gasoline shut-off switch could be mounted in the engine compartment instead of inside the car. The sediment bowl was redesigned so that it could be mounted to the side of a specially designed Zenith carburetor.



Late 1930/Early 1931

Late 1931

In the photo below, the red arrows show the location of the fuel shut off valves. The green arrows show the fuel inlet on the carburetors.

We hope that these tips help you to identify the Model A's that you see. They're really NOT all the same.



Recipe of the Month

Surprise Spice Cake

From Taste of Home

Total Time: Prep: 15 min. Bake: 30 min. + cooling

Yield: 12 Servings

Canned tomato soup replaces some of the oil in this spice cake, decreasing the fat, boosting the color and (surprise!) enhancing the taste.

- Hannah Thompson, Scotts Valley, California

Ingredients:

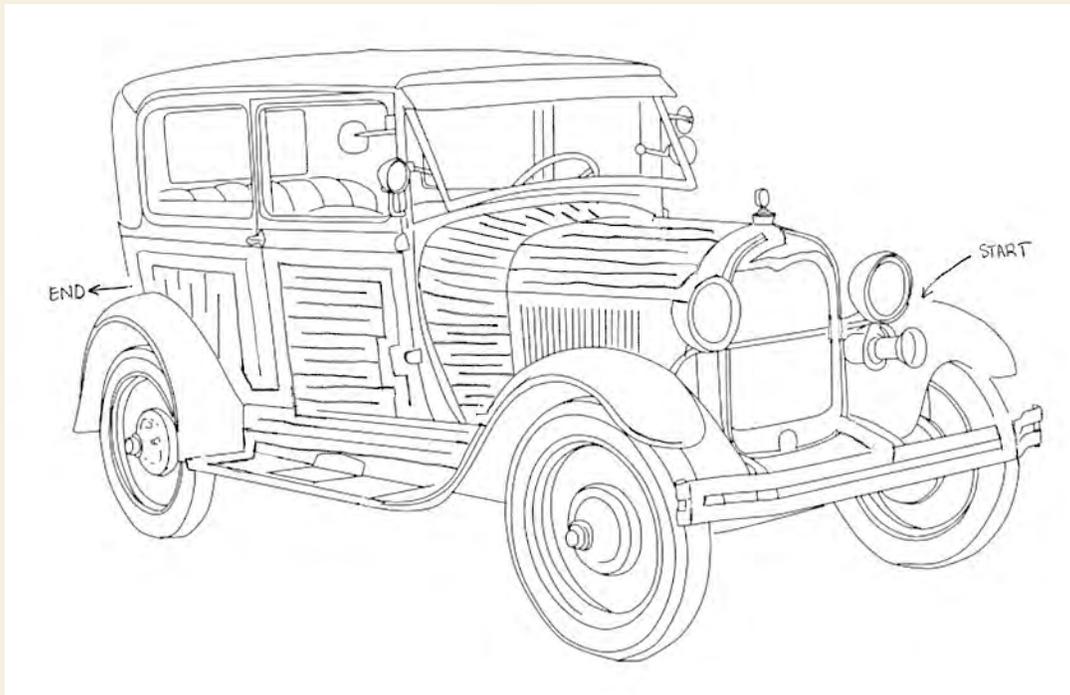
- 1 package spice cake mix (regular size)
- 1 can (10-3/4 ounces) condensed tomato soup, undiluted
- 3 large eggs
- ½ cup of water
- 1 can (16 ounces) cream cheese frosting

Directions:

1. Preheat oven to 350°. In a large bowl, combine cake mix, soup, eggs, and water. Beat on low speed 30 seconds. Beat on medium for 2 minutes. Pour in greased 13x9 inch baking dish.
2. Bake 30-33 minutes or until a toothpick inserted in the center comes out clean. Cool on a wire rack. Frost with cream cheese frosting.

Have Some Fun – Tudor Maze

See if you can find your way around the exterior of this Model A Tudor Sedan, and when you are finished, you can color it how you wish.



Newest Trend

Here is an ad from a 1930 edition of the Improvement ERA, published in Salt Lake City. It claims that the “Newest Trend is Back to Coal” because of its radiant sustaining heat, its year-in and year-out economy, its cleanliness and because it is absolutely safe. The best part is that the modern stoker now provides the same convenience as “other fuel substitutes” with the many advantages of coal. A lot has changed in 95 years!

