



# UTAH VALLEY

## - Model A Club -

January 2015

IN THIS EDITION:  
HOW TO INSTALL NEW KING PINS  
Member Spotlight -  
Colette and Bill Thompson

GOLDEN  
WRENCH  
AWARD

ADVENTURES OF  
CLYDE & GREG-  
INTRODUCTION

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*Bill and Colette Thompson's  
Special Coupe*

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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 Club of America (MAFCA).

### 2015 Club Officers

**CLUB OFFICERS**

President	Howard Eckstein
Vice President	Greg Mack
Secretary/Historian	Elaine/Reid Carlson
Treasurer	Diane/Brim Brimley

**APPOINTED POSITIONS**

Web Page	Nicholas Mack
Face Book	Clyde Munson
InstaGram	Daniel Salazar
Photographer	Greg Mack
Activities	Nicholas Mack
Awards	Kelly Barker
Newsletter	Robert Mack

## Message from President Howard Eckstein

After having been handed the gavel at the Christmas Party and blurted out an impromptu acceptance speech and sat down; I realized that I didn't give proper acknowledgement to those whose shoulders I now stand on.

We have a vibrant and fun club. The founders had the vision, set the standard and executed the beginnings of what we enjoy today as the Utah Valley Model A Club.

My association with the board began when Joe asked me if I'd be the activities coordinator. I got to see firsthand how Robert, Clyde, Joe, Vern and Syd worked together to lead us in a positive direction.

Now it's our turn. Clyde Munson as Chairman, Greg Mack as VP, Reid and Elaine Carlson as Co-Secretaries, Brim and Diane Brimley as Co-Treasurers and Nicholas Mack as the Activities Coordinator promises to be a dream team. Can you imagine the energy in this group!

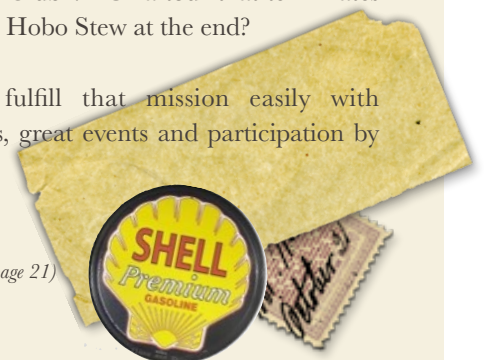
If you take a quick break here and look across the page at the top, you'll see the club's mission statement where it says: "The purpose of the club is two-fold..."

Did you read it? C'mon, go back and read it; I'll wait.

The last two words really capture my attention. Imagine how cool it would be for us to create events that include our grandkids and other family and friends- such as a "Grandkids day out with the Model A Club". Or a tour that terminates at a park with a big pot of Hobo Stew at the end?

I believe we can fulfill that mission easily with informative club meetings, great events and participation by each of the members.

*(continued on page 21)*



## 2015 Calendar of Events

### January

- 15th — Monthly Meeting, Larry H. Miller, 7:00 p.m. New officers conduct.
- 24-25 - Turlock California, 49th Annual Swap Meet

### February

- 19th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

### June

- 7-12th — 2015 MAFCA National Tour: Lobsters and Lighthouses of Maine, Kennebunkport, Maine. If you would like to know more about it, refer to their webpage at: <http://www.mainemodelafordclub.com>.
- 8-12 — “We would like to invite you to the 2015 Regional Meet, “A’s in N.W. MISSOURI” Join us for a fun-filled week of activities and tours. We will be taking road trips to scenic locations such as the Conception Abby, the Lost Creek Wind Farm and Shatto Dairy. Details and registration information can be found on regional website [www.2015regional.com](http://www.2015regional.com).”
- 23-27th — Northwest Regional Meet, Walla Walla Washington. The theme is "Wine With Us in Walla Walla." See [our website](#) for additional information.

## 2016 Calendar of Events

### June

- June 19th - 24th, **National Convention**, Loveland, Colorado, Hosts: Model A Ford Club of Colorado. Let's get as many club members going as possible.

## 2017 Calendar of Events

### September

- September 10-17, 2017 MAFCA National Tour Pacific Northwest Tour Olympia, Washington.

### The Wisdom of Henry Ford

*Wealth, like happiness, is never attained when sought after directly. It comes as a by-product of providing a useful service.*





# Christmas Dinner Meeting

REPORTED BY SYD CROCKETT

### Attendance:

Bob Anderson, Diane and Brim Brimley, Olga and Richard Burr, Elaine and Reid Carlson, Gemma and Howard Eckstein, Joe Fazzio, his son-in-law, daughter and brother, Jan and Tony Jacobs, Greg, Nicholas, Becky, and Robert Mack, Jenn, Clyde and Ian Munson, Bill and Colette Thompson, and Richard Tucker.

### Business:

- Diane & Brim received their Model A Day patches from Clyde.
- Syd, Robert, Greg, & Nicolas got their "13+" patch (Drive once a month for 12 straight months and to at least one activity) Robert Mack lead the group in the "Model A Cheer."
- Mack's have created a 2015 Calendar w/club pictures, birthdays, & meeting dates.

