



# UTAH VALLEY

## Model A Club

THE MOTOMETER

Vol. 5

No. 5

May 2017

IN THIS EDITION:  
**SPRING CITY HERITAGE DAY TOUR**  
Easy Way to Free a Stuck Head  
Electrical Safety in Your Model A

SPOTLIGHT  
JAN & WAYNE  
ATKINSON

THE 2017  
WPA TOUR

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



*Jan and Wayne Atkinson*

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# A Message From Our President

## ICON OF AMERICAN INGENUITY

Dear Model A'ers,

What a beautiful spring we are having with lots of moisture, blossoms and flowers. It is always remarkable to me how the earth seems to renew itself at this time of year. It also brings with it the joy of keeping an icon of American Ingenuity on the road. What a blessing it is to spend time with others that share that same desire (and sometimes mechanical challenge).

I was reminded of this on our recent WPA tour in Springville-Provo. The day was absolutely perfect and the attendance for the tour was outstanding. We broke a record for car attendance. I counted 18 Model As and 2 Model Ts. What a wonderful event. The local history of the WPA was nice to learn about, but the real event of the day was being together with each of you.

It was noticeable to me, as we were caravanning on the streets, how much other pedestrians and drivers appreciated seeing these old icons road-worthy and looking good. Many people stopped and watched as we passed by. There is a certain admiration that many seem to have for a Model A that is not just in a car show, but driving around town with happy occupants. Thanks to those of you that dressed the part, gave us an outstanding guide to read, and contributed to the event. Thanks to our Salty A friends who joined us. It was nice to get to know them better.

Please calendar Saturday May 27 as a date with your Model A. Our club is going to the Pioneer town of Spring City in the heart of Sanpete County. This is Memorial Day weekend and a time when Spring City celebrates their Heritage Day. Many of the beautifully restored pioneer homes are open for public tour. This is a wonderful chance to get some really classy photos with your Model A. Look for more information to come.

*Continued on page 21*

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. 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

Chairman of the Board	Nicholas Mack
President	Reid Carlson
Vice President	Greg Mack
Secretary/Historian	Howard Eckstein
Treasurer	Diane & Brim Brimley

#### APPOINTED POSITIONS

Web Page	Nicholas & Greg Mack
Facebook	Clyde Munson
Photographer	Greg Mack
Activities	Clyde Munson
Awards	Kelly Barker
Newsletter	Robert Mack

## 2017 Calendar of Events

### May

- 16-20th — Northern California Regional Meet, Lodi, CA
- 18th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, 500 & 1,000 mile vehicle service, Roger Davis
- 19-20th UVU Car Show, UVU Campus
- 27th — Spring City Heritage Day Tour, Scandinavian Days parade 9:00 a.m. Ephraim

### June

- 3rd — Rat Fink Reunion, Manti
- 3rd — Heber Creeper Tour with the Salty A's
- 5-9th — Omaha Regional Meet, Omaha Nebraska, for more information, their website address is: <http://meadowlarks.omahaneb.org/2017/>
- 15th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, rebuilding transmission top tower, Clyde Munson
- 22-24th — North West Regional Meet, Coos Bay, Oregon, Hosts: The Myrtlewood A's, website info is: <http://2017nwrw.weebly.com/>
- 24th — Payson, Veterans Car Show & Cruise, proceeds benefit vets.

### July

- 8th — Steel Days Car Show, Rotary Park, American Fork, 8:00 a.m. registration, free for UVMAC
- 15th — Steel Days Grande Parade w/ Mayor JH Hadfield, meeting times TBA
- 20th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, lubrication points, Nicholas Mack
- 22th — Mapleton Pioneer Day Parade 9:00 a.m.
- 30th — Henry Ford's 153rd Birthday

### August

- 3rd — 4 to 9 p.m. Lindon Car Show, Lindon City Park
- 17th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, Model A body styles by Bill Thompson
- 30th-Sept 3rd — Ely, Nevada Tour, ride the Nevada Northern Railway, and visit Lehman Caves with Salty A's.

### September

- 15th — MAFCA Board Meeting, Hickory Corners, MI

- 21th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, timing & Setting Point, Bob Todd
- 24-29th — MAFCA National Tour, traveling Pacific Coast Highway, visit Half Moon Bay, Big Sur, Golden Gate Bridge, Monterey Bay, Carmel and San Francisco, <http://www.mafca.com/events/2017%20Nat%20Tour%20Info.pdf> has more info.
- International Model A Day/Vintage Iron Chef, TBA

### October

- 4th-7th — Annual Hershey Swap Meet, Hershey, PA
- 26th — Club Meeting, 7:00 p.m. Larry H Miller Ford
- Fall Color Tour with the Copper Classics Chapter of the Veteran Motor Car Club of America, Sanpete County

