



# UTAH VALLEY

## Model A Club

THE MOTOMETER

Vol. 5

No. 10

October 2017

**IN THIS EDITION:**  
**MEMBER SPOTLIGHT**  
 JH Hadfield  
 Drilling the Distributor Shaft  
 BRUSHES W/  
 THE LAW IN A  
 MODEL A

VINTAGE  
 IRON CHEF  
 COOK-OFF

MAFCA Newsletter of Distinction 2016  
 MAFCA Newsletter of Merit 2015  
 MAFCA Most Improved Newsletter 2014



### WHAT'S INSIDE

- |   |  |                                      |
|---|--|--------------------------------------|
| 3 President's Message                     | 8 Member Spotlight<br>JH Hadfield                    | 19 2018 National Convention          |
| 4 Calendar of Events<br>October Birthdays | 10 Vintage Iron Chef Cook-off                        | 20 The Fashion Journal               |
| 5 Heard it Through the<br>Grapevine       | 14 Brushes with the Law                              | 22 Classifieds                       |
| 6 September Club Meeting                  | 17 Sanpete County Fair Car Show                      | 23 MAFCA News                        |
|   | 18 Drilling the Distributor Shaft for<br>Lubrication | 24 "Now a Word From Our<br>Sponsors" |





## 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 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 on the 3rd Thursday of each month at 7:00 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo

## 2017 Club Officers

### CLUB OFFICERS

Board Chairman	Nicholas Mack	kcam1999@yahoo.com
President	Reid Carlson	rcarlson1964@yahoo.com
Vice President	Greg Mack	gregmack02@yahoo.com
Sec/Historian	Howard Eckstein	h_eckstein@hotmail.com
Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Photographers	Greg Mack Allison Mack	gregmack02@yahoo.com windjamer9945@yahoo.com
Activities	Clyde Munson	bjerg_menneskene@yahoo.com
Awards	Kelly Barker	rustycarkb@yahoo.com
Newsletter	Robert Mack	mack4759@yahoo.com



Don Ius, photographer



# A Message from Our President

BY REID CARLSON

Dear Club Members,

Our Summer is coming to an end with the beautiful fall colors in the mountains. It certainly was very scenic during our manifold cook-off event up Provo Canyon. I would like to congratulate the Thompson's for taking first place. I am sure most of it was due to the culinary skills of Collette, but Bill's driving ability kept the temperature just right for a perfect meal. Pat Hansen came in second place. Even though Renae was not there, we are sure that she had much to do with the meal.

The activity above is what our club is all about. We liked driving around in our Model A's as a group, but I think most of us enjoy the times when we stop along the way to visit and strengthen our friendships with each other. That is what we are all about.

I would also like to point out that our best attended club meeting was in September. We had a crowded room with over 30 people present even though some of our regular attendees were unable to make it. We are also grateful for our new members who recently joined. We really look forward to getting to know you better.

As you know, the Fall season is ushered in with Halloween this month. The common phrase by the costumed goblins that run around that evening is Trick or Treat. That is actually an old phrase from the 1930's Model A owners. As you know, Model A's are pretty robust, most of the time, but once and a while they "Trick" the drivers with a confusing mechanical problem that is usually resolved with a modest effort, but then they are running and as always they are a "Treat" to drive. Even bystanders will usually pause to

give a thumbs up as we pass by. The Hawaiians have a special greeting of Aloha! Our greeting is Ah-ooo-Gah, which always brings a smile to others.

Mark your calendars for our Murder Mystery in either period attire or best dress. This year we are going to add a professional photo booth (photos will be free of charge) to capture the moment as we all step back into the 20s and 30s for the evening. The date is Saturday, Oct. 28, 2017 at the Am. Fk. Senior Citizens Center on 54 East Main Street (next to the city park).

"Ah-ooo-Gah",



## 2017 Calendar of Events

### October

- 4th-7th — Annual Hershey Swap Meet, Hershey, PA
- 14th — Fall Color Tour with the Copper Classics Chapter of the Veteran Motor Car Club of America, Fairview (150 N. 800 E at 11:00 a.m.)
- 19th — Club Meeting, 7:00 p.m. Larry H Miller Ford, Diane Brimley will give the TechTalk on ladies fashions.
- 28th — Murder Mystery, 6:00 p.m. Senior Center, American Fork
- 28-29th — Cedar City Heritage Festival, parade, arts and crafts, concerts, vendor booths and food

### November

- 14th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk about Model A accessories by Joe Fazzio
- 29th - Dec 3rd — Annual MAFCA Awards Banquet, Oklahoma City, Oklahoma. Information available at: <http://www.soonermodela.org/mafcaawardsbanquet.htm>
- Progressive Dinner, details TBA

### December

- Annual Club Christmas Dinner and Awards Meeting, TBA
- Christmas Light Tour, TBA

## 2018 Calendar of Events

### June

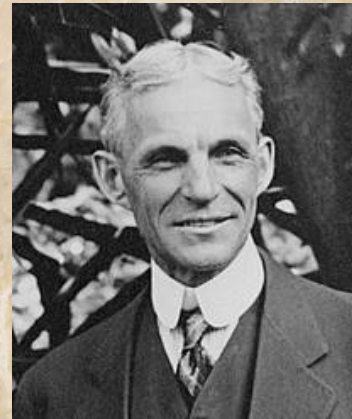
- 24th -29th — Reno-Sparks, Nevada, MAFCA National Convention, to read more about it visit their webpage at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>

## 2019 Calendar of Events

### October

- 7th -11th — Canyonlands Hub Tour, Kanab, Utah, <https://www.youtube.com/watch?>

### *The Wisdom of Henry Ford*



*Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young. The greatest thing in life is to keep your mind young.*

**HAPPY BIRTHDAY**

**Connie Pope – October 5th**  
**Grant Eckstein – October 19th**  
**Tony Jacobs – October 22nd**  
**Bob Anderson – October 26th**  
**Roger Davis – October 29th**







# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Roger Davis** brought it to our attention that we can add another gas station to the list of stations selling ethanol-free gas. The table to the right is a current list of the stations.