### Door Prizes:

- 2-Calendars to Bill Thompson & Joe Fazzio
- Red Hat Metal Sign to Gemma Eckstein
- Performance Second to None Sign to Richard Burr
- Shell Metal Sign to Ian Munson
- Sky Chief Metal Sign to Richard Tucker
- Texaco Fire Chief to Jan Jacobs
- Year Memberships to Diane Brimley & Tony Jacobs

### Auction:

- Texaco Motor Oil Sign - \$17 to Reid Carlson
- Ford Motor Co - \$25 to Richard Tucker
- Ford Sale & Service - \$17 to Jenn Munson
- No Trespasser Violator will be shot - \$25 to Steve Fazzio
- Authorized Ford Service - \$20 to Richard Tucker
- Find a Woman that..... - \$20 to Richard Burr

Calendars were also available for \$10.00. They can still be purchased at January's meeting.





**Special Presentation:**

Special Canvas of Joe's 1953 Packard in Memory of Maxine's faithful silent support to our club (Greg took pictures, printed the canvas and mounted it).

**Club Mission Awards:**

- Spirit of Good Fellowshiping: **Robert Mack**
- Resource to those who wanted & needed help: **Clyde Munson**
- Attraction Prestige Award: **Joe Fazzio**

**Specialty Awards:**

- Extra Mile Award (traveling the farthest): **Bill & Colette Thompson**
- Club Caterer Award: **Elaine Carlson**
- Heavy Foot Award: **Brim Brimley**
- Best Actor in Supportive roll: **Kelly Barker**
- Best Restorator Motivator: **Gemma Eckstein**
- Rolls-Royce to a Model A Event: **Karl Furr**
- Mr. Fashion Award: (Jackets) **Vern Cope**
- Best Supportive Actress: (Nellie) **Richard Burr**
- Cecil B. Damille Award Outstanding Movie Director: **Howard Eckstein**
- Most Distributed Car: **Greg Mack**
- His Head is under everyone else's hood: **Clyde Munson**

*Special Thanks — bases were created by Lloyd Barker & varnished by Kelly Barker, gas pumps donated by the Mack Family)*

**Special Presentation:**

Joe Fazzio presented Clyde Munson (Out-going President) a special "Thank You" for his vision, leadership & willingness to serve award:

It was a special "Model A" silver pocket watch.





# Member Spotlight

COLETTE AND BILL THOMPSON

Colette was born and raised in the San Fernando Valley in California. Yup, she was a Valley Girl. She attended Cal State Northridge for a year and decided at the last minute to transfer to BYU. This was where I met and married the girl next door.

I grew up in Provo and Orem, Utah. At age 16, my family moved near Aurora to manage my uncle's cattle ranch.

As a teenager, I delivered papers for the Daily Herald. While delivering papers one day in 1961, I spotted a 1929 Model A Ford Special Coupe (49A) for \$100. This was in the realm of possibilities for me to buy. I was counting on my Dad to aid in my defense to Mom who was less than happy about it. Two weeks later, she reluctantly gave in. Dad and I went to make the deal only to find the car was gone. Broken-hearted, we returned home.

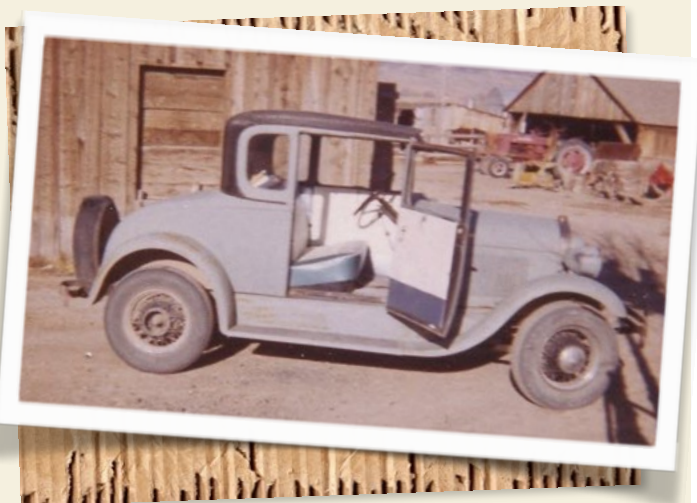
A few days later, I found out that a friend and his older brother had bought the car for \$85. At least I could help get it running. One mishap was somebody had the great idea to jack it up with a bumper jack under the front axle directly in front of the radiator without blocking the rear wheels. The car then rolled allowing the top of the jack to go into the radiator causing a catastrophic failure. A large quantity of solder fixed that, and it wasn't pretty. We got the "A" running (poorly), the brothers lost interest, and they sold it to me for \$85. I was still too young to legally drive it.

Upon getting the coupe home, I began the task of cleaning it up. There wasn't much to do, just little things like tires, battery, brakes, steering, vinyl top, complete interior, dented fenders to smooth and weld, paint, wiring to sort out and getting that engine to run properly. Dad and I spent many hours together tinkering with the old girl.

We determined that the engine needed an overhaul but discovered the block was cracked and needed replacing. The search ended in Aurora, at my uncle's house, where he had located and purchased a trashed 1931 coupe for \$15. After a little persuasion, the engine roared to life and seemed an adequate replacement.

During the late spring of 1962, I had saved enough money to have the vinyl top and interior done for \$75. The seat and door panels were done in Naugahyde with a cloth headliner. To a nearly 16 year old, it was as beautiful as any car in Hot Rod Magazine. The black vinyl top looked stunning against the light gray primer of the exterior.