### November

- 14th — Club Meeting, 7:00 p.m. Larry H Miller Ford
- 29th — MAFCA National Banquet, Oklahoma City

### December

- TBA — Annual Christmas Dinner
- TBA — Christmas Light Tour



Clark Christensen — May 6  
 Connie Durant — May 6  
 Karl Pope — May 7  
 Aniece McCulloch — May 8  
 Becky Mack — May 20



# April's Monthly Meeting

## 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 As as they each turn 90 years old.

## Attendance:

Wayne and Jan Atkinson, Brim Brimley, Richard Burr, Vern Cope, Roger Davis, Howard and Gemma Eckstein, Pat Hansen, Tony Jacobs, Mark Layton, Allison, Greg, Nicholas and Robert Mack, Dick and Aneice McCulloch, Clyde Munson, Karl Pope, Ron and Ellie Sessions, Bill and Colette Thompson, Bob Todd and Richard Tucker.

## Club Business:

**President Reid Carlson** was busy seeing the world so VP Greg Mack conducted.

**Treasury:** Brim Brimley enlightened us as to the money in the treasury. Currently we have \$206.35 in checking and \$1963.86 in savings. Thirty-seven people have paid their dues, but ten individuals still owe. Since March was the deadline, dues are now \$25.

**Welcome Back:** Vern Cope was once again in our midst. He has been dealing with severe back pain long enough that he finally went under the knife to get it fixed. He is gradually resuming normal activities. It's good to have you back Vern!

**T-shirts and Jackets:** Brim Brimley brought the remaining t-shirts to pass out. If you don't have yours, or would like to get one, contact him for details. If you want apparel with your Model A pictured, send a good picture of your vehicle to Greg. The cost of the shirts is \$20.00 each.

**Rat Fink Reunion Trophy:** It is missing in action. The board doesn't know its whereabouts. A call was made to the group only to find that our Board Director, Nicholas Mack, is the current custodian. Mystery solved. (Someone wasn't paying attention in board meeting when the topic was brought up.) 🤔

## Golden Wrench Awards:

Two worthy individuals were given this prestigious award. Clyde Munson received another award for his article on rear main seals. Because of his literary skills he has now taken to wallpapering his garage with these awards.

The second individual to receive the award is Howard Eckstein. His excellent article on spark plugs will be printed in the next issue of *The Restorer* magazine. We should start calling him His Lordship, if he keeps this up.



Activities:

April

Howard showed a Power Point presentation detailing this month’s activity. We will be exploring eight WPA projects in Utah County. We will meet at the Springville Art Museum, then drive to Provo to see five sites and then on to American Fork to see two additional projects.

May

The original itinerary was to drive around Utah Lake and over to Eureka for lunch and some sightseeing. Clyde, however, found out that Heritage Days in Spring City offers tours through many of the historic buildings and homes. Greg located a 10-minute video from Channel 4 that interviewed some of the residents and explained the origin of Heritage Days. After watching the video, a vote was taken of those present. It was decided we would make it a day trip to Spring City and save the Utah Lake/Eureka trip for another time. See page seven for more details.

TechTalk:

**Model A Brakes** was the topic of Pat’s TechTalk this month. He used a Power Point presentation to explain the intricacies of Ford’s mechanical braking system. Model A brakes were a big improvement over the Model T, which used the torque tube and transmission as a brake. If you drove a “T” you had to plan ahead to brake. Model A’s had brakes on all four wheels.

In his Power Point, he showed the components of the front brakes and then the back brakes – and how they are different. He also discussed the differences between steel vs. cast iron drums. The biggest difference with cast iron drums is that they don’t warp when overheated as is the case with steel drums.

Even though Pat has riveted linings he recommends bonded over riveted. Rivets leave high spots where bonded don’t. A short discussion followed about molded vs woven. Bonded are cheaper. The rule of thumb is that woven linings are used with steel drums whereas bonded are used with cast iron drums.

**Refreshments** were a big hit this month. Nicholas Mack brought cookies and Jan Atkinson brought cupcakes and ice cream to celebrate Wayne Atkinson’s “29th” birthday!

*Pat: “Mechanical brakes are a simple concept. You push on the brake, you pull on a rod.”*

*Bob: “Well, you wouldn’t want to push on a rope!”*



# Member Spotlight

WAYNE AND JAN ATKINSON

I think I was born with a love of old cars. I can remember attempting to build a wooden model of a Stanley Steamer when I was about 9 years old. There were the remains of a Model A that had been modified into a truck parked by the side of a horse corral by my home in Malad, Idaho. I used to stop almost everyday on my way home from school and try to figure out how I could get it running. I have been hooked ever since. I got my first Model A, a 1931 pickup, in 1958. I traded \$15.00 and a '47 Ford sedan for it. It was too much project for me at that time so I sold it for \$3.00.