The latest tally going to the **2018 National Convention Reno** is 15; Atkinson's, Mack's, Eckstein's, Davis', Munson's and Carlson's. Don't miss out. Come and join in the fun and excitement of seeing 400+ Model A's running a tour together, riding on steam trains, and visiting car museums. Come enjoy car games, fashion shows, swap meets and more. See page nineteen for more details.

**Bob and Janell Todd** are running away from home again. They are going to be serving another mission (this one is their third). This time they are going to be working at the LDS temple in Tahiti.



**Greg Mack** built a body cart to put his Model A on, this will help make it easier to work on and move it around. He had been trying to figure out how to get the body onto the cart for a couple of months. His neighbor came to the rescue with a utility truck crane. Greg hopes to repair the sub frame and floor pans this winter and start body work in the spring.

City	Station	Address
American Fork	Maverik #516	1078 E State Rd
Lehi	All About Fuel & Food	1750 W Main St
Mapleton	Gas and Go	48 N 1600 W
Mt Pleasant	Big Pine Sinclair	115 N State St
Orem	Fast Gas	1091 N State St
Orem	Will's Canyon Stop	1565 E 800 N
Pleasant Grove	Murphy Express	1679 W State St
Provo	Adventure's Fist Stop	325 S State St
Provo	Maverik #523	1530 N State St
Saratoga Springs	Murphy Express	1534 Commerce Dr
Spanish Fork	Fast Gas	835 N Main St
Spanish Fork	Sinclair	720 N Main St
Spanish Fork	Fleet Station	1873 N Main St





# September's Monthly Meeting

### Attendance:

Reid and Elaine Carlson, Howard and Gemma Eckstein, Tony Jacobs, Clyde Munson, Pat Hansen, Nicholas and Greg and Robert Mack, Brim Brimley, Wayne and Jan Atkinson, Bill and Colette Thompson, Ron and Ellie Sessions, JH Hadfield, Bob and Janell Todd with grandson Andrew, Richard Tucker, Dick McCulloch, Sid Crockett, Brian Lindenlaub, Kenneth Johns, Larry Taylor, Roger Davis, Vern Cope.

### Guests:

Mark Jackson — Provo Freedom Festival, Rob Sibley and Zach Olson — BYU Broadcasting. Bill Poel, Rich Townsend and Bruce Bogges — Salty A's.

### Club Business:

**President Reid Carlson** presided and conducted the meeting. He welcomed the standing room only crowd. Because of the number of new faces, he went around the room and had everyone introduce themselves.

**New Member Mike Carlton** is the son of Wayne Carlton who, along with Howard Eckstein, recently finished the restoration of his 1929 Tudor. Welcome Mike!

**Treasury:** Brim gave us an accounting of the monies in our coffers. We have \$2101.72 in savings and \$194.76 in checking.

**Mark Jackson** expressed his appreciation to the club for participating in the Provo Freedom Festival Parade. The parade crowds really enjoyed seeing the cars and expressed their pleasure to the parade committee. They would like us to participate again next year. He also passed along the word that BYU would like us to help out with their homecoming parade on Saturday, October 7th at 9:00 a.m.

**BYU Productions:** Rob Sibley and his crew at BYU are filming a documentary about Walter Frederick Morrison, the inventor of the Frisbee. The idea came to him in 1937, while throwing a popcorn lid in the park with his girlfriend. Rob wants some of the club's cars in the park scene as a backdrop.

**2018 National Convention** will be here before we know it. Registration for some of the events is already full. If you are interested in attending, it would be wise to sign up as soon as possible.

### 2017 Club Goals:

President Carlson has outlined four goals he would like us to strive toward:

1. Get all club member's cars running and on the road before the end of June.
2. Have an activity where everyone's car is in a club photograph.
3. Develop a 90th anniversary/celebration gift for the Model A's as they each turn 90 years old.





Up-coming activities:

September 23rd: International Model A Day and the Iron Chef Manifold Cook-off. We will be leaving the Orem Harmon's at 10:00 a.m. and heading up Provo Canyon to Vivian Park. Bring your manifold dinner and attach it to your manifold at Harmon's. The drive will be about 25 miles, so if you think your meal won't cook within that distance, you may want to wire it to your manifold earlier.

October 7th: BYU Homecoming Parade at 9:00 a.m. For those participating, we need to meet at the north parking lot of the Marriott Center. Reid will have the details.

October 14th: The Copper Classic fall colors tour will be held in Fairview. Several clubs have been invited to attend. We will meet at the Atkinson home in Fairview (150 N 800 E) at 11:00 a.m. Bring a picnic lunch to enjoy.

October 28th: Murder Mystery Dinner will be held again at the American Fork Senior Center. This year we have booked the upstairs room. It will be a potluck affair. Dress in period dress because we will have a photo booth to snap pictures of you and your spouse.