**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 uncleanliness 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”

Most Prolific Contributor

By Roger Davis

While reading the latest Restorer magazine, I reviewed on pages 33-36 an Index by Doug Lindon of all the articles from the last year contained in Restorer Volume 69: 2024-2025. I found it interesting to see the following all with a common denominator:

Page 33: Across the top of the page is [Howard's](#) front cover photo for Jul/Aug 2024 (69-2)

Cover Back: 1931 Cabriolet ([Howard Eckstein](#), Orem, UT) Jul/Aug 2024 (69-2)

Page 34: Cover Front: 1931 Mail Truck ([Howard Eckstein](#), Orem, UT) Jul/Aug 2024 (69-2)

Page 34 under [Howard Eckstein](#):

“How the Restorers Class Works for You” Nov/Dec 2024 (69-4)

“National Awards Banquet in Salt Lake City” Sep/Oct 2024 (69-3) p 18-19

“National Awards Banquet, That Was the Place” Jan-Feb 2025 (69-5) p 22

Page 35 under [Model A Events: from Howard Eckstein](#)

“National Awards Banquet in Salt Lake City” Sep/Oct 2024 (69-3) p 18-19

“National Awards Banquet, That Was the Place” Jan-Feb 2025 (69-5) p 22

Page 36 under [Restorers Class \(Howard Eckstein\)](#):

“Evaluating Your Car’s Bright Metal” Jul/Aug 2024 (69-2) p 12

“Evaluating Your Interior Trim” Mar/Apr 2025 (69-6) p 12

“Evaluating Your Vehicle’s Interior Paint and Woodgraining” Jan/Feb 2025 (69-5) p 21

“Evaluating Your Window Glass and Horn” May/June 2024 (69-1) p 8

“How the Restorers Class Works For You” Nov/Dec 2024 (69-4) p 16-17

Near the bottom of the page included is Howard’s back cover photo for Jul/Aug 2024 (69-2)

By my count, Howard has more entries than any other single contributor, including MAFCA National Officers. Also note that his photo of Mike and Hollie Carlton’s 31 Cabriolet that was on the cover of the Jul/Aug 2024 Restorer has also been published recently in the Old Cars magazine.

Many thanks to Howard Eckstein for all the amazing Ambassador work he does for the Model A Community. Thanks to Howard for highlighting the Utah Valley Model A Club for the super club that it is to the broader Model A community. And thanks to Gemma for her outstanding support of Howard and the Club. Oh, and all this is in addition to all the work he does on

our cars.



CLUB CLIPS BY GERALD PERSCHBACHER

Fine Ford club pubs keep spreading the gospel

Ford is certainly a respected name in motordom, and two publications (among many) on that subject recently came to mind. It depends on how mail is delivered to you, but my recent copy of *The Restorer* (Model A Ford Club of America, editor Andy Scheer at Restorer@mafca.com) came with the back cover on top.

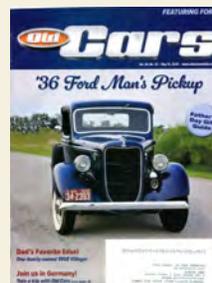
I grabbed my eyes immediately, which is a fine achievement for any full-color back cover: A 1931 Ford Cabriolet was marvelously framed in front of a mountain range. The “A” was courtesy of the Carltons, of the club’s Utah Valley chapter. It was a nice teaser for this year’s National Awards Banquet in Salt Lake City.

Flipping to the full-color companion front cover revealed a 1931 Ford mail truck (courtesy of Mr. & Mrs. Davis of the same chapter). Photos in both cases were by Howard Eckstein.

This double-whammy was a fine intro to historian Robert Krejci’s article on “Why the Model A is still popular today.” He asserts it was due to Ford’s “philosophy of building a vehicle that is simple, durable, and affordable.” Parts availability, endurance, and good sales helped support that image even to the present.