When school was out in June, we moved to a cattle ranch in Aurora. By this time, I had my driver's license, and the little Ford was towed the 110 miles to Aurora. The kingpins were bad causing the car to shimmy at about 35 mph so I rode in the car to hold the steering wheel to stop the shimmy occasionally. A tow bar had been attached and it was towed by Dad's 1949 3/4 ton Chevy pickup.





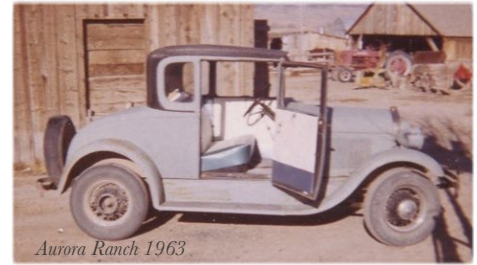
When school started, I drove the coupe almost daily the 5 miles from the ranch to Salina to school. In 1963 the car received a new paint job for the cost of \$60. It was done in a beautiful 1963 Thunderbird and Lincoln Continental light metallic turquoise blue to match the interior. With the new 600X16 tires I received as a gift from my parents mounted on 40 Ford wheels with baby moons, trim rings and Porta-Walls, it was looking spectacular.

The “little blue coupe”, as it had become known, went with me to Snow College. It was very reliable. I even drove it to Provo on several occasions. I was called on an LDS mission to England the fall of 1965. My uncle in Idaho wanted to use the car for his pharmacy as a delivery car called ‘Paul’s Pill Wagon’. My younger sister and I made the long trip from the ranch to Idaho. It was a pretty uneventful trip except for breaking the Bendix spring in Salt Lake City at a car wash. I forgot to retard the spark lever. Not to worry, the trusty Ford was easily started with the crank and then made it without further incident.

Upon returning in 1967, I was surprised that the coupe had made its way to Provo, where my cousin was using it at BYU. Nice of them to ask me. I drove it back to the ranch and enrolled at Snow College again.

In the fall of 1968, I enrolled at BYU majoring in Music Education and the ‘little blue coupe’ accompanied me. On Halloween that year, I was attending a BYU ward party where I was able to meet a beautiful little blond named Colette Hill I’d had my eye on for awhile. I asked her to go out for an A&W root beer float. Of course we drove the ol’ Ford. This developed into a romance and we were married May 31, 1969. We eventually had 6 children, all girls except 5.

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Aurora Ranch 1963



Chubbuck, Idaho 1965



Colette, Sean, Provo 1970



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Married life began in Provo in a basement apartment. Colette drove the Model A to work until her boss said that driving an uninsured car was a bad idea. The car was later insured and continued to be a daily driver to classes at BYU for me. In 1970 I was drafted, so I enlisted in the Army and was a saxophone player in the 4<sup>th</sup> Infantry Division Band at Fort Carson, Colorado. After nearly 3 years in the Army, I spent 1 year in the Utah National Guard in the 23<sup>rd</sup> Army Band while again attending BYU. The Special Coupe was once again pressed into service as a daily driver.

My first full time job was as a band teacher in Roosevelt, Utah. The coupe was driven only occasionally now as the motor was growing tired and the paint had faded. Four years later, I took a music job at Manti High School and the 'little blue coupe' followed us there. The car was pretty much relocated to a shed in the back yard where it sat for most of 30 years.

Upon retirement in 2009, I began to tinker with the car a little off and on. Finally, in 2011 disassembly began in earnest. The body was removed and hung from the rafters for about 1 1/2 years while work proceeded on the chassis. The frame was sandblasted and powdered coated along with a set of 16" wire wheels that had been acquired

over the years. The remaining parts were cleaned up by hand and painted with POR 15. Many components were restored with new parts as needed and reassembled.

April of 2014, the body was taken in pieces to Provo where it was completely stripped and brought back to its former glory and painted in its original colors of Andalusite Blue with black fenders and trim with a French Gray pinstripe and Niagara Blue Light reveals. All sheet metal remains intact that came on the car. Rust out was located in two small areas of the rear inner fenders. The painted body components were returned piece by piece to Manti where I put the car back together. I purchased and installed a new wood top and body kit. It was like putting together a jig-saw puzzle that didn't have a picture on it.



*Bill giving it a good cleaning with the garden hose 2002*

The car was then hauled to Payson where I assisted in the installation of the new vinyl top at Arrowhead Upholstery. Lebaron Bonney was sourced for the vinyl top and interior kit. With the help of YouTube, I was able to do the complete interior job by myself.

The Special Coupe was made from July 1, 1928 through June 30, 1929 (12 months). According to an article in "The Restorer" magazine, it was Henry Ford's favorite model. It is distinguished from other coupes by its full vinyl top which covers the entire top down to the belt line above the trunk. The car is equipped with a trunk rather than a rumble seat.

The car is almost finished and being driven now. We are looking forward to joining in club activities. We would like to thank all of our new found friends of the Utah Valley Model A Club.





# The Chronicles of Greg — Introduction

BY GREG MACK

For as long as I can remember, my dad has always wanted a Model A. I could never understand why he wanted such an old and extremely slow car, as speedy muscle cars is where the fun was at! Four years ago my opinion changed dramatically when my dad finally purchased his dream car. Although I still like muscle cars, this old antique quickly grew on me and I realized you do not have to go fast, have gleaming chrome, or large fenders to have fun.