December 2nd: Annual Christmas Dinner will be held on Saturday, location is still unknown.

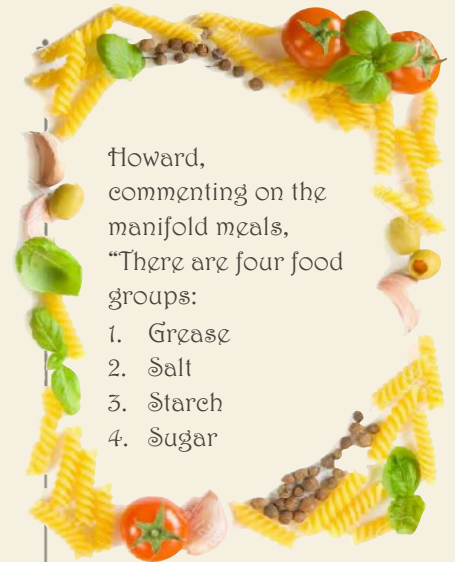
TechTalk:

The Model A Ignition System was the topic of Bob Todd's TechTalk this month. He had a Power Point that gave an overview of the car's ignition system and its key components. Then Bob got into the specifics of setting points and timing the engine. He went over three different ways to do it. There is the process explained in the Ford Manual, the Les Andrews' way and the faster and the simpler New-Rex method.

Bob explained the pros and cons of each method and gave some tips and precautions when timing the ignition. Brian Lindenlaub and Greg Mack both won prizes for attaining perfect scores — 100%! Bob gave a great presentation.

Refreshments:

We want to thank Dick McCulloch for providing the refreshments. When he signed up to provide them, he didn't know his son would be visiting from out of town. But he held true to his commitment and dropped them off before leaving to be with family. Thanks Dick.



Howard, commenting on the manifold meals, "There are four food groups:

1. Grease
2. Salt
3. Starch
4. Sugar

# Member Spotlight

## JH HADFIELD



James Hadfield has a 1929 Tudor Sedan he acquired in 1972. He is the second owner of this car, having bought it from a dry cleaner in Murray who used it for making deliveries.

JH, as he is often called, says that his favorite memories of the car were the Sunday afternoon trips to get ice

cream with his family of 4 children and Elaine his companion. He drove the car for some time until the engine developed a dead cylinder and was set aside until he could do something with it. After nearly 40 years, the engine was sent to Bud Cheney in Idaho for rebuild and brought back to Utah but not installed. JH noticed many problems with the car's frame and decided to take the whole chassis up to Cheney for restoration. The engine was transported back to Idaho so it could be placed in its frame before bringing the whole assembly home.



Before taking the chassis north, JH had removed the body and started some work on a few rusted-through spots. Aside from some bondo and primer, the car was still coated in the beige paint applied by the previous owner. Fenders were sent out to a body shop for restoration and made ready to attach to the frame.

Last fall, JH was having trouble installing the gas tank after having had it cleaned by a radiator shop. Howard, from the club, went down to help him with this project. One thing led to another and with some help from Cliff Godfrey, Howard finished the restoration of the car, including painting it the factory two-tone Vagabond and Rock Moss green color scheme. Fitted with 16 inch rims, the car looks and runs great.

This was not JH's first old car. He started out with a 1930 Model A Deluxe Coupe that he bought for \$20. He started converting it to a hot rod, but the vicissitudes of life prevented its completion. After this, he obtained a 1934 pick-up truck and had it chopped three inches and fitted with a V8 engine. Throughout his courting years, he had and still has a 1950 Mercury 4-door sedan. This car has been professionally restored and is painted dark green.



Besides having an interest in old cars, JH has amassed what is arguably the most complete collection of Utah license plates found anywhere. What started out as a collection of plates from his dad's cars prior to 1957 when they were replaced with new plates each year, to



the plates taken from his own cars after that, he has filled in with just about every version of plate issued by the state. His collection starts with a 1909 dash dish that predates the license plates we are familiar with. Prior to 1915, the production of license plates was the responsibility of the car's owner. Two engraving shops

in Salt Lake City would produce for their customers plates made of copper and plated with nickel. JH has some of these and has collected at least one plate from every year to today's offerings of 62 possible plate combinations. They are all on display around the inside of the barn near his home where his Mercury and Model A are berthed.



JH had a successful military career of 30 years; first as an enlisted man, then as a commissioned officer, leaving the service as a full colonel in 1993. During those years as a combat engineer, he served in Korea and Germany.

After the service, JH worked as an Engineering Department Supervisor for American Fork City until his retirement. Not to sit around very much, JH ran for and was elected Mayor of American Fork in 2009 and started his first term on January 1 2010. JH is finishing up his second term which will end on December 31 of this year.

Life is not without challenges and that is true for JH. He has lately been battling cancer, having

submitted to a medical regimen that occupies much of his time and energy. One of the things on his bucket list was to drive his own Model A in the American Fork Steel Days Parade before he finished his term as mayor. That dream was realized last July when, in his freshly restored Model A, he led a train of 17 other cars from the club who came out to support him and participate in the accomplishment of this big goal.

JH and his wife are the same age and have known each other from the beginning. Both their mothers were in the same hospital bringing JH and Elaine into the world two days apart. JH says he can't exaggerate about anything regarding his youth as Elaine stands as a witness to the truths of his assertions. They've lived in the same house for 52 years and may well be considered among the most distinguished citizens of American Fork.