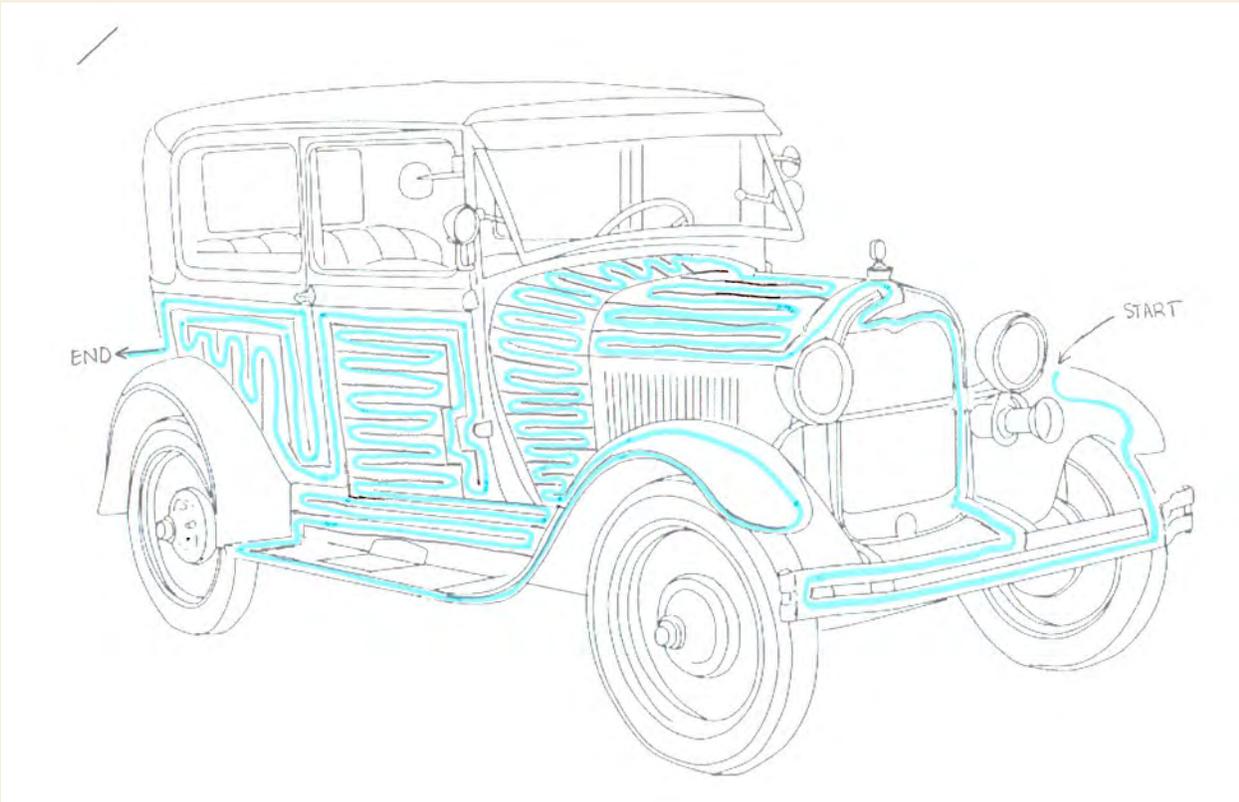
Coming in the mail simultaneously was *The Ford Legend* (from the Henry Ford Heritage Association, 15181 Ford Road, #104, Dearborn, MI 48126; Steven Stanford, editor) which hints at Ford’s creative use of electric starters around World War I (on military tanks, no less), and serves as a reflection of the company’s (and founder’s) creativity and sensibility. Chris Casady masterminded the one-page article quoting a Ford worker employed from 1915 to the mid-’50s in Ford’s Electrical Department.

OC





Solution for Have Some Fun – Tudor maze



Typical Family in 1930

From an ad for the Beneficial Life Insurance Company in 1930, we see how they depicted the “Typical Family”. Here they are, sitting at home in front of their fireplace, while the father reads his newspaper, the wife sews quietly, and their two ideal children read silently. Everyone is dressed neatly in their Sunday best.



Model A Ford – Model of the Month

DE LUXE ROADSTER



	TOTAL	1930	1931
Ford Body Style		40-B (Dlx.)	40-B (Dlx.)
Weight (pounds)		2,230	2,230
Price (FOB Detroit)		\$520	\$475
Units Produced (U.S.)	64,315	11,318	52,997
Number of U.S. Ads			
Primary Formats	1	–	1
Ad Variations	4	–	4
Magazine Insertions	16	–	16

In hopes of offsetting the declining sales being experienced by the Model A Roadster, Ford introduced the Model A De Luxe Roadster (40-B De Luxe) in August 1930. This sporty vehicle had a side-mounted spare tire, cowl lights and a trunk rack as standard equipment. (In 1931, the fender-mounted tire and trunk rack were no longer standard equipment on this Model A body style.)

While the production of the Ford De Luxe Roadster began in 1930, magazine ads for this Model A body style were not produced until April 1931. Rather than using a variety of different ads, as was the case with the (standard) Roadster, Ford produced only one basic De Luxe Roadster ad, with several ad text variations. These ads, again unlike those for the earlier (standard) Roadster, showed the De Luxe Roadster with the top up.



IN MEMORY OF STEVE WHITLOCK

WHITLOCK COLLISION 50TH ANNIVERSARY CAR SHOW



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SEPTEMBER

20

9:00 AM-
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A Note on Authenticity