Right after I got married in 1963, I ran into a 1931 sedan that had been made into a pickup. It came with about 8 engines and transmissions, so I bought it for \$125.00. It was in Spanish Fork. A little while later I ran into the remains of a 1931 station wagon on a ditch bank by Saratoga resort. As I recall it was free for the taking. I got the chassis restored and hired a retired cabinet maker to redo the body. He got about 1/4 of it done, became ill, and passed away. I was not capable of doing the body, so an ad in Hemmings Motor News found a new owner in Reno, Nevada. About this time my interests changed a little and I started to build street rods. I am sorry to say that I modified many old Fords

in those years. My dad and I decided to restore a 1922 Model T Delivery to use in our business for advertising. This was in 1964-5. The business "Melayne Printers" is long gone but the "T" is still with us and still fun to drive. Karl and Dianne Furr were our neighbors and friends. Karl got tired machining parts for me, so he taught me how to do it. I enjoyed it, so I sold the printing business and became a machinist. I think at the same time I infected Karl with the old car bug. I started doing engine rebuilding and rebabbiting on Model T and Model A engines.

Along with the old car infection, I also got into racing. First was drag racing. We did that



for a number of years, then in 1971 I went to the Bonneville Salt Flats

and caught the bug for racing there. In 1974 I set a world record in my class. That record stood until 2014. It was one of the oldest records in the book. I didn't feel too badly about losing the record after 40 years, especially since Jan had set a world record in her class in 2011 and again in 2012 with her 1972 VW bug at 119.779 mph.



We have now retired from racing. Jan didn't want to, but I talked her into it.

We have 4 Model T's. A 1913 touring that is still in many pieces, the 1922 Model T Delivery "Pie wagon." Two 1923 roadsters.

Jan was not exposed to the car world until about six years ago when we started dating. We had both lost our mates in 2010. We had worked together at BYU and knew each other from there. When we started to get serious, I told her that I was addicted to cars, and it would have to fit into her life also, or our relationship wouldn't work. At this time she lived in Fairview, Utah and I lived in Northwood, Iowa. It was fall, and the Model T club I belonged to in Minnesota was having it, a fall color tour. So Jan flew into St. Paul and I picked her up at the airport with the 1923 roadster in the trailer. I am happy to say that she enjoyed every minute of it, and still does. In fact she bought the 1913 T and the newly acquired 1929 roadster. She has become a real old car enthusiast and is involved in every facet of the restoration with me.

Last year we were on a mission for the LDS church in Washington State helping with recreational properties. The camp we helped run was mainly a girl's camp. It was a great experience. While we were there we started talking about getting a Model A. The T's are fun, but I was getting tired of loading and unloading the trailer and hauling the cars everywhere we wanted to go to an activity. We thought, if we have a Model A we can just drive to the event instead of trailering. After we got home from our mission, I saw an ad for some VW parts in Orem. I called on the parts and it turns out that it was an old friend from BYU. During our visit he mentioned that he was thinking about selling his Model T and his Model A. I didn't know he had a Model A. It turns out that it was his dad's who had passed away in 2006. Our





friend went to California and brought the car and all the parts to Utah. The car had been stored under a tarp in his son's back yard in Springville and he was afraid that it was deteriorating being stored like that. We made plans to see the car the day after Thanksgiving.

Needless to say it found a new home in our garage. It is getting a total restoration. The plan is to take it to Omaha in June for the regional meet there. I am behind schedule, mostly because of the time it took to find and tear down 6 engines to find a crack free block. But the chassis is about done. The machining on the engine is done except for balancing, and we will do that as soon as we get back from the Chickasha, Oklahoma swap meet. Then the chassis can be finished. Then we will borrow Bill Thompson's break in set-up so we can drive the chassis around before we put the body back on. We are excited about the Utah Valley Model A Club and the people in it. I think we may have had some extra influence from the Mack family, as Becky is Jan's niece.







# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Cliff Godfrey** is looking at a serious rebuild. Not himself this time, but his Model A. He would like a ground-up restoration, yet he wants to be able to drive his car during all this. So, we'll see what he ends up doing. He definitely wants it repainted.

**JH Hadfield** finished his chemotherapy and is well enough to enjoy driving his Tudor. We hope he stays in remission and is able to enjoy driving his Model A during club activities.

Just as our cars need routine maintenance, so do we. **Brim Brimley** is having his engine (heart) checked out this month and his headlights polished (cataracts). We hope this results in a better running Brim.

Betsy, **Reid and Elaine Carlson's** coupe had bad heartburn during the club's January activity so they brought her on a trailer for the scavenger hunt. It turns out it was an isolated case, because Betsy performed flawlessly.

**Howard Eckstein** and **Dick McCulloch** have been working on Dick's car. It turns out his carburetor's float had a leak in it and was filled with gas. The sad thing is, it was a new float.