We're happy to have JH in the club; he has helped us on occasions when we needed his facilities at his barn for lifting bodies off of chassis, to reserving the American Fork Senior Center for our Murder Mystery Dinner last year and for the upcoming one for this year. When you see JH, thank him for all he has done for our club.



*Howard Eckstein, author*

# The Vintage Iron Chef of 2017

BY HOWARD BECKSTEIN

Any restaurant worth its salt would be proud to offer a menu with the dishes presented at this year's Fall Colors Tour and Vintage Iron Chef Cook-off. Although three contestants vied for the honors, other members of our club exercised their culinary creativity devoid of the additional anxiety of expert scrutiny.

Manifold cooking is a challenge even under the best of conditions. The dynamics of up and down hills, unpredictable stops at traffic related obstacles, cooling air from the fan, variations in the heat from the exhaust manifold due to the placement of the food upon it, and the ambient temperature of the day on which the attempt is made all combine to raise the stakes (not steaks) in a cooking competition of this nature. Those Iron Chefs on TV act like their creations are so marvelous. But what they don't tell you is that they have control over the heat and time their offerings are subjected to.

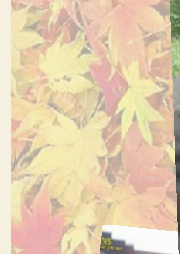
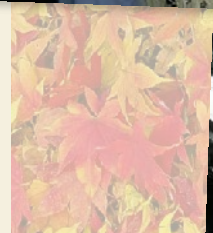
Our excursion into South Fork Canyon was scheduled for the 23<sup>rd</sup> of September. This was a gamey choice on the part of the planners; Mother Nature gets cranky and unpredictable this time of year. Fortunately for us, she held off the rain and just left us with the cold. In fact it was so cold that most of the contestants had trouble getting their food up to the temperature at which cooking occurs.

Poor Syd Crockett was unable to get her kabobs past the defrosted stage by the time the tour reached its destination. In fact, they may have gotten colder with the weather and the fan blowing chilly air on them.

Gemma Eckstein made meat loaf and au gratin potatoes which turned out surprisingly well considering sauce and garlic leaked out all over Howard's manifold and muffler. He won't need one of those little trees hanging from the choke rod for a while since the coupe interior will likely smell like French cuisine for the next month.

Pat Hansen employed his unpatented Smokey Joe ovens and attached them to his heater manifold which are nearly hermetically sealed and runs the risk of explosion at speeds over 50 miles per hour (hence the name Smokey Joe). Out of everyone in the whole club, he has the only manifold cooking device that requires a wrench and a college degree in engineering to open it. The rest of us just use aluminum foil and bailing wire.

Our club president, Reid Carlson, brought out a gigantic wad of prepared food that required two hands to carry that wouldn't fit on







the manifold of a 16-wheeled troop carrier. He had to unwrap 30 feet of foil to get to the individual parts of Elaine's masterpiece so as to arrange them on the narrow manifold of their Model A named Betsy.

Nicholas and Natalie Mack made chicken strips and hashed brown potatoes with veggies. We are sad to report that the dinner was overcooked.

Greg Mack and his aunt Allison Mack both needed to cook their entrées so they found a creative way to share heating time on their manifold. They started out from Mapleton with Greg's Ranch Chicken, baked potato and bacon recipe wrapped in foil and wired down according to Hoyle. They cooked it all the way to our meeting place at Harmon's Grocery store parking lot in Orem, a distance of 15 miles that requires 30 minutes to cover; with Ironton Hill on the way which requires extra work by the engine thus resulting in an increased temperature of their car's manifold. In short, their first batch was incinerated; this being occasioned by their late start and unwillingness to stop to turn their food over. Allison was next with her package of hamburger, potatoes, carrots and onions that cooked to perfection between Harmon's and Vivian Park. At Vivian, Greg made his second attempt with a spare batch of his Ranch Chicken recipe which he cooked from there to Big Springs Picnic pavilion with Allison's meal wired to the top of his dinner to keep it warm.

Somewhere in all of this, Brian Lindenlaub, who hitched a ride with Nicholas, warmed up a Taco Bell Burrito that confused some of the other contestants as being a remarkable outcome for a first-time manifold chef.

As you can see from the above examples, manifold cooking is much more than it is cracked up to be.

No event of this scope would be possible without the expert judging brought to the competition by Don and Cora Ius. This is Cora's third year as our judge and Don's debut. Using a criteria sheet developed last year by judge Ernie Silva, Don & Cora approached the offerings with a fork and a clipboard. They looked so serious that everyone competing held their breath in anticipation of the final tallying of points.

Before revealing the winner of this year's contest, we should explore the various menus presented for competition by Pat Hansen,



Reid & Elaine Carlton and Bill & Colette Thompson. They were exquisite. In fact, there aren't sufficient adjectives to describe their august gastronomic delights.

Pat opened his Smokey Joe ovens to set out a plate of jambalaya, garlic shrimp, bacon & almond green beans and apple crisps. Pat is convinced that one of the judges, being Italian, didn't fully appreciate the preponderance of garlic in his dishes, thus docking points in a wholly capricious and subjective manner. Pat has made a mental note to himself to use less garlic next year.

Reid & Elaine took their inspiration from the American Southwest and presented a fine plate of steak and sautéed peppers in burritos with a side dish of Spanish Rice.