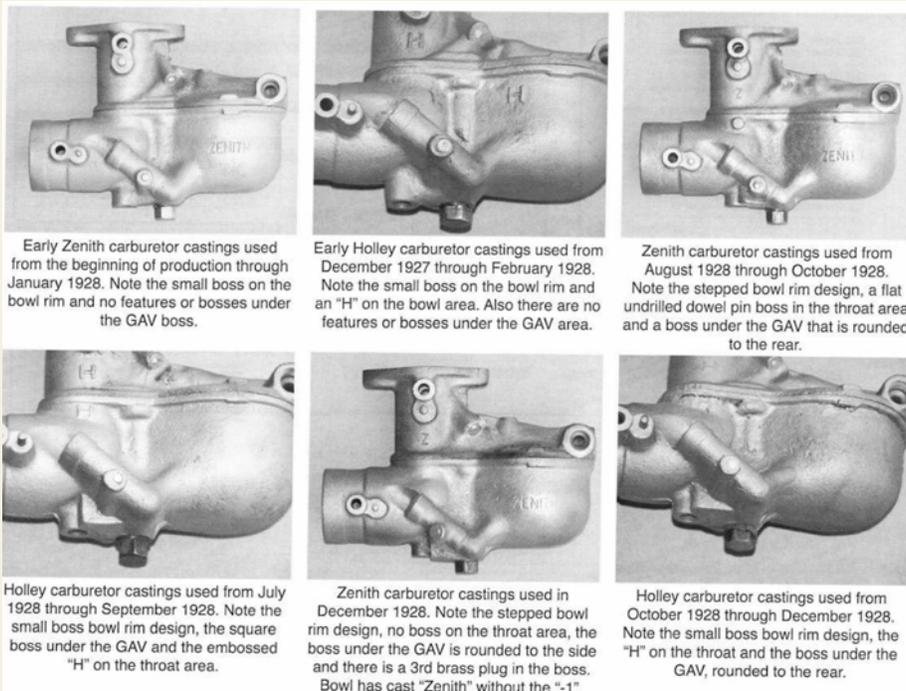
By Roger Davis



Our recent Garage Day on carburetors was a great success. We had several members clean up a carb and now they have a spare carb. Others, like Tyler, started with a hunk of rust and mud and created a like-new carb. If you are really serious about your car being authentic, the carburetor could be the most perplexing. At the Garage Day, many of you noted that your carb was embossed with an “H,” “Zenith-1,” “Zenith 3,” or some other characteristic. This Note may help you understand more about those markings.

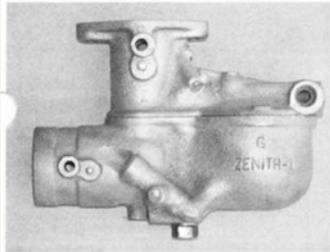
There were many carburetors manufactured for the Model A. Beyond the Zenith, the Tillotson and Marvel brand are well known as after-market carburetors, among others. It is my understanding that all Model As were originally equipped with Zenith carburetors. Zenith carburetors were manufactured by the Zenith-Detroit Corporation, Holly Corporation, and Ford Motor Corporation.

The Restoration Guidelines start their discussion of carburetors with: “Determine the correct carburetor features from the charts and photos.” Hmmmm. This sounds complex. As an introduction to the Zenith carburetors as outlined in the Guidelines we’ll just focus on the 16 photos included therein. This will give you an idea as to how complex this area is. Below are the photos from the Guidelines and their explanations.

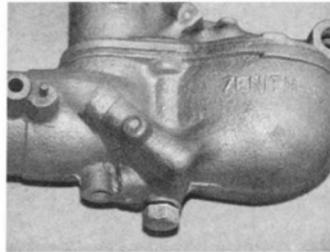


As a start, for this month, note the manufacture date of your vehicle as outlined in this article in the December 2023 Motometer. Then look at the photos and find the carburetor that is

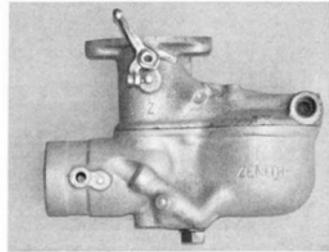
correct for your car. Take a look at your own carburetor and see if you can determine if your car has the correct carb.



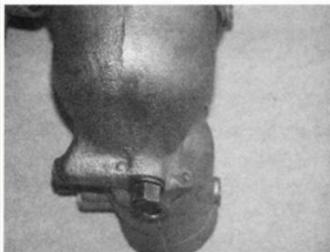
Zenith carburetor castings used from May 1929 through December 1929. Note the full width rim bowl design, no boss on the throat area, the boss under the GAV is rounded to the side and there is no 3rd brass plug in the boss. Bowl has cast "Zenith - 1".



Holley carburetor castings used from February 1929 through April 1929. Note the stepped bowl rim design, no "H" on the throat area, the boss under the GAV is rounded to the side and there is a 3rd brass plug in the boss. Bowl has cast "Zenith-2" in raised letters



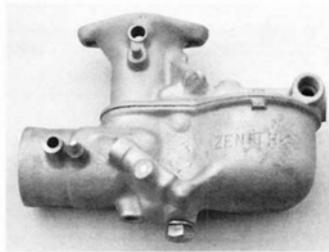
Zenith carburetor castings used from January 1930 through April 1931. Note the full width rim bowl design, no boss on the throat area, the boss under the GAV is reduced in size and rounded to the side and there is no 3rd brass plug. Bowl has cast "Zenith-1".



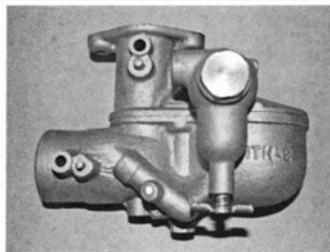
Typical 3rd brass plug near main bolt Used on Zenith carburetors from July 1928 through October 1928 and on Holley carburetors from July 1928 through January 1929.