**Ron Sessions, Alan Justesen** and **Bill Thompson** finished installing Ron's new engine in his Sport Coupe. Now Ron and Ellie can enjoy driving around the county with the rest of the Sanpete group. They've written an article telling of their experience installing the engine. Read about it on pages 18-19.

**Nicholas and Greg Mack** helped **Roger Davis** fix his Fordor's leaky gas gage. Roger also repaired the dysfunctional taillights a policeman brought to his attention on the way home from last month's club meeting.

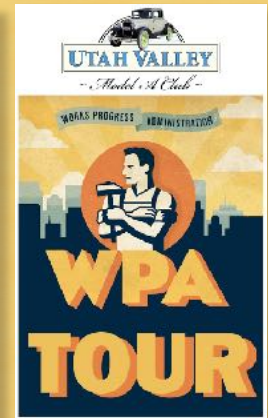


Scenes from the Photo Scavenger Hunt in March at AAA Lakeside Storage in Provo.



# Works Progress Administration Tour

BY HOWARD ECKSEIN



Started as a whim, the idea of a tour to historic WPA projects in Utah County generated a gratifying response. The weather was perfect after a chilly spring filled with rain. For the first time, we had a total of 20 old cars (plus a few moderns) attend the event. Among the Model As assembled, two drove down from Salt Lake County and

The idea of the tour was to visit eight WPA projects still in use in the area and photograph our cars with them. If possible, we tried to create “period pictures” with the buildings in the background.

When printed out in sepia tone, the effect is



**PROVO FEDERAL BUILDING**



**PROVO FEDERAL BUILDING**



**SPRINGVILLE MUSEUM OF ART**

three cars came up from Sanpete County. Of the Sanpete crowd, two of the vehicles were Model T's.

We started by meeting at the Springville Museum of Art which thankfully had a parking lot large enough for us to assemble in one long line. Imagine our excitement as Model A after Model A came chugging down the road and turned into the lot. It sort of reminded me of clowns coming out of a Volkswagen at the circus.

convincing. These shots are even more believable since many of our club members wore period clothing to create candid street scenes.

One of the places we visited was the Utah State Hospital. This was built as a mental hospital for the criminally insane and still serves that purpose today. One of the WPA projects on the campus is an amphitheater with a large lawn below. Somehow we were able to get all



our cars on the fire road that encircles the area.

Nearly all who attended the event brought their cameras or phones for capturing images with their cars. These are to be given to Robert Mack who will choose the best 12 pictures for inclusion in the club's 2018 calendar.

One of the best features of the outing was that relatively new members came out, and with the visitors from the Salty As club in Salt Lake City, many new acquaintances were made and long-standing friendships reinforced.

through the heart of town. We were greeted by the disbelieving stares of diners in sidewalk cafes, pedestrians with their dogs and shoppers laden with bags, all of whom were frozen with astonishment to see a better mobile display of Model A's than they would have seen in the July 4<sup>th</sup> Parade on the same street. Some were able to fumble for their cell phones to get a shot or two of our impromptu and unannounced appearance as part of the crawling traffic. Unfortunately, we don't have any photos of our drive through downtown.

Our next stop was only a few blocks away at the Federal Building which today houses the Social Security



**MURPHY'S LAW**



**UTAH STATE HOSPITAL GROUNDS**



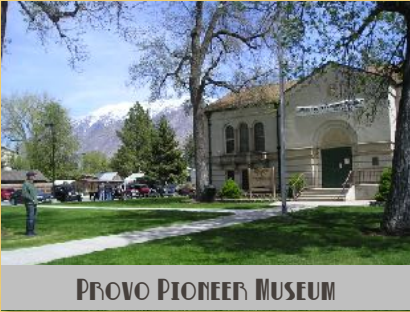
**PROVO FEDERAL BUILDING**

One would think that with the laws of Probability and Murphy still on the books that we'd have at least one breakdown. Whether out of confidence, bravado or neglect, we didn't provide a trouble trailer for this event. It's just as well; we didn't need it! The only stop was for our master mechanic, Clyde, to try to slow down a gas leak on someone's fuel line. Otherwise, our cars all ran perfectly.

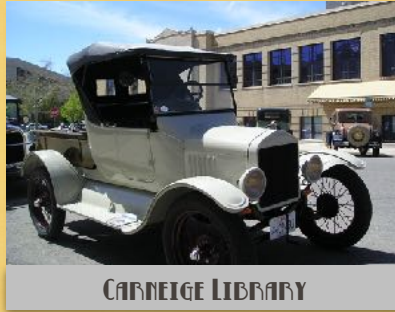
From the Utah State Hospital we drove in a single lane in a long line down Center Street in downtown Provo to get to our next stop. We had so many cars that we occupied an entire city block as we drove 5 miles an hour

offices. Originally it served as the Provo Post Office. Being closed on Saturday, we were able to get some great pictures with the cars. The downside was that we were not able to enter the building to see the mural that was painted during the New Deal era which is still on the wall of the lobby.