Sanpete County Marinated Bar-B-Que Turkey, mixed veggies containing zucchini, yellow squash mix and red bell pepper provided a culinary color wheel that dazzled the judges. And don't forget the long string beans. Bill & Colette's Manti Madness was so amazing that the rest of the gang held a moment of silence just in admiration.

A harvest-themed tablecloth was spread by one of the contestants who in good sportsmanship permitted her rivals to set their plates out with potted flowers, napkins and real silver for the consideration of the judges. Nothing in the way of aesthetics was withheld.

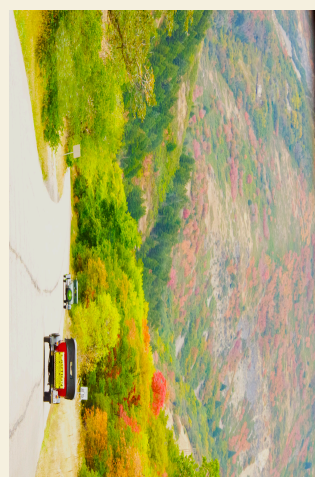
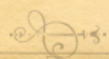
After thorough consideration and the tallying of the points by the judges, it was announced that after three years of hard work and effort and two previous years of disappointment, our Manti Mavins laid claim, albeit by a small margin, to the coveted title of Vintage Iron Chef for 2017. This is an honor shared only by Syd Crockett and Grant Eckstein who are our emeritus Vintage Iron Chefs from previous years.

Even though the day was blustery cold, the fall colors were breathtaking. South Fork Canyon was ablaze with the bright yellows, reds and browns of autumn. You'd think that we all drove 15 miles an hour to give our food more time to cook; but the truth is, we didn't want to hurry through the bucolic scenes that burst into view with each turn of the road. We'll be back again next year, only we'll go easy on the garlic.

*Photographer: Howard Eckstein, Allison Mack, Syd Crockett, Robert mack*







# Brushes with the Law in a Model A

BY BILL THOMPSON

At age 15, every American boy has dreams. Mine was owning a car, and particularly an old car. I had spent a lot of time in my youth assembling model cars, many of which were old Fords. It didn't matter that I was too young to have a driver's license. I could still dream, couldn't I? So, when I saw a 1929 Model A Ford Special Coupe sitting on the side of the road with a for sale sign for \$100 while I was delivering newspapers, my heart skipped a beat or two. I couldn't wait to get home and tell my dad. I just knew he would be as excited as I was. I finished my paper route in record time to get home and share my great fortune with him. It turned out he wasn't quite as excited as I, and Mom was totally against it. She had every reason in the world why I couldn't have it. You're too young, it will affect your schoolwork, you'll hang out with the wrong crowd, etc. My responses to her reasons fell on deaf ears.

After a couple of weeks of coaxing, they finally agreed to let me buy the old beat up Ford. When we went to look at it, it was gone. It had been sold the day before. I was heartbroken to have missed this great opportunity. As luck would have it, my friend and his older brother had bought it for \$85. I helped them get it running. After a couple of weeks, they lost interest and sold it to me for \$85.

That was the summer of 1961. The next year was spent doing a little body work and getting it into primer and having a new turquoise and white interior with black vinyl top installed. The engine ran poorly because the block was cracked, so Dad and I found a complete wreck of a car for \$15. We were shocked to

find that the engine ran but it used and leaked lots of oil. We lost no time in removing it and installing it in my car.

In the summer of 1962, we moved to a cattle ranch outside Aurora, Utah. I was now a legal driver and anxious to take my first real drive. Feeling too much like the 'new kid in town', I wanted someone with me who knew the local teenage custom of 'dragging Main'. So, I drove the 2 1/2 miles from the ranch to Aurora where I picked up my cousin before heading for Salina, five miles east, for my first trip down Main St. This was where the local high school kids drove up and down, not actually racing, but honking and waving at each other. I had been anxiously anticipating this event since I first got the car.

Things were going quite well so far. The car was running as good as could be expected for a car with a motor from a discarded car. And with my fresh primer, mismatched tires, and new interior, we looked every bit the part of the typical teenagers out for a Saturday evening of fun. Then it happened. Upon arriving at the customary U-turn spot, near the east end of Main St., I waited for traffic, then flipped a "U-ey" in front of

a Utah Highway Patrolman. He pulled me over even though I had made a classic textbook U-turn. I couldn't understand what I had done wrong. "He must want to look over my ultra-cool, prime gray machine with the bad tires" I thought to myself.

I pulled over in front of the closed barber shop and waited for the officer to approach my window. He explained that the problem was the car hadn't been





safety inspected, as was evident by the lack of the required sticker on the left, lower corner of the windshield. Now days you can't license a car unless you first get it inspected. Back then, that wasn't the case. This resulted in a \$15 ticket. I could have had a new battery for that much money. That ended my first time to 'drag Main' and we dejectedly drove home. I got the car inspected shortly after and had lots of fun that summer 'dragging Main' and meeting lots of new people. The car was quite a hit and helped me fit in with the locals when school started in the Fall.

I avoided any more brushes with the law that first year of driving. When school was out for the summer, I decided it was time for a paint job. It was painted inside and out for \$60. This was 1963 when labor and paint were cheap. It was a beautiful metallic turquoise color used on 1963 Thunderbirds and Lincoln Continentals. Adding to its appearance was a new set of tires my father purchased for me. I added 1940 Ford wheels, Porta-walls, baby moons and trim rings. Boy did it look sharp. Now it was time for dragging main in style.