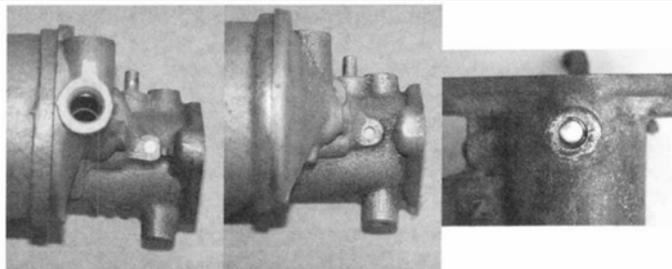
Zenith carburetor castings used from January 1930 through April 1931. Note the alternate design top casting with a "knob" on the gas inlet passage.



Typical Zenith-3 carburetor castings (flat firewall style shown)



Typical side bowl carburetor, indented firewall, mid 1931 to end of production.



Expansion plugs The idle port was initially plugged with a solid brass plug (left) and later with a brass cup (center). The right picture shows a Welch plug in the engine side throttle shaft hole. See charts for the correct usage dates.

Note that the tops and bottoms of the carburetors were very interchangeable so if you have a top and bottom correct for the manufacture date of your carb, you are a very lucky person. From there, look on-line, check with the suppliers for original carburetors, shop at swap meets, etc. to find a top and a bottom that is period correct for your car.

Let's start with that for this month. (For bonus points, you can peruse the charts on pages 1-12 and 1-13 of the Standards. We'll talk about them next month.) Be authentic!

Golden Wrench Award



Learning About My Model A

Stacy Fairbanks with Howard Eckstein

For three days, I couldn't start my Model A. The starter worked OK, but the engine wouldn't run. Each day I tried again with the same non-results. Darrin Swan and Howard Eckstein came over to work on the car as I had a few projects that needed attention.



First, they checked for spark by removing the coil wire from the distributor cap and placing the end of it near the engine. I was told to crank the engine with the key on so they could check for spark. The ignition system was just fine.

Next, I was told to try to start it as usual. It didn't start. Howard noticed that I pulled the choke rod several times when cranking the engine. This is how I always do it. The boys told me that the engine must be flooded and that's why it wouldn't run. I was told to pull the throttle lever all the way down and to crank the engine with the key on but to avoid using the choke. After a little while of cranking, the engine sputtered to life. At first haltingly, but eventually it smoothed out and ran with the power it normally has. I learned that this is the technique for clearing out a flooded engine.

It was explained that if too much gas is fed into the engine with the choke, that can cause the spark plugs to get wet with gasoline. In this case, the plugs are shorted out and can't spark; and the engine can't run. By cranking the engine with a wide-open throttle, the maximum amount of air is drawn into the engine to dry out the plugs. As each cylinder dries out, they come back to life.

The main project of the day was to replace the four-blade fan and water pump with a new aluminum two blade fan and leakless water pump. In order to take off a water pump with a four-bladed fan attached, it is necessary to remove the radiator. However, with a two-bladed fan, the pump can be removed without taking the radiator from the car. Since that four-bladed fan would never be used on any Model A again due to its potential for failure, Howard suggested removing two blades with a cut-off wheel. Darrin cut them off and the pump was easily removed.

The next project was to replace the float on my gas gauge. I had previously watched Paul Shinn's video showing how to do it, so this was one job I wanted to do myself. Howard brought the tools needed and coached me through the process. He made a big deal about cleanliness of the gasket surfaces. There are concentric ridges in the tank receptacle and on the back of the gauge where the gasket is crushed and makes a seal. Howard gave me a pick to use to be sure the grooves in those mating surfaces were perfectly clean. I changed the float and put it all back together by myself. Howard said that I now qualify for a Golden Wrench award.

The smallest project that took the most amount of time was getting my dash light to work. Darrin and Howard rebuilt the socket to be sure that there wasn't a short. An abandoned toggle switch was re-purposed to operate the socket and repositioned near the dash light. After many unsuccessful attempts to make the light work, it was discovered that the socket was not properly grounded. We ran a Ground wire from the socket to a screw on the starter switch which solved the problem.

By the end of the day, I had learned how to start a flooded engine, install a new gas gauge float, and how short trip driving fouls the spark plugs.

I have attached a list from Wikipedia of 41 Flying Cars of which they are aware. I have highlighted, in green, those vehicles that actually did fly, whatever that means. It is amazing that there are 8 vehicles on the list that were never even built. They were simply presented as prototypes or models to the eager public, and possibly used to obtain funding from investors.

One of these unflown vehicles was the Ford Motor Company's Volante, which was designed and presented in 1958. It is shown here (right) with its three ducted fans.



Some of the vehicles on this list were built and actually flown, but ended in disaster for the pilots, like the AVE Mizar (left), which was a 1971 Ford Pinto (already a bad sign) attached to the back end of a Cessna Super Skymaster commercial aircraft. On its second flight attempt in 1973 from an airport in Southern California, the FAA later determined that faulty welds allowed the car to separate from the wings, and the car and its two occupants fell to their deaths in a field near the airport.