When we were done here, we drove over to the Pioneer Museum where many of our original participants met us. It may be noted that trying to keep 20 cars together through town with traffic, stoplights and general confusion as to what we are doing next and when we will leave, was a revelation for a small club. This is something we will have to improve upon.



PROVO PIONEER MUSEUM



CARNEGIE LIBRARY



CENTER STREET

At any rate, we gathered at North Park where the museum stands to get our pictures. It so happened that the doors were open and we were able to go inside to see the artifacts that predate our cars that have been handed down and kept safe by the Daughters of the Utah Pioneers. It was that group which with much persistence over a few years was able to finally secure sufficient funding from the WPA to build the structure.

Although our cars were fine for continued touring, their drivers all wanted to eat. After all, it was mid afternoon and some stomachs were growling louder than a first to second up-shift. This was unfortunate in that the Model T guys had driven ahead to American Fork due to their slower speed to await our arrival at the sites we had

scheduled to see up there. When they perceived that we weren't likely to make it all the way north on our tour, they determined that they had better head south to load up in their trailers for the long drive back to Sanpete County.

With this bit of information the immediate consensus of the group at the museum was to drive to a nearby restaurant in Provo where we could sit down to eat. After singing "Happy Birthday" to Jan Jacobs who had turned 39 for about the 40<sup>th</sup> time, we downloaded our photos onto Greg Mack's computer and went our separate ways to roost our cars for the next big trip which is coming up on the 27<sup>th</sup> of May to Sanpete County.



EO CARS AT SPRINGVILLE MUSEUM OF ART!



# Spring City Heritage Day Tour

CLYDE AND JENN MUNSON — TOUR LEADERS

Some of you may remember the great fun we had on our first over-night trip. It was a weekend in Manti during the Rat Fink Reunion. Members talked about that trip for quite some time. We have a chance to revisit Sanpete County.

Clyde recently learned that Spring City's Heritage Day will be on Saturday, May 27th (Memorial Day weekend). During the celebration many of the historic homes and buildings are open for tours. The LDS church building and the newly renovated schoolhouse will be open for tours for the first time.

In addition to the tours, there will be an art auction/sale. Local artists will also have crafts and other items for sale. There will be a fundraiser breakfast too. It

Friends of Historic Spring City



**HERITAGE DAY**  
CELEBRATION

May 27 2017  
Spring City, Utah



**Historic home Tour 10-4:**  
Tickets: Adults \$10, Kids \$5  
**Art Auction and Sale 9-2**  
Antiques, Crafts, Music, and Food



sounds like there will be a lot to do.

The plan is to meet at 7:00 a.m. on Saturday morning and leave at 7:30 a.m. and caravan down to Sanpete county as a group.

The Scandinavian Days parade in Ephraim is also that morning. Since there is no entrance fee for the parade, we are going to “crash the party” if we get there in time. Following the parade we will travel to Spring City for the rest of the day. Members can leave for home whenever they like or they can join the caravan home that evening.

Greg found a video they did last year to promote it. You can watch it at: <https://www.facebook.com/kuedchannel7/videos/10153684245431279/>





# How to Write an Article for the Motometer

BY HOWARD ECKSTEIN



Living in the state of Utah where the literacy rate is 94%, it's likely you have the skills to write an article for the *Motometer*. There's no need for fear of failure; that cranky old English teacher who wore out her red pencils on your high school compositions is probably dead now. Today, the *Motometer* editorial staff is prepared to review grammar, spelling and punctuation in a cloistered location so that the public will never know the adjustments made to your first draft. Not only that, you can recruit the services of a ghostwriter with impunity.

So, what makes for a good story? As long as it's about something unusual, you have a winner. Everything about you (since you're unique) and your Model A (since not everybody has one) is unusual when compared to the otherwise boring world.

A *Motometer* article doesn't have to be long or fancy. If it's true, that's a plus. Model A owners are prone to exaggeration which is a given; so no fact check police are on the job with us. Including pictures with your story is always a help when you worry that your readers will think you've kissed the Blarney Stone.

Each story has a kernel; that one crazy thing that happened when it was not expected. The events leading up to the main event and what happened afterward flesh out the story.

For example, you might write about a flat tire you had on a desert highway when you were without a jack handle. This story has a beginning. Perhaps it starts when you noticed the car feeling a little unstable and pulling to the right. You stopped the car and got out to see what was wrong and discovered that the tire has a big nail in it. Not only that, but you pulled over six feet from a sleeping rattlesnake. Now that's unusual.