I took a local girl with me one Saturday night to drag Main and after a few trips, honking and waving, we got pulled over by the local law enforcement officer right in front of the Day and Night Cafe. Salina had a police force of one and he drove a Dodge with a slant six and automatic transmission. I think my Model A was faster off the line than his car. At least I could leave some semblance of a black mark on the pavement. He said I had a burned-out headlight. The girl with me was having a fit from embarrassment about being seen pulled over by a cop.

I got out of the car to see the headlight. My car had come with aftermarket sealed beam headlight buckets and sure enough, the driver side headlight was

out. I gave it a good hit with my fist and the light came on. That satisfied the cop and he just let me go. Later, I took off the light and cleaned out the accumulated rust to prevent a further problem. The girl wasn't very eager to drag Main with me after that, but did accept a ride home from school now and then.

When school was out for the summer, I drove the coupe to Provo, UT to attend a high school music camp at Brigham Young University for two weeks. The used engine I had put in the car was pretty hard on oil so I kept a gallon can of oil in the trunk. It was either cheap reclaimed oil or used oil drained from a tractor on the ranch. It went through the rear main and exhaust pipe pretty fast. On my way to Provo, I stopped in Nephi to add some oil. When I got out of the car, I found my oil cap on the running board and the side of the car pretty messy with oil. I had driven 50 miles with the cap on the running board from when I had filled it up at home. No problem, just add oil and find a car wash after I arrive in Provo.

During the time at the music camp, I took several music camp students for rides in the '29. While out on one of these rides with a girl, I made a right turn on a red light in front of a Provo policeman. I suffer from bad timing I guess. Why do these things always happen while you are out for a ride trying to impress a girl? He promptly pulled me over. When he came up to the car window he was looking the car over really well. I wondered if something was wrong with it. He informed me that I had turned right on a red light where there was a sign indicating no right turn on red was allowed. He said it was a pretty new sign and he wasn't even going to give me a warning. He just wanted to pull me over to look at the car and compliment me on it. I think he also wanted a closer look at the girl. That was a relief. We had a good chat with the officer and then continued our drive getting a

good laugh out of the experience. This girl was OK with riding in the car again because the officer thought it was cool.

When Fall came, it was my senior year at North Sevier High School in Salina. I drove the "A" daily 10 miles round trip from the ranch to school. Three miles of that was gravel road so it was difficult to keep it clean, which I tried to do to show off the new paint job. Often, I would stop at the gas station in town and use their air hose to blow the dust off it. The rear wheels would get particularly dusty.

During school homecoming week, the cheerleaders got the idea to decorate my car and have it parked on the lawn of the school to help advertise the coming events. The trouble was that no one told the local constable that I had permission to park it there. Part way through 4<sup>th</sup> period World History class, the policeman came to the door of the classroom and called me out of class. He asked if that was my car on the lawn and I assured him that it was my fine automobile to which he told me to remove it at once. No amount of explanation would change his mind. To this day, I don't know why the principal didn't stick up for me. He was probably gone to a meeting or something I suppose. Anyway, I got in the car and

started it up. When I let out the clutch, it died. I started it again with the same result. I tried putting it in neutral and it still died. I discovered it was in two gears at the same time and no amount of shifting would change anything. I finally just revved it up and popped the clutch. Something went pop and gave way as it finally went into neutral. I was relieved, as the cop was getting very insistent that I move it. It went into gear normally and I drove it off the lawn without any more trouble. I

never to this day have ever had that happen again. As a side note, when I removed the tape holding the balloons and crepe paper, it pulled some paint from the left rear fender and above the left side window which really added to the upsetting experience.

The last brush with the law was also at school and involves school lunch. I will blame it on the school board. The reason I say this is because when they built a new elementary school two blocks from the high school, they decided to have the high school students, which included grades 7-12, use the lunchroom at the elementary and closed the high school lunchroom. To a senior with a car, that surely meant we had to drive so as not to waste any of the precious lunchtime. It also guaranteed a spot in line close to the front.

*Continued on page 22*



*Look closely and you can see where the tape pulled the paint off by the quarter window and rear fender.*





# Sanpete County Fair Car Show

BY BILL THOMPSON



*Editor's Note: I'm moving to Sanpete County. Apparently if you move there with your Model A, you'll receive a trophy! Bill Thompson sent us this message, "I should mention that the Manti 'coupsters' did pretty well at the Sanpete County Fair car show. They created a Model A class again and Ron and Ellie Sessions and Ed and Sharron Stilson tied for 2<sup>nd</sup> place with their Sport Coupes, I received 1<sup>st</sup> place with the Special Coupe and 1<sup>st</sup> place with my Model T in the pre-1940 stock pickup class. The only other Model A was a Shay from Ephraim, but he was in a different class being a replica. Alan & Pat Justeson were also in the show but didn't place."*



# Drilling the Distributor Shaft for Lubrication

BY LYNN SONDENAA

Lynn (and other club members) have a number of technical articles that can be found on the Volcano A's website:  
<http://www.volcanoas.net/tech-notes.html>

This article will give you the necessary information needed to drill the upper distributor shaft A-12178 so that oil can reach the upper bushing A-12132. If you have a metal lathe and a milling machine, these tools could be used. Most people only have a drill press, so this information will cover the drill press. The tools needed are: eye protection, center punch, ball peen hammer, 3/32, 1/8, 3/16 inch twist drill bits, 6 inch rule, two used distributor shaft bushings, and a vee-block. (Fig. 1)

The first step is to drill a 3/16 inch diameter hole to a depth of 3/4 inches in the shaft. Slide the two used distributor bushings onto the shaft. These will protect the ground surfaces of the shaft. Clamp the shaft vertical onto the vee-block with the top of the shaft facing upwards. Drill the 3/16 inch hole. (Fig. 2)

Next, lay the shaft horizontal and mark the hole 1 1/8 inches from the top. Center punch this mark in the

center of the shaft, which would be 1/4 inch. Place the two bushings on the shaft to protect the ground surface. Drill a 3/32 inch diameter hole a depth of 5/16 inches. (Fig. 3) Unclamp. Remove the bushings and clean the chips out of the holes. Compressed air works well using 15 to 20 psi.