Four of the more successful Flying Cars, on the list, were the Aerocar (1946), the Aerocar 2000 (2000), the Convair Model (1947). Here (right) is a photo of the Convair 118 in flight over the city of San Diego in 1947. Three of these Flying Cars shared the same basic design concept of a detachable aero module that included the wings, engine and propeller. The Aerocar built by Moulton Taylor in 1946 (below) was the only one of the four which used the car's engine to power the propeller. In addition, the 1946 Aerocar was the only one of the three that towed its wings behind the car when it traveled on the road, thus making it a more true Flying Car. Here (below) are photos of the Aerocar without and without its wings, attached. (Photos by Chris857 - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=17901451> .)



The license plate in the back of the car lifted to reveal the propeller shaft, to which the propeller was attached for flight mode.

Even though there were these and other numerous successful Flying Cars, none of them ever went into production. Whatever the reasons for that, I suspect that my friend's Klein Vision Flying Car may suffer the same fate. We'll just have to see what happens. Happy Motoring...
...and...Happy Flying.



Period Fashion

From July 29 19 MAFCA Restorer Magazine

Flowers as Fashion

By Sherry Winkinhofer, Northwest Missouri Model A Ford Club

In the modern world, we think of corsages and boutonnieres as fresh flowers worn for formal occasions such as weddings or proms. But in the Model A days, they were a much more common sight. Fresh floral arrangements were still the thing for those formal occasions, but artificial flowers were very visible in day-to-day life.

Please note that in this article, we are going to focus only on the use of flowers for fashions other than hats. Flowers as ornamentation on hats was extensive and as such, should be the subject of an article all on its own.



-Sears Spring and Summer 1928

Imitation flowers were quite popular for home interior decoration in the Victorian era, and quickly made the transition to wearable art. Flowers were worn on hats, dresses, and coats. Both single blossoms and clusters of flowers were popular. These bouquets could be made from a vast variety of materials. Common textiles used were silk, cotton, organza, organdy, rayon, velvet, and even leather. Ribbon blossoms were also utilized.



- Montgomery Ward Fall and Winter 1928-29

Corsages were a staple of the well-dressed woman. The word "corsage" is French and in the 19th-century it was a common term for a woman's bodice or jacket. Flowers pinned to the bodice were often referred to as "bouquet de corsage," and over time this phrase was shortened to just "corsage."



- Robert Simpson Fall and Winter 1928-29



10-877 Large double orchid, among the newest and most beautiful corsage flowers. Looks well on dress or coat. Orchid, lavender, red. Price delivered..... 50¢



10-876 Metal ribbon flower. Gold or silver color. Very pretty on dresses. Price del'd 45¢



10-872 Velvet camellia flower for corsage bouquet. Attractive and popular. Old rose, pink, white, red. Price delivered... 29¢



10-878 Dainty silk flower and a silk square handkerchief to match. Maise, rose, pink, red. Price delivered in box... 75¢

"Looks well on dress or coat" says the text.

This one is of metallic ribbon.

Colorful flowers made of velvet.

A set with a handkerchief to match the silk flower.

- Items directly above are from The Robert Simpson Co. Catalog Fall and Winter 1928-29.



"Boutonniere" is also a French word, meaning buttonhole, and in most references, it is indicating a flower worn in the buttonhole on the lapel of a man's suit. But I found floral women's accessories titled boutonnières.

The text for the boutonnières to the right clearly indicates that these are meant for ladies' fashion. The first says "...made for coat or dress" and the one to the far right is "...flowers for coats, furs or dresses." And I can't imagine the below boutonnières being worn by a gentleman.



A unique boutonniere made from "Genuine Kid Leather".
- The Chicago Mail Order Company Winter 1929-30



For a more unusual type of flower, you could buy this kit for a crystal beaded boutonniere.
- January 1929 edition of Modern Priscilla magazine



- Sears Spring and Summer 1930.



- The Chicago Mail Order Company Winter 1929-30



These accessories were not always small; for example, this velvet and organdy bunch measures about 6 x 8 inches.
- Montgomery Ward Spring and Summer 1931



Other styles of bouquets include "crescents" and "sprays."
- Montgomery Ward Fall and Winter 1929-30



One new reference I ran across was for "Trails" or "Trailers." This apparently refers to the loose, flowing style of these attachments.

The Goringe's catalog page to the right has an illustration of a young lady wearing a long floral trail. It seems to be attached at the shoulder and then lays loose the remainder of its length.

Shorter versions of this style were also used, as illustrated in the below catalog picture.



- Goringe's Catalog Autumn 1928



- Montgomery Ward Fall and Winter 1928-29

Coats were a common place to find flowers elegantly displayed on the collar. The examples below illustrate the usual placement on the left side. A single large flower or a bouquet of smaller blooms were both common options.