After a couple years of my dad sharing his car with me, I decided I wanted one of my own so that we could go cruising around together (this was before the club started doing tours and activities). An antique car is quite an investment, so I was back and forth on whether or not I should get one. After passing up one too many good deals, I finally committed. Of course after I made that decision, there were no cars for sale that met my criteria. After about a year of searching, I found one online in the Chicago area. It was in the process of being restored when the owner passed away, so needless to say it needed some work. The pictures looked good though, and from the conversations with the gentleman selling the car for the family, it sounded good too.

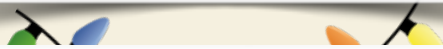
With the cost of flying out to see it being almost as much as the transportation costs to get it back to Utah, I consulted with Joe and Clyde and decided to buy the car site unseen. After what seemed like an eternity, the car finally arrived in Utah. Unfortunately it looked much better in the pictures and it needed a lot more work than we were expecting. The gentleman I purchased it from was in no way trying to deceive or hide anything, the car was just not in the shape I had painted in my head. So needless to say, the couple of months we thought it would take to get it running quickly flew out the window. Clyde graciously offered space in his garage, as well as his time, expertise and help in getting it running, a decision that I will forever be grateful for, but one that he will forever regret making. Thanks Clyde!

In these upcoming issues of the *Motometer* we will be covering the progress of my car, a 1931 standard sedan. Whether it be a totally useless piece of trivia, or maybe even some motivation to work on your own car, it is my hope that you may find something of benefit in these articles.





# Christmas Light Tour



What a great fun! Even though there wasn't any snow on the ground, the air was brisk, the skies were clear and star-studded and there was the anticipation of the time soon to be spent with friends enjoying the sights and sounds of Christmas.

On December 5th three Model A's decked out with Christmas Lights, two modern cars, as well as a classic spent the evening touring the Christmas displays of Spanish Fork and Salem. We all met in the Shopko parking lot at 7:45. Munson's and Eckstein's coupes as well as Mack's phaeton were all festoon with wreathes and other Christmas decorations. Even before leaving the parking lot people came over to take pictures of the cars. Grant Eckstein's family joined the group as well as Cliff Godfrey and his family. Bob Anderson brought the Carlson's in his classic 1964 Ford Falcon.

We headed off to Salem, lights aglow on the cars. Once we arrived, we drove around the Salem Ponds where we found homes boarding the ponds all decorated with holiday lit scenes. Out in the ponds there were lights reflecting on the water of different colored Christmas trees, white swans, sleighs, and candy canes. It was such an enjoyable sight we drove the shore road twice soaking the in tranquil mood. It caused me to ponder on the true meaning of Christmas and the reason we celebrate the birth of our Savior.

After a few pictures, which can't do justice to sights we enjoyed, we were off to Spanish Fork's Festival of Lights.



*Salem Ponds Christmas Lighting*



It really lived up to its name. In contrast to the tranquil mood of the Salem Ponds, the Spanish Fork display was indeed a celebration of lights. Entering the park we were met with music fit for the occasion. Lit candy canes decorated the fence as we dropped into a basin glowing with moving lights.

Rope lights in sequence outlined several dozen scenes depicting all aspects of the holiday season. Everything from Polar Bears floating on moving ice bergs to whales and frogs catching flying insects with their tongues lined both sides of the road. We drove our cars through tunnels of lights arching overhead. Scenes of Santa's workshop, sleigh-rides, toy soldiers and other displays portraying scenes from the Nutcracker filled the park. A nativity was located in the very center with spotlights focusing on that wondrous event from long ago.

As we drove out of the park, we were ready for some warmth and food. We pulled up in front of Kneaders just in time to make it through the line before they closed their doors for the night. We enjoyed warm soup, sandwiches, desserts and hot chocolate along with the fellowship of fellow club members.

Again the parking lot filled with on-lookers taking pictures and asking about the cars before we departed to the warmth of our own homes. I'm sure that everyone who attended were glad they did. Even the Mack's riding in a open car and lots of blankets can't wait until we do this again next year. It's a great way to end the year with our Model A friends. Join us next year, you'll see displays you might not have otherwise seen. It's a great way to get into the Christmas spirit. You'll be glad you did!

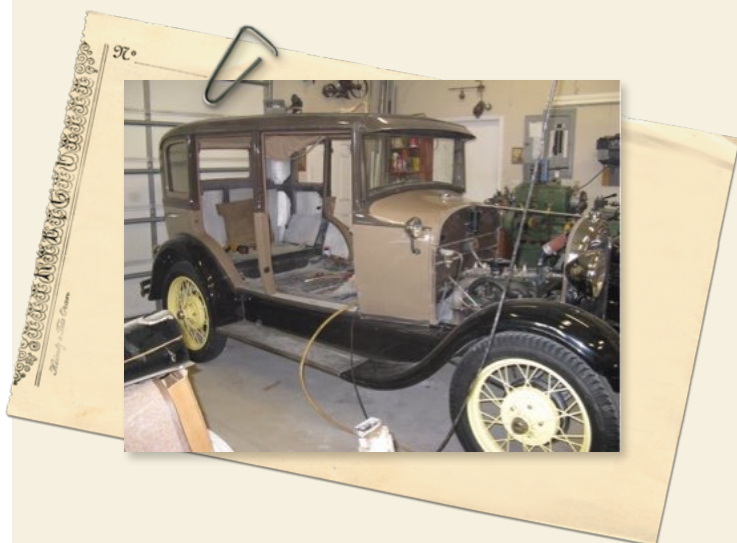


# Can You Guess?

## MYSTERY SLEUTH

### Whose Car is This?

You've seen the "after" but this is the "before."  
Whose car is it?