If you have an old distributor shaft, screw the cam screw into the shaft tight and clamp it into the vee-block. Drill a 1/8 inch diameter hole in the center of the head of the screw all the way through the screw. Remove, clean and now you have a distributor shaft that has passage so oil can reach the upper bushing. This process will take 15 to 30 minutes to complete.

Here is a point to ponder. Why did Ford not do this originally? Was it to save money on production or was it due to the fact that the shaft turns counter clockwise forcing the oil upwards? We'll never know.



Figure 1



Figure 2

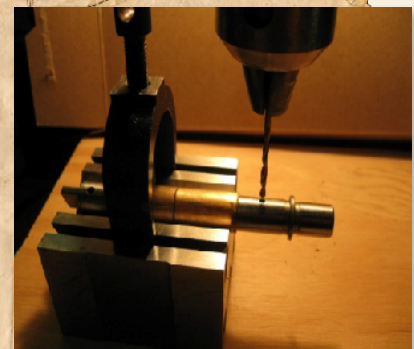


Figure 3



# 2018 MAFCA National Convention

SPARKS, NEVADA, JUNE 24-29, 2018



*Editor's Note: Each month until next June, we will devote a page in each newsletter to sights and activities that will be part of the convention. There will be a lot to do and see.*

With the discovery of gold and silver in the mid 1850's, the need to move the ore quickly and efficiently soon followed and the Virginia and Truckee Railroad was born. In its hay-day, the V&T ran 30 -to 45 trains per day from Carson to Virginia City. They operated 22 locomotives and 361 freight cars (1876 & 1877), and carried over 400,000 tons of freight per month. Unfortunately, as most mining operations go, the gold and silver veins petered out and mining dwindled to the point that the railroad closed in 1950.

In the 1970's however, the V&T was given new birth and has been running strong since then. Trains run every weekend from May through October. During the convention, the railroad will be operating trains on Saturdays and Sundays only. As of this writing, costs of tickets are:

- \$52.00 Adults**
- \$48.00 Veterans/Seniors (65+)**
- \$32.00 Children 3-16**

Tickets can be purchased on-line at: <http://www.vtrailway.com/routes.php>, or over the phone by calling: 877-724-5007 or 775-291-0208.

Round trips originate in Carson City (35 miles from Sparks via I-580) and ride to Virginia City. They leave at 10:00 a.m., arrive in Virginia City at 11:30 a.m. The return train departs Virginia City at 3:00 p.m. and arrives in Carson City at 4:15 p.m.



# The Fashion Journal

## BRINGING BACK THE BUSTLE — PART 2

Courtesy of *The Model  
A Club of America,*  
by Mary Carlson

In addition to the bustle pad, a woman would have worn a shift, corset, bust improver, camisole, bloomers, a number of petticoats, and stockings with supporters.



Times changed again, and the dresses became much simpler, straighter and loose in style – think of the early 1920's. Undergarments were less constrictive and fewer in number.

Along comes late 1931, and the bustle returns! However, this time, it is not an item worn under the garment but is part of the dress design, as demonstrated in the following patterns featured in the December 1931 issue of Delineator magazine.

Pattern # 4219 is described this way: “The Bustle Bow – This charming dull, dark blue lace frock turns its back to show a huge bow of wine-red taffeta – reminiscent of the bustle on grandmama’s ball gown.”

The next dress [below and to the left] is pattern # 4199 and is detailed as: “A New Twist – Ivory white and emerald green satin are twisted into shoulder straps and girdle for this evening gown. The back peplum is one of the things fashion is using to give the effect of a bustle to the newest evening gown. “





The third dress is pattern # 4204, described as: “Strap Back Décolletage. Much goes on behind the backs of new gowns. This one, simple and molded in front, has the strap décolletage that is so smart, and a chou at the waistline that shows the influence of the bustle.” [It appears that the ‘chou’ is a rosette with ribbons]

These gowns are styled so that the special features are at the back of the dress and will be admired by everyone, especially when you are in the arms of your dance partner.

Always remember this – If your hips look bigger, then your waist will look smaller.



References:

V&A Gallery of Fashions Edited by Claire Wilcox and Jenny Lister  
December 1931 Delineator  
Photos from private collection of Mary Carlson  
Images from the internet

#####

## Brushes with the Law in a Model A

CONTINUED FROM PAGE 14

I wasn't the only guy with a car that drove to school lunch. Bobby Willardson always parked his '55 Chevy 2-door sedan by the south entrance to the school and I parked by the east entrance around the corner. The elementary was two blocks north. When the bell rang for lunch we bolted out of the classroom like it was going to be our last meal, EVER. We would jump down the two flights of stairs in the school, then jump down the outside stairs and run like a scalded dog for the cars. Several boys would catch a ride with me. There would be three or four of us inside my coupe with one on each running board and sometimes one or two on the rear bumpers hanging onto the spare tire. I would just put the car in 2<sup>nd</sup> gear and leave it there for the two blocks since there was no room to shift and I could do 25 mph in 2<sup>nd</sup>. It was always a race to try to beat Bobby although we were on different sides of the school headed for the same spot. He had the advantage with the six cylinder motor.