-The Robert Simpson Catalog Fall & Winter 1928-29

-The Robert Simpson Co. Catalog Spring French Canadian Edition 1928

-Chicago Mail Order Company Winter 1929-30

-Montgomery Ward Fall & Winter 1929-30

-The Robert Simpson Co. Catalog Spring & Summer 1931

Flowers as Fashion

www.MAFCA.com

July 2019



Dresses were another item that could often be found with flowers providing the final touch, on a shoulder, a neckline, or even on the dress sash. Here are a few examples from era catalogs:

Lapel corsages or boutonnieres, worn on the left side of the collar.



-Chicago Mail Order Co. Winter 1929-30 - Montgomery Ward Spring and Summer 1930

Corsages worn at the shoulder could be a little larger. The colors could compliment or match the dress.



- National Bellas Hess Catalog Spring and Summer 1931 -The Robert Simpson Catalog Fall & Winter 1928-29 -Chicago Mail Order Co. Winter 1929-30

Flowers worn at the neckline tended to be smaller corsages or single blooms with minimal or no additional trimmings.



- Simpson Spring and Summer 1931 - National Bellas Hess Spring Summer 1931



Last, but not least, here are a few examples drawn from advertisements found in magazines throughout the era. They illustrate the use of flowers in different social settings. It's apparent they were not worn just for formal occasions such as dances and parties, but instead were a part of everyday life.



- August 1928 Good Housekeeping ad for linens.



- August 1928 Good Housekeeping ad for a dentist.



- June 1928 Farm and Fireside article on gardening.



- October 1929 Cosmopolitan Body by Fisher ad



- June 1929 Good Housekeeping luggage ad

I hope this article brings new understanding and new inspiration in the use of flowers in recreating that era image. Feel free to add big and bold or small and delicate floral touches to your next Model A fashion outing!

#####



Out and About

Idea submitted by Reid Carlson about photo from Darren Paulson



The snow scene, above, is a painting by Al Rounds Fine Art Studio from the photo shown right. The photo was taken of the Airplane Service Station on 1st South and State Street in Salt Lake City, Utah, in 1929. The mountain picture over the top of the station is reported to be of Mount Timpanogos in Utah County. Little kids, at the time, thought the airplane was real and had landed there.





Out and About

My Grand-daughter loves to practice her violin outside next to the pasture so that the cows can listen. When she starts playing, the cows come from all over the field to munch on grass and listen to her play.

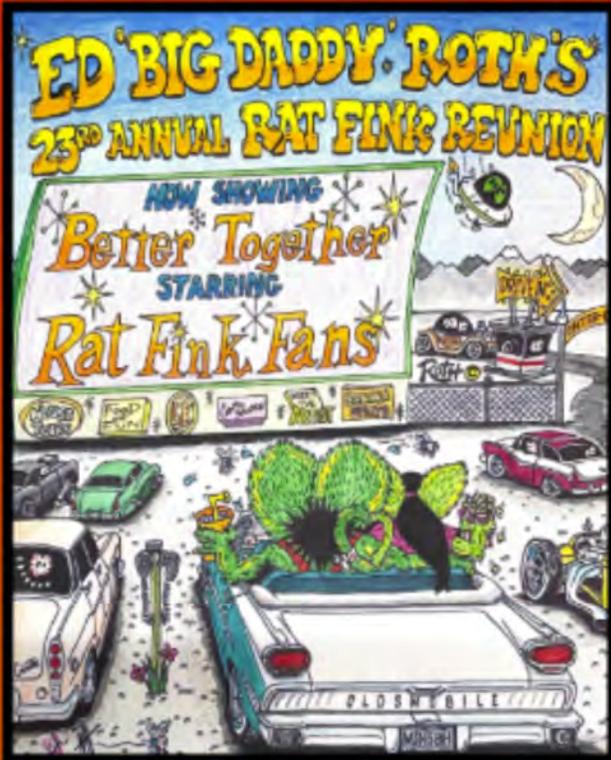




Back in Time

If you take a look in the back of Steve Dutton's 1929 Model A Station Wagon, you will see a special seat, of special origin. It came from the back of the 1941 Ford School Bus, shown in the photo below. And the best part is, that is Steve Dutton's father standing in the doorway of the bus. Steve says his dad started driving the school bus when he was 16 years old, and would drop off his friends on his way home. In addition, Steve reports that his family farm owned the bus and contracted the route. So did his brother, Steve's uncle. Steve says that his family ended up owning 3-4 of these buses until the 1980's. And take a look at those fender skirts! Very aerodynamic!