This is Kelly Flygare and his dad in Kelly's outstanding "new" 1929 Moss Green Pick-up.



# Out & About

Vern is making a quick recovery. He said that he arrived at the rehabilitation facility, hadn't even had the chance to try out the bed and Ecksteins arrived to visit. Several others visited during his stay. Thanks for checking up on him.

A very nice service was held for Maxine. There was a large crowd and many club members there to give their respects and support to Joe. We learned that in her younger days Maxine was quite a "hot potato!"



It sounds like Santa found his way to all the member's home. This reporter thought he'd hear about the appearance of coal in someone's stocking, but no one's talking!

Will and Peggy sent us greetings from Spain, "We wish you all a wonderful Christmas from Cáceres, Spain, and from the bottom of our hearts!"

We are getting adjusted to the area and have made new friends here. We are thankful to be able to serve the Lord as full-time missionaries and hope that we can be a blessing in the lives of the people of this community. We will miss our family this season, but we trust that both they and we will be blessed as we strive to serve our Savior."

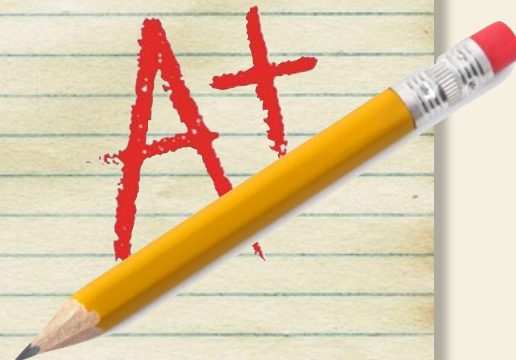


# History of the Model A — Part 15

BY TOM ELDHARDT — COLUMBIA BASIN MODEL A'S

It looks like it's a good time to see what you know and/or remember about the Model A Ford we all love and enjoy. So, this month we are going to have a little QUIZ.

1. The 1928-31 cars/pickups had \_\_\_\_\_ welded steel spokes on the rim?
  - a. 28
  - b. 30
  - c. 32
2. The 1930-31 hubcaps are \_\_\_\_\_ than the 1928-29 hubcaps?
  - a. Larger
  - b. Smaller
3. The 200.5 cu. in. engine produced \_\_\_\_\_ braking horse power at 2200 RPM.
  - a. 40 hp
  - b. 26 hp
  - c. 22 hp
4. The Emergency Brake handle was located in \_\_\_\_\_ different places during production.
  - a. 1
  - b. 2
  - c. 3
5. The difference between a radiator cap and a gas cap is;
  - a. There is no difference, they are the same cap.
  - b. Radiator caps are vented, gas caps are not vented.
  - c. Radiator caps are not vented, gas caps are vented.
6. The difference between the 1930 speedometers is:
  - a. The early 1930 is oval, the late 1930 is round.
  - b. The early 1930 is round, the late 1930 is oval.
7. Model A Fords in the U.S. were produced during:
  - a. 1928-31
  - b. 1927-32
  - c. 1927-31
  - d. 1928-32



The following are YES (Y) or NO (N) questions -

8. Y/N - All Ford dealers had a monthly quota of authorized parts to sell.
9. Y/N - All Ford twolight headlamps had two bulbs in them.
10. Y/N - All steering wheel columns are attached to the bottom of the gas tank.
11. Y/N - Cowl areas of 1928-29 Briggs Fordor body look similar to the 1930-31.
12. Y/N - Cars with cowl lights used single bulb headlights.
13. Y/N - Rims could always be factory ordered in body matching colors.

Answer Key: 1b, 2a, 3a, 4c, 5c, 6a, 7b, 8Y, 9N, 10N, 11Y, 12Y, 13N

## How to Install New King Pins

by Tom Endy of the Orange County Model A Club

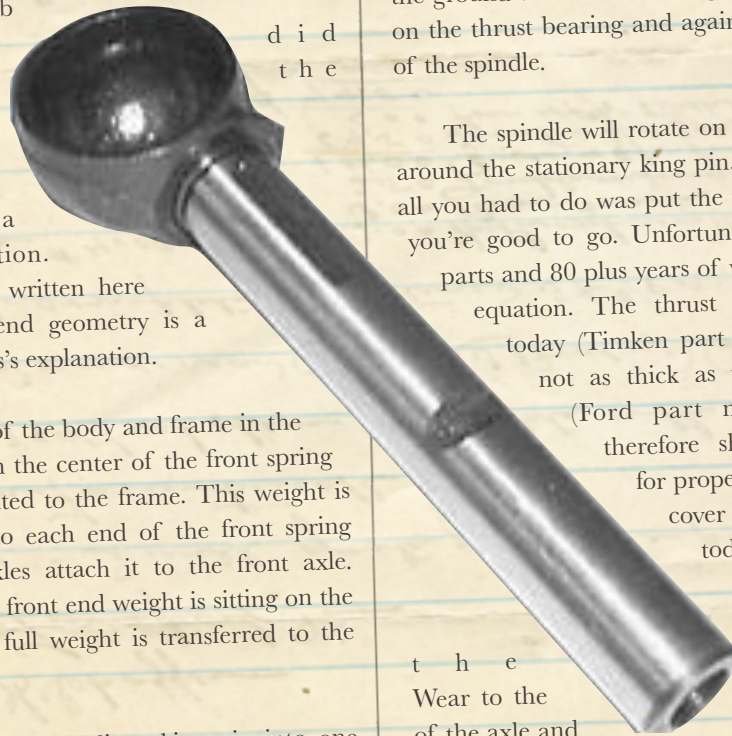
There are many articles written about how to install new king pins in a Model A Ford. However, unless you fully understand the geometry of the Model A front-end, there may be an element of doubt concerning whether you did the job correctly. Since I did not understand front-end geometry, I turned to Les Andrews for a proper explanation. Most of what is written here about the front-end geometry is a paraphrase of Les's explanation.