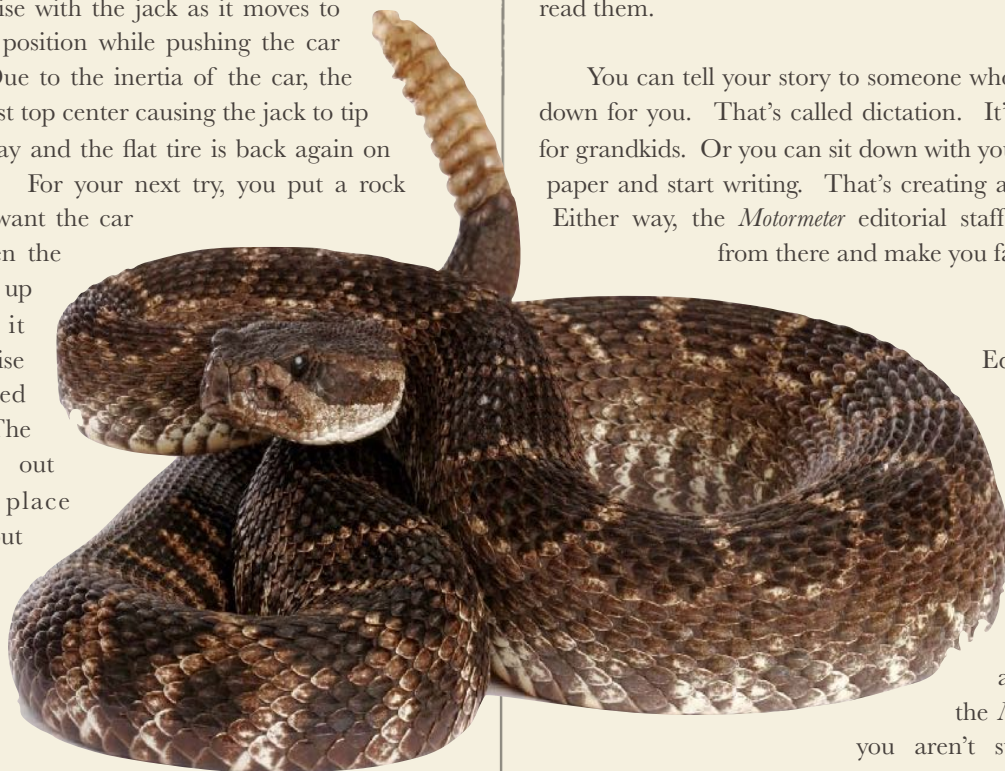




You quietly looked under your seat for your jack and lug wrench so as not to wake up the sunbathing serpent. But to your chagrin, you couldn't find the jack handle. This is where the story builds tension and the try-fail cycles come into play. Your first idea was to crank the jack out to the height needed to raise the flat tire off the ground, set it at an angle under the axle so the wheel will rise with the jack as it moves to the vertical position while pushing the car forward. Due to the inertia of the car, the axle rolls past top center causing the jack to tip the other way and the flat tire is back again on the ground. For your next try, you put a rock

where you want the car to stop when the jack moves up and push it again to raise the wounded wheel. The rock jumps out from the place where you put it, the car rolls past the center of the jack and the bad tire is back

where you started. It is at this point that you notice the rattle snake has moved and after looking around, you can't see where it went. For your final try, you place the jack under the axle as high as you can get it by hand and take a dinner plate from the picnic basket and dig the dirt out from under the tire, thus making it possible to remove the wheel and put on the spare. Just as you start to put your tools away, you discover that the rattle snake has wriggled up onto the floor above the



muffler to get warm. I'll let you imagine how this story ends.

Every member of our club has told me a story or two about their car. I can't remember them all and I wish they were written down. Your stories are fun to listen to and it would be even better for the rest of us to read them.

You can tell your story to someone who can write it down for you. That's called dictation. It's a great job for grandkids. Or you can sit down with your pencil and paper and start writing. That's creating a manuscript. Either way, the *Motometer* editorial staff will take it from there and make you famous.

Editor's note:  
Clyde  
Munson  
and  
Howard  
Eckstein  
have  
written  
many  
articles for  
the *Motometer*. If

you aren't sure how to start, what to write about, or need some ideas, I'm sure they would be happy to help you get started.

In this issue of the *Motometer*, Ron Sessions and Bill Thompson have teamed-up to write an article about the engine install in Ron's Sport Coupe. This is a good example of two people getting together to write an article. Who knows, maybe someone will see your article in print and want to share it with MAFCA.



# On the Road Again

BY RON SESSIONS AND BILL THOMPSON



We discovered his old engine had been put together without any more shims on the bearings and that the timing gear had been installed 4 teeth off from the mark on the crankshaft gear. I don't know how it was even running. That explains why the timing was so far off when we used the timing pin method. Even after timing based on TDC with the #1 spark plug removed, the car just didn't have any power. Ron Sessions ordered a new engine from Bert's Model A in Denver.