ED "BIG DADDY" ROTH'S
23RD ANNUAL
RAT FINK REUNION
JUNE 5-6-7, 2025
404 EAST 300 NORTH MANTI, UT

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for the amazing house tours

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REUNION T-SHIRT & POSTER DESIGN

CATHY "CHICAFINK" MEJIA

MICHAEL HILL

SAMIE HILL

5K DESIGN ROGER NITTI

Calendar of Events and Birthdays

JUNE 2025

SUN	MON	TUE	WED	THU	FRI	SAT
1 National Cancer Survivor's Day	2 Laurel Laney OremFest Car Show	3	4	5 Rat Fink Reunion	6 D-Day Anniversary	7 OremFest Parade
8 Jeff Niven	9 Club Board Mtg.	10 Chelsea Jerome	11	12 Legacy House Car Show	13	14 Flag Day Art City Parade
15 Father's Day	16	17	18	19 Barbara Niven June Club Mtg.	20 Summer Solstice	21 Reid Carlson Darren Paulsen
22	23	24	25 John Wilson	26 Amber Morrell	27 Bill Thompson	28
29	30 Janet Davis	1	2	3	4	5

www.GrabCalendar.com

Upcoming 2025/6 MAFCA Events:

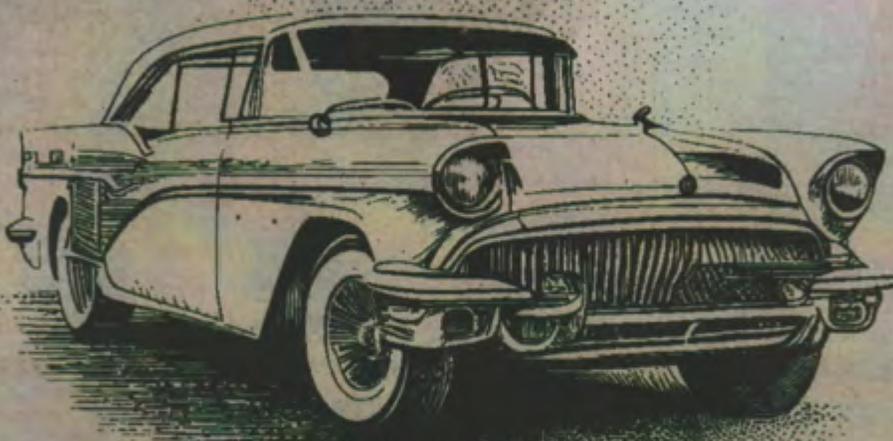
National Tour – Virginia – June 15-22

National Awards Banquet – Alabama – December 3-6

National Convention – Oregon – May 31-June 7, 2026



THE ANNUAL OREMFEST
CAR SHOW
 IN SUPPORT OF
American Legion Post 72



SPONSORED BY
 **WALKER SANDERSON**
 FUNERAL HOME & CREMATORY

In support of American Legion Post 72, rev up your engines and get ready for a night of stunning cars, prizes, and free food at the Oremfest Car Show on June 2nd, 2025 at Scera Park! All proceeds from the event will be donated to American Legion Post 72.

<p>📍 Scera Park - 600 S State St. Orem, UT 84058</p> <p>\$25 - FOR THE FIRST CAR</p> <p>\$15 - FOR EACH ADDITIONAL CAR</p> <p>Register at oremfest.org/carshow</p>	<p>JUNE 2ND</p> <p>6-8PM</p>	 
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Tour Highlights

- Shenandoah National Park
- Harpers Ferry
- Gettysburg
- Antietam
- Amish Towns & Covered Bridges
- Monocacy
- Manassas/ Bull Run
- Fredericksburg
- Chancellorsville
- Spotsylvania
- The Wilderness
- White House of the Confederacy
- Petersburg
- Civil War Museums
- Appomattox Courthouse
- Sailors Creek

2025 MAFCA National Tour
Bull Run to Appomattox
 and
everything in between
 June 15-22, 2025



Join the Dallas Model A Ford Club on an adventure to visit beautiful historic places.

The tour will start and end in Waynesboro, Virginia, traverse the Skyline Drive through Shenandoah National Park, and visit multiple Civil War battlefields.

Make sure you brush up on your history by checking out the recommended viewing from the tour website.

Hosted by the Dallas Model A Ford Club
www.dmafc.com



Get your registrations in soon! Late fee applies after April 15, 2025



Tour website:
 Scan the QR code or visit
<https://sites.google.com/view/mafca-2025-national-tour>



SCAN ME



Model A Ford Club of America National Awards Banquet

Born to Celebrate
Mobile, Alabama
December 3-6, 2025

register at <https://www.gulfcoastmodelaclub.net>



Bus Tours

29th Annual Magic Christmas in
Lights - Bellingrath Gardens

USS Alabama Battleship
Memorial Park

Mobile History Trolley Tour

Seminars

Fashion with Sherry Winkinhofer
Mechanics with Paul Shinn
The History of Mobile





- 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 _____
 Spouse's Name _____
 Address _____
 City _____
 State _____ Zip Code _____
 Count/y _____ Telephone _____

Permission to publish my telephone number in future Membership Directories? 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 60458-0028