The weight of the body and frame in the front is resting on the center of the front spring where it is U-bolted to the frame. This weight is transferred out to each end of the front spring where the shackles attach it to the front axle. Therefore all the front end weight is sitting on the front axle. This full weight is transferred to the king pins.

To test the theory, slip a king pin into one end of the axle, without the spindle installed, and install the locking bolt, the king pin is now an integral part of the axle. It is easy to see that the weight of the axle will now be applied to the bottom side of the king pin flange. The king pin is locked in place in the axle and does not rotate.

Directly under the king pin flange a thrust bearing will be installed. The weight will now be on the thrust bearing and it will sit on top of the top surface of the spindle when it is installed. When the wheel is on the car and it is sitting on the ground the front-end weight is pressing down on the thrust bearing and against the top surface of the spindle.

The spindle will rotate on the thrust bearing around the stationary king pin. One would think all you had to do was put the parts together and you're good to go. Unfortunately reproduction parts and 80 plus years of wear enter into the equation. The thrust bearings available today (Timken part number T-83) are not as thick as were the originals (Ford part number A-3123), therefore shims are required for proper fit. The repo dust cover retainers supplied today are incorrectly made and will interfere with installation. Wear to the mating surfaces of the axle and spindles are also a factor. All these variables must be taken into consideration when installing new king pins.





When installing new king pins the first effort should be to determine how many shims are needed under the thrust bearing. To do this install the king pin, the thrust bearing, and the spindle. Leave the dust seal off. Lock the king pin to the axle with the locking nut and bolt. Rotate the spindle and see how freely it rotates. Note any up and down movement. You will probably have up and down movement so add one or two shims.

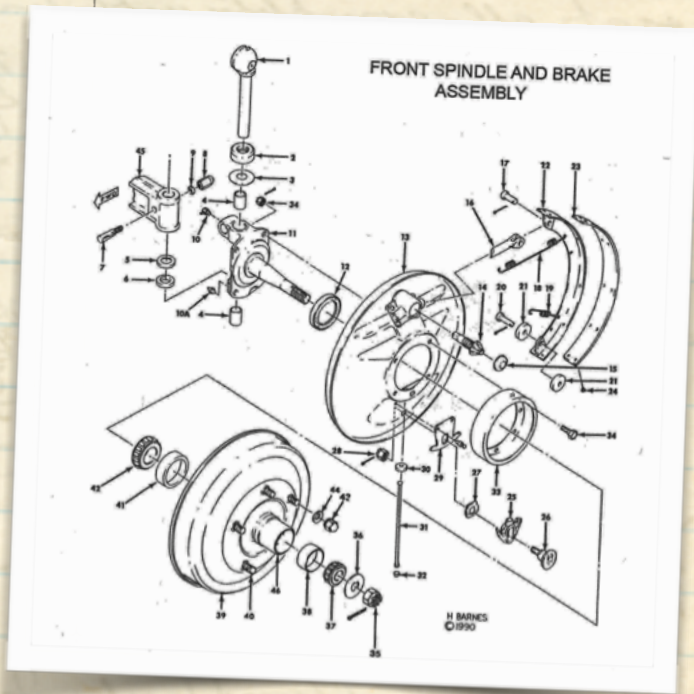
Check it again. Add shims until the spindle seems to be binding and not turning freely. Remove a shim if that is the case. The shims will take up the free space that is between the bottom of the thrust bearing and the spindle. This free space is created by the lack of proper thickness of the thrust bearing and any wear that has occurred on the mating surfaces of the axle and the spindle.

Bratton's Antique Auto claims to stock a repo metal dust cover that is made to the original Ford drawing. That may be the case, but it still may not fit properly due to wear to the axle or spindle surfaces

Les Andrews says to leave them out completely. If you are a purest you may not want to do that. My advice is to go ahead and try to install them. If they interfere, remove them and grind the lip down a little bit.

When you think you have the proper amount of shims installed and you think the dust cover is not interfering, there is a way to test it. With the car still sitting on jack stands, place a floor jack under the end of the spindle near the threaded end and run the jack up to put pressure on spindle. This will simulate the wheel being installed and the car sitting on the ground. With your fingers try to rotate the thrust bearing. You should not be able to move it.

Do the same with the dust cover; you should be able to rotate it. Correct installation of king pins, along with correct adjustment of the front wheel bearings is essential to safe proper steering.



Exploded view compliments of Bratton's Antique Auto

# Introducing the Golden Wrench Award

BY HOWARD ECKSTEIN

Somebody said that it couldn't be done,

But he with a chuckle replied

That "maybe it couldn't," but he would be one

Who wouldn't say so till he'd tried.