Ron decided to just buy a rebuilt engine rather than mess with the old one. He still has the old motor to use for a backup if needed. The new motor is really first class with insert bearings, Snyder's high compression head, leakless water pump, and came completely assembled including oil pan. Hopefully it won't even leak oil for a while. Would it be a true Model A if it didn't?

Alan Justesen and I (Bill Thompson) helped install the new motor in the car. The balanced and lightened flywheel with V8 clutch and pressure plate were already installed when the motor was delivered. There was even an eye bolt in a spark plug hole ready for lifting. Ron used his tractor with a loader to lift it out of the semi-trailer and take it down the driveway to the garage. We opted to use an attachment I had for the engine hoist that allowed forward and backward movement for leveling up the engine on the hoist. The three of us worked for about 2 hours to get it into the car.

The process was going pretty well until we just couldn't get the flywheel housing to go between the motor mounts. It was way too tight. The remedy was to remove the passenger side motor mount which Ron had cleaned up, repainted, and installed with new rubber pads on both sides of the frame. This allowed us to easily position the motor where it needed to be. We had a floor jack under the transmission to regulate the height of the input shaft and rotated the crankshaft while applying rearward pressure on the engine. When the splines lined up everything slipped into place. We used some long bolts to help line up the bell-housing with the flywheel housing while we were getting everything into position. The new front motor mount lined up perfectly and was easily bolted to the engine.





Now that the engine was in position, we installed the flywheel housing bolts to snug the transmission up to the engine. It was then time to get the motor mount into place. We used another floor jack under the engine to help with positioning it at the right height to allow us to install the motor mount. The driver side mount was bolted loosely to the flywheel housing to allow movement as needed. The clearance for the passenger side was still too close so we applied some pressure to it with a persuader (hammer) but it was resisting. It was discovered that the rubber pad on the inside of the frame was hanging up on one of the holes in the frame. After adjusting that and using Ron's porta-power to spread the frame a bit, it went right in. We then installed the bolts into the flywheel housing quite easily, which surprised me because sometimes they are very hard to get aligned.

Ron finished things up by reinstalling the bolts, spacers, outside rubber pad and steel plate. This proved to be more difficult than the rest of the operation, but he finally succeeded. All bolts were now tightened up to the proper specs. At this point Alan and I left. Ron spent the next several days reinstalling the rest of the components on the engine. He removed the new exhaust manifold from his other car and installed it on the new engine. He had 3 starters, so he tested each one without the Bendix drive to find the smoothest running one, then installed that in the car. He already had a newly rebuilt distributor, so it was installed after adding 2 quarts of oil in the distributor hole.

Ron has also installed the generator and connected the wiring so it is just about ready for the first startup. This was a fun activity for the three of us. It is great to be able to help each other in the club. We expect to have it on the road very soon to "drag Main" and go out for ice cream with the rest of the Manti bunch, which is an activity we do every couple of weeks. We may even venture out to the golf course club house in Sterling to have lunch one of these days.





# Breathing Dirty Air

BY CLYDE MUNSON

A couple of times this winter we have experienced the dreaded inversions. While this year has not been as bad as some in the past, it still is a reminder that breathing dirty air isn't fun. Your Model A feels the same as you; it doesn't like dirty air either. In order to give your Model A clean air to breathe, it is a good idea to add some form of air filter. Now, I will admit that the car did not leave the factory with an air filter but it also didn't leave the factory with a tire on the spare wheel. Some folks will also point out the fact that we are not driving on the dusty roads the car once drove, so there is no need to use an air filter. Or, they will argue that the engine pans will block most of the dust entering the carb and engine. I am not sure I entirely believe this. I have run my car with, and without, a filter. I can tell you, when you are not using a filter, and you really put the button to the plywood, you can hear the carb inhaling like a fat man running away from a pit-bull. I am pretty sure that if I can hear it over the noise of the engine, it is drawing enough to pull in a good amount of dust and grit.

During the Model A era there was an accessory Air Maze filter sold by most dealerships. It definitely was a help but had some limitations. It was a wire mesh so it needed to be oiled and cleaned and re-oiled frequently to be effective. It was still

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quite porous. I am sure it would keep the engine from sucking in the really big cow pies but small particles of dust would still get through. Modern ingenuity has provided a paper filter that will replace the wire mesh, but it is restrictive and will get dirty quickly making the engine run rich. It also will soak up any leaking gas and in essence create a very nice ignition source for the fire that will start an uncomfortable conversation with your insurance adjuster.