Upon arriving at the elementary, it looked like a clown car at the circus with boy after boy exiting it. Then we would run for the door to the lunchroom at full speed. It was after one of these lunch runs on the way back to the high school, with only two of us in the little blue coupe, that the cop pulled me over. He proceeded to lecture me on the unsafe practice and how it was against the law. He didn't give me a ticket, but concluded our conversation by saying, "If you can't cram 'em in, make 'em walk". After that we were pretty much limited to about five people, but arms and legs were usually sticking out the window and sometimes the door didn't even get completely closed.

That was the last time I was ever pulled over by law enforcement while I was in the Model A. I am still driving it 56 years after buying it. I am making new memories now without the assistance of law enforcement but with the assistance of great members in the Utah Valley Model A Club and family members.

## Classified Ads

**Wayne Atkinson** has the following parts for sale:

- New .060 over pistons \$90
- New .060 over piston rings \$35
- Used 4:11 ring & pinion - look good
- Two transmissions

You can contact Wayne in Fairview at (641) 390-0870.

**Mark Layton** has two engines, a transmission, wheels, rear end, and new parts from Mac that he didn't use. Call Mark at (801) 361-7300

**Tony Jacobs** has a lot of parts for sale too. If you need something for your car, call Tony at (801) 796-0396

**Paul Walgren** sent us this e-mail: "I don't have time or money to do this project. Can you put the word



out that this car is for sale? It is a 1929 Ford leatherback Briggs model. Everything seems to be the original parts. It is in Lyman, Wyoming. I am

asking \$6000. I can be reached at paulwalgren@msn.com or send a text to 307-747-7025."





## Model A Ford Club of America

Established 1957

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



## Model A Ford Club of America



The destruction in Texas has been catastrophic in the wake of Hurricane/Tropical Storm Harvey. Harvey dumped more than 40 inches of rain in parts of southeastern Texas and into Louisiana. We have many, many members directly in the path of the heavy rainfall, tornadoes, and devastating flooding. We all have friends affected by this storm. The flooding and its aftermath will continue to be a problem for quite some time to come. I urge all of our members to make a donation to help the victims. Please check on your Model A friends and offer whatever help you are able.

The National Tour kicks off on September 24th in Paso Robles, California. There is still time to register and enjoy this trip up the California coastline and over the Golden Gate Bridge into Marin County. [Click here for registration forms.](#) The Bakersfield Chapter has a fun filled week planned for everyone!

Our annual National Awards Banquet is quickly approaching in late November and I hope to see you in Oklahoma City! The Sooner Model A Club is our host for the event. Come help celebrate their 50th Anniversary! We will also celebrate all the great works of MAFCA members for their efforts to help make the Model A hobby the best it can be. Plus, the 2018 MAFCA Board of Directors will be installed. Register, today! [Click here for registration forms.](#)

Membership renewals are beginning to come in. If you haven't sent in yours, please do so soon, and don't forget to include your email address on the form. You can also renew online, by [clicking here.](#) As so many of you are enjoying the online edition of The Restorer, your membership now **includes** this added bonus. You will still

receive your magazine through the USPS, but via your email, you will also receive a digital link for the online edition. To access, first you must be connected to the Internet, then you just click on the photo of the magazine cover. You will then be taken to a page for you to input your email address and your membership number - that's your password. The password must be 6 numbers in length. So, for example, if your membership number is 1234, you need to add a couple of 0's to the beginning, e.g., 001234.

It's hard to believe that it is time to start thinking about December and holiday greeting cards! We have a new card this year, depicting a family on a beautiful snowy moonlit evening, preparing to deliver packages in their Model A Sedan. It was the cover picture for The Restorer magazine's November/December 1974 issue, by Patti Reader. Order your set today, either through the [MAFCA store](#) or by calling the office, 562-697-2712.



*2017 MAFCA National Awards Banquet*

*November 29—December 2*

*Oklahoma City, Oklahoma*

Help us celebrate the Sooner Chapter's 50th anniversary!

*Click here to  
[Register](#)*

*Click here for  
[Waiver](#)*

“And Now A Word From Our Sponsors...”



THE WORLD'S LARGEST SUPPLIER OF 1909-31 FORD PARTS!

**Snyder's**  
ANTIQUE AUTO PARTS

FREE CATALOG

**888-262-5712**  
snydersantiqueauto.com


59 YEARS

**BRATTON'S**  
ANTIQUE AUTO PARTS



800-255-1929 Phone  
[www.brattons.com](http://www.brattons.com)  
800-774-1930 Fax  
1606 Back Acre Circle  
Mount Airy, MD 21771

Your source for Quality Model A Ford Parts since 1976



**Bert's Model "A"  
Ford Center**

2767 S. Tejon, Englewood, CO 80110  
ph# 303-293-3673 or 800-321-1931  
email address - parts@modelastore.com  
[www.modelastore.com](http://www.modelastore.com)

We buy and sell original and reproduction Model A Ford parts!



**Maple Mountain  
Insurance Services**

15 N 1600 W, Mapleton, UT 84664 \* (801) 489-1357