—Edgar Guest

"I did it myself!" Nothing prouder is said by those who have finished something they'd started. And to recognize those who have tried and learned how to fix something on their Model As, we proudly announce the Golden Wrench Award.

We introduced the Golden Wrench Award at the November club meeting and received a positive endorsement from the members. So starting now, in January 2015, the Golden Wrench will join the 13 award as a mark of achievement.

Even if you have done something in the past and have the pictures and the story, submit it. There's no limit to the number of Golden Wrench awards you can earn.

Here's how to get it:

- Fix something on your Model A. Help from a mentor is encouraged but not necessary.
- You have to have done the work yourself.
- Take photos of your project.
- Send an email to [h\\_eckstein@hotmail.com](mailto:h_eckstein@hotmail.com) with a description of your experience with who helped you. Be sure to include photo files. We'll publish it in the *Motometer*.

For each submission you will receive a certificate suitable for framing. You will also qualify to purchase a patch to wear on your Club shirt or jacket. Patches are \$5.00 each.

With our Model As needing constant tinkering, it's easy to imagine a stack of Golden Wrench patches running down the arm of your coat. We'll have a sample of the patch at the January Club Meeting.





# The First Golden Wrench Recipient

**GEMMA ECKSTEIN**

**Candidate: Gemma Eckstein**

**Project: Repainting Our Car**

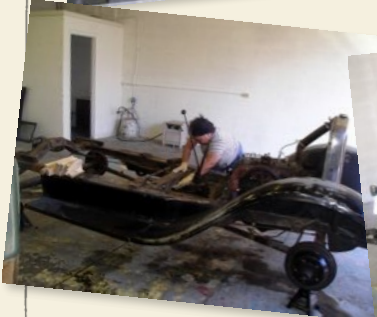
**My mentor: Howard**

**What I did:**

I helped Howard disassemble and prepare our car for bodywork and paint. Howard showed me how to clean and sand the dirty old metal and the spaces where dirt had collected so the car could be painted. I sanded the fenders and cleaned the chassis.

I organized and labeled the nuts and screws that came off the car so it would be easy to find them when time came to reassemble it. That was my idea! I removed the front seat and took it apart so new wood could be put in and I could paint the metal parts black. I removed the steering column and de-rimmed the tires so the wheels could go to the sandblaster.

I've never done this kind of thing before. I learned how to use wrenches and a screwdriver. Now I know how our Model A is put together. I also learned that being a mechanic is hard work!





# Ladies Fashion Journal

## WHAT WILL YOU DO TODAY?

by Mary Carlson  
compliments of MAFCA  
fashion committee

If you are a Model A era housewife, and today is Monday, then your schedule may look like this - says the January 1930 issue of *Fashion Service Woman's Institute* magazine,

6:30 to 7:00 AM	Rise and dress
7:00 to 7:30 AM	Get breakfast
7:30 to 8:00 AM	Serve breakfast
8:00 to 9:00 AM	Clean kitchen
9:00 to 9:30 AM	Make beds
9:30 to 10:30 AM	Clean lower rooms
10:30 to 11:00 AM	Start luncheon
11:00 to noon	Start dinner and complete luncheon
12:00 to 12:30 PM	Serve luncheon
12:30 to 1:30 PM	Clean kitchen
1:30 to 2:30 PM	Plan next day's meals
2:30 to 3:30 PM	Prepare clothing for washing
3:30 to 5:00 PM	Recreation period
5:00 to 6:00 PM	Prepare dinner
6:00 to 7:00 PM	Serve dinner
7:00 to 7:30 PM	Clean kitchen



Housedresses of the period are usually made of cotton and will have some sort of pretty trim or feature, so that the housewife can feel attractive while she carries out her daily chores.



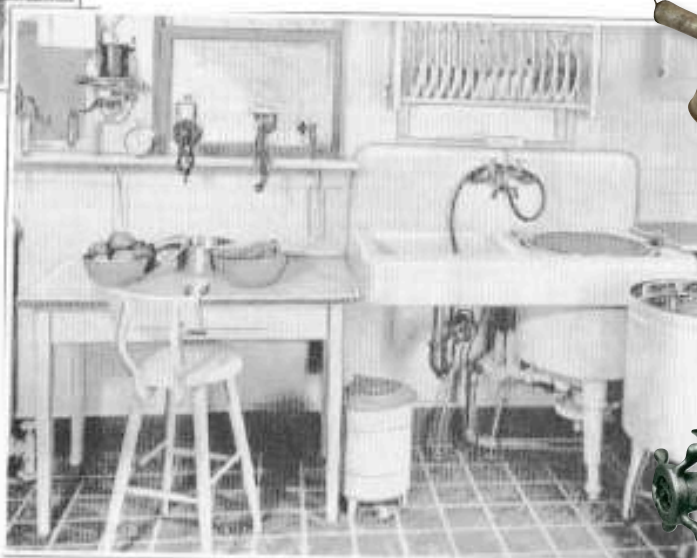
1929 Women's Daytime Dress McCall 4903 Size 40

Should you wish to reproduce an era housedress, you may obtain a pattern by ordering through the MAFCA website. The one pictured here is in the Pattern Project catalog.