A few years ago I changed the mesh filter in my Air Maze to a much longer K&N filter that would provide enough surface area so as not to restrict the air causing a rich running condition. But, it still hung down below the carb and could soak up leaking gas. The Air Maze housing also sits really close to the exhaust pipe so the new K&N filter would get really hot and distorted. I was looking into one of the newer "highboy" filters that are now available, but wanted to try something different first as the "highboy" filter setups are not inexpensive. I ended up using my old Air Maze housing and a bit of 2" exhaust pipe to create a filter setup that solves the problem of the filter soaking up leaking gas. It also gets the filter away from the heat of the exhaust pipe. It also looks like something a model A owner in the '30s would come up with if he had too much time on his hands.



# The Fashion Journal

BY JEANIE ADAIR

Courtesy of  
The Beaver Chapter of  
The Model A Club of  
America



These Model A cheerleaders are a good example for the guys a casual outfit. Some tan trousers, a colorful striped sweater, two toned shoes and colorful stockings would be a cinch to put together. Add a straw boater hat or driving cap and you're done.

I wonder when cheerleaders shifted gender from the young men to the young ladies in skimpy outfits that we see today?

~Jeanie Adair October 2015

# The American Girl

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For All Girls—Published by the Girl Scouts

NOVEMBER  
1931

## ANOTHER LOOK AT CHEERLEADERS!

Last month I made the comment about guys being cheerleaders, well look what I found, an example of a girl cheerleader, there must have been both guys and gals.

I would say this was a typical look for what we think of as a cheerleader outfit. The sweater would probably have been wool, with the school letter in school colors. The pleated skirt would provide ease of movement. Low heeled shoes and socks complete the uniform.

Where are the pompoms?

~Jeanie Adair



Emily Newell Blair — Alice Dvar Russell — Gurney Williams

*President's Message continued from page 2*

There is still the faint sound of a few Model As in our midst that are coming to life again through the diligent efforts of their owners and kind club members. This is a joyous sound and one of excitement as some of these icons are ready to take to the open road once again. Just a note of encouragement to those of you that have a car that needs some tender loving care, it is worth it and we will help if you allow us to.

On our WPA tour we took one photo of 19 cars lined up at the Springville Museum of Art. That is a record photo for our group, but there were at least 7 operational Model As from active club members that were unable to attend. That means that we should be easily able to get a group photo of at least 25 cars later this year. Look for more details on this photo event

Thanks for all you are and do,

Reid Carlson, 2017 President



Scenes from previous Spring City Tour



## Classified Ads

**Wayne Atkinson** has something for everyone.

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- 4 blade fans
- good used cylinder heads
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- Zenith carbs - unknown condition

- Used Hill ring & pinion - look good
- Misc rear-end parts - housings etc.
- 30-31 steering wheels - not perfect
- 30-31 horn button & light switch rod
- 2 transmissions

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

**Mark Layton** and **Tony Jacobs** have a lot of parts for sale too. If you need something for your car, call Mark at (801) 361-7300 or Tony at (801) 796-0396.

**Clark Christesen's** coupe is still for sale His phone number is (801) 362-0210.



## Model A Ford Club of America

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## Model A Ford Club of America



I've been quite busy over the past couple of weeks working with my husband, John, to bring a recently acquired 1930 Sport Coupe up to my safety standards for long distance and daily driving. I've also discovered a new meaning for dirty! It is our

hope to have the car in shape about the beginning of May. I hope your projects are coming along well.

Have you given some thought to running for the MAFCA Board of Directors? If you have and think you would like to share your talents with MAFCA, give **Garth Shreading** a call to talk it over. His phone number is 409-753-2564 and his email address is [membership@mafca.com](mailto:membership@mafca.com). Garth has served our membership in a variety of Board positions and is in a great position to really give you the ins and outs of each office and answer questions you may have.

If you have a Model A related product to sell or a Model A business, contact **Donna Lewis**, MAFCA's Advertising Director, for your commercial advertising; her email is [advertising@mafca.com](mailto:advertising@mafca.com) and her phone number is 281-255-8885. What better way is there to get your message to 13,000 enthusiasts than through advertising in *The Restorer* and on our website?

The Bakersfield Chapter is receiving registrations for the 2017 National Tour in California. Although the route was changed due to a recent bridge wash out on the original route, they have chosen an alternate route through beautiful farmlands and vineyards for a short section of the tour. These roads are perfect for the Model A! San Simeon and Hearst Castle will still be the first stop along the Pacific Coast Highway. No matter the

route, any National Tour is about our members getting together to drive their cars, together. If you have never joined in the fun of a National Tour, it is guaranteed that you will make new friends from all over the US and maybe some from outside the US and have a great time! For more information, please [click on this link](#).



Many of us are on the Internet using Facebook. MAFCA has a growing Group Page, MAFCA - Model A Ford Club of America. This is a really good place to share your photos and stories of your adventures. It is also a great place to get the word out about your local club's swap meets, tours, and meetings. Although anyone can view the page, you must have a Facebook page and request to be a member of the page to make a post. There is no charge to join in and see what other Model A enthusiasts are up to with their cars.

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