[http://www.mafca.com/patterns/patterns\\_womens\\_d\\_home.html](http://www.mafca.com/patterns/patterns_womens_d_home.html)



The list of chores looks daunting and repetitive. However, there are some labor saving devices available to the Model A era woman. In magazines of the period, you will see ads and articles about oil ranges, automatic water heaters, ironing machines, dishwashers and effective soaps. If you work outside the home, you will have to budget your time more skilfully than the woman who is at home all day. Realize that you will have to lower your standards and/or have help and/or eliminate some tasks altogether. After all, you only have a limited amount of strength and energy.



The top photo is of a convenient home-made dishwashing arrangement. Note in the lower photo that there is a built in dishwasher in the right side basin of the double sink. A second dishwasher is in front of the sink. This is taken from the January 1929 issue of *Modern Priscilla* magazine. Picture in the bottom right is a "modern cookie testing kitchen. The photo in the top right is a 1931 GE trade show of new kitchen appliances.



# The Day My Model A Disrupted Class

BY HOWARD ECKSTEIN

During my college years, I did my student teaching at the Venice High School Print Shop. I drove my Model A at least 100 miles every day. It was 33 miles from my house to Cal State LA; from there to Venice High another 33 miles and the same distance from Venice back home. All of this travel was on freeways and busy surface streets through the rush-hour traffic of Los Angeles.

My Model A became a fixture at the school, so I was well-known by the students and teachers. Sometimes, I would be asked to substitute teach in the auto shop or metal shop; diversions I enjoyed.

One day, while rushing from the University out to Venice for my late morning classes; I found myself on the big long interchange overpass from the Harbor to the San Diego Freeway. I was doing fine keeping up with the traffic at 55 miles per hour when all of the sudden I heard a loud bang and everything went shaky.

I pulled over to the side of the road, lifted the hood, saw the water streak behind me and one of the blades of my fan missing. Included in the damage were a dent in the side of my hood and a 3-inch gash in the bottom of the top tank of my radiator. Fortunately the water pump survived the ordeal. I knew I didn't want to pump out what was left of my water, not to mention an out-of-balance fan, so I removed the fan belt. It was another 3 miles to the school. I fired up the Ford and drove all the way there with grim determination, arriving with a full head of steam.

I drove directly into the Auto Shop compound, steam and all, right during the middle of class. Of course, this kind of interruption didn't go unnoticed and soon all the students left their assignments and

started milling around with morbid curiosity while I told my tale of woe.

The instructor broke up the huddle and assigned some students to me to get my car repaired while he regained control of the class.

I'd heard about the propensity for original Model A fans to fly apart, so I had installed an aftermarket four-bladed affair. Now it was a proven failure. I had one of the students cut off the blade opposite the missing one, thus making it into a two-bladed fan.

In the meantime another student helped me remove the radiator so we could solder a patch to the bottom of the tank. The instructor found a piece of sheet copper at the metal shop and we were in business.

Within two hours, the car was back together, there were no leaks in the radiator and a few students had learned how to perform emergency repairs on an antique car.

I was proud of those kids; they did a great job. I never replaced that radiator as it performed just fine, and I ran that two-bladed fan right up until I sold the car.





## Classified Ads

**Tony Jacobs** has a number of Model A parts for sale. If you are looking for something contact him. He may have just what you want. His phone number is: (801) 796-0396

**Robert Barney**, of the Cedar Breaks Model A Club, is looking for a set of spindles and hubs for a Model A front axle, if anyone has these items please contact Robert at 435-559-6843.

**Cliff Godfrey** is looking for a 1930-1931 Coupe. If you know of one for sale please call him at: (385) 210-5373 cell.

## Message from President

(continued from page 2)

They say all the ideas aren't in one head. I look forward to seeing what Nicholas has up his sleeves. I'll bet he has more tricks than a three-armed magician. Clyde is the Master Model A Mechanic with stories for every occasion; most of which are true. Reid and Elaine make a great team. I can see Elaine taking a lead in the fashion and crafts segment. Greg's graphics creativity has earned awards and Brim & Diane bring a lot of enthusiasm to the party.

This is our club. Everyone's ideas are valid. We can do whatever we want so long as it isn't illegal, immoral or dangerous. We might fudge on dangerous.



### Model A Ford Club of America Membership

To join you can call: (562)-697-7212; mail your payment to the address below or join online at: [https://mafca.com/cart/index.php?mafca\\_new\\_member=yes](https://mafca.com/cart/index.php?mafca_new_member=yes).

“Your chapter will soon be receiving the annual chapter renewal form. It is important that this form be filled out to verify the club's intention to remain a MAFCA chapter. Being a MAFCA chapter has many benefits, not the least of which is the insurance that MAFCA provides. MAFCA provides Directors and Officers (D&O)

Insurance and General Liability Insurance for all of its chapters. Again this year, we are invoicing all chapters for \$75 along with their renewal. MAFCA still picks up over half of the cost, but if we can get all chapters to contribute, we can continue to provide coverage. The coverage provided by MAFCA is a real bargain for the price and allows chapters to have coverage they might otherwise not be able to afford.”

## Parting Thoughts

Once more I would like to wish everyone “A” merry Christmas. You really can't have “A” merry Christmas without an “A”. So while you are buying gifts remember your “A” and buy it something as well.

Howard Eckstein

What a Wonderful Life...





# UTAH VALLEY

*- Model A Club -*

## MOTOMETER

PG 23





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