



UTAH VALLEY

- Model A Club -

THE MOTOMETER

Vol. 5

No.

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IN THIS EDITION:

Mount Rose Highway, Donner Lake
and Lake Tahoe

1929
LEATHERBACK
FOR SALE

VINTAGE IRON
CHEF

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

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Greg Mack, photographer





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

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Lindon Car Show



A Message from Our President

BY REID CARLSON

Dear Model A'ers,

We are moving into the fall season according to the calendar but not the temperature. We have had a wonderful summer. Just before the first of September, those who have confidence in their cars are on the Ely trip.

This paragraph is directed to those of us who are hesitant to venture out on such a long road trip. How can you get confidence in your Model A so that on our next tour you can join with us? The easiest way is to "Just do it". Prior to leaving make sure that your car is serviced and lubricated. You may want to do a brake adjustment if you have mechanical brakes. You should know your car well enough to know what else to do before you embark. Remember, our Model A club is blessed with good mechanics and no one will leave you stranded.

While I am writing this message, Elaine and I are in Alaska. As we travel, I look around to see how old Fords played a role locally in everyday living. I have always found evidence of their usefulness and I have never been disappointed. I'm not sure I have been anywhere in the USA where you can get so remote, so fast. Here in Alaska, I have found a few restored cars and then some that are not.

Mt. McKinley National Park (later changed to Denali) was about as remote as any park in the country. Denali was opened to the public and this new entrance installed. There were not a lot of cars in Alaska yet, but here is a photo of one of the first cars to drive into this new park.



Also, we ran across a group of four confident men in their Model A. The only real modification I noticed was that the wheels were changed so that it could sport military lug tires.

Our annual manifold cook-off is coming up this month and we plan to hold it in Provo Canyon this year. In the past we have had a number of clever approaches to heating a great, picnic lunch. Make sure you have Saturday, September 23, 2017 circled for this fun, annual event. Watch for your postcard invitation in the mail.

We'll see you at our September 21 meeting. Robert Todd will talk about setting the points and adjusting the timing for a Model A engine. Knowing this will help you get confidence to take a longer road trip.



August's Monthly Meeting

Attendance:

Wayne and Jan Atkinson, Brim and Diane Brimley, Sid Crockett, Roger Davis, Tim Isaksen, Joe Fazio, Karl Furr, J.H. Hadfield, Tony Jacobs, Nicholas, Greg and Robert Mack, Clyde Munson, Karl Pope, Ron and Ellie Sessions, Bill and Colette Thompson, and Bob Todd.

Introductions:

We had two new faces in our midst tonight, and both of them under 50 years old. Joshua and Charles. He has been toying with the idea of buying a classic or antique car, so when he found out there was a Model A club, he decided to come and check us out! We hope he finds a car soon!

Club Business:

President Reid Carlson is in Alaska so Clyde Munson conducted tonight.

Lindon Car Show: Of the 420 registered cars, our club contributed seven cars. Of those seven cars, three people were awarded jackets. Tony and Clyde received jackets again and Joe received one for his Packard. Congrats to them (we're all jealous).

July activities:

Both parades were a rousing success! We had 17 cars participate in the Steel Days Parade! When they traveled single file, they stretched out for an entire block. It was quite a sight to see. As mayor of American Fork, J.H. led both the parade and the procession of Model A's with their dignitaries. J.H. was very appreciative and provided a donation of \$200 to show it!

The Mapleton Pioneer Day Parade has been a tradition we've enjoyed for several years now. We had 14 cars escort the veterans this year. Watching the floats pass by, Clyde told Roger that he thought his stake presidency was quite one-dimensional. If you weren't there you will need to ask Clyde or Roger for details. After the parade, we gathered at Elaine and Reid Carlson's home for a great BBQ.



American Fork
Steel Days



Mapleton
Pioneer Day

Activities:

Ely Tour coming up in two weeks. We will have a lot of fun enjoying a variety of activities along the way. We will visit the Topaz Japanese Internment Camp Museum in Delta, Lehman Caves National Monument, and drive along the edge of Great Basin National Park. We will visit Renaissance Village in Ely and ride the Northern Nevada Railway train, then take pictures with the steam locomotive. Our entourage will also be visiting the Gill Pharmacy Museum along with the Wendover Airbase Museum.

International Model A Day will be celebrated on September 23rd with manifold cooking during the trip up Provo Canyon to Vivian Park and J.H.'s cabin. Don't miss it. The food, scenery and camaraderie will be well worth it.

The Murder Mystery is scheduled for Saturday, October 28, 2017 upstairs in the American Fork Senior Center. Wear your period attire and hone your sleuthing skills before-hand. It should be a fun evening of intrigue.

TechTalk:

Model A Body Style was the topic of Bill's TechTalk this month. He had a well prepared Powerpoint presentation that gave information about all of the body types (both passenger and commercial). With the depth and breadth of detail, it was easy to tell Bill had done a lot of work to collect the information and pictures. We hope to be able to put it up on the club's web page! See how you do on Bill's quiz.

Model A Body Style Quiz

1. What body style included white wall tires from the factory?
2. Which body style was not made in a Ford plant?
3. Which models do not have roll-up windows?
4. Which style has landau irons?
5. Which body style had an oval side window?
6. What closed-car body style does not have a sun visor?
7. What style or model sold the most?
8. How many doors does a Victoria have?
9. How many years did they make the Model A?
10. Which models have a black radiator shell?

(Answers on page 22)



Since Pat Hanson wasn't here to receive the Bent Rod Award for jamming the stick shift into two gears at once, it was given to Nicholas for a chewed up camshaft timing gear.

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.

2017 Calendar of Events

September

- 4th — Onions Days Car Show, 12-5 p.m., Payson, <http://shoutout.wix.com/so/dLnVpmnb?cid=7e941c22-6278-47f9-ae40-bbd5793d157c#/main>
- 15th — MAFCA Board Meeting, Hickory Corners, MI
- 16th — Model A Ford Day at the Gilmore Car Museum sponsored by Model A Ford Foundation, 9:00 a.m.
- 21th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, timing & Setting Point, Bob Todd
- 23rd — International Model A Day/Vintage Iron Chef, will travel up Provo Canyon to Vivian Park where JH Hadfield has a cabin.
- 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.

October

- 4th-7th — Annual Hershey Swap Meet, Hershey, PA
- 26th — Club Meeting, 7:00 p.m. Larry H Miller Ford, Diane Brimley will give the TechTalk
- Fall Color Tour with the Copper Classics Chapter of the Veteran Motor Car Club of America, Sanpete County
- 28th — Murder Mystery, 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



2017 Fall Colors Tour
and
Vintage Iron Chef Cookoff
Saturday September 23

Meet at Harmons in Orem (800 N & 800 E) at 10 a.m.
We'll drive up Provo Canyon on Southfork Road at Vivian Park

Bring your best
MANIFOLD COOKING RECIPE

Emeritus Vintage Iron Chefs
2016 Grant 2015 Syd

UTAH VALLEY
- Model A Club -



Birthdays!

Pat Justesen – September 8th
Ron Sessions – September 13th
Greg Mack – September 21st
Angela Eckstein – September 23rd
Wayne Carlton – September 26th
Howard Eckstein – September 28th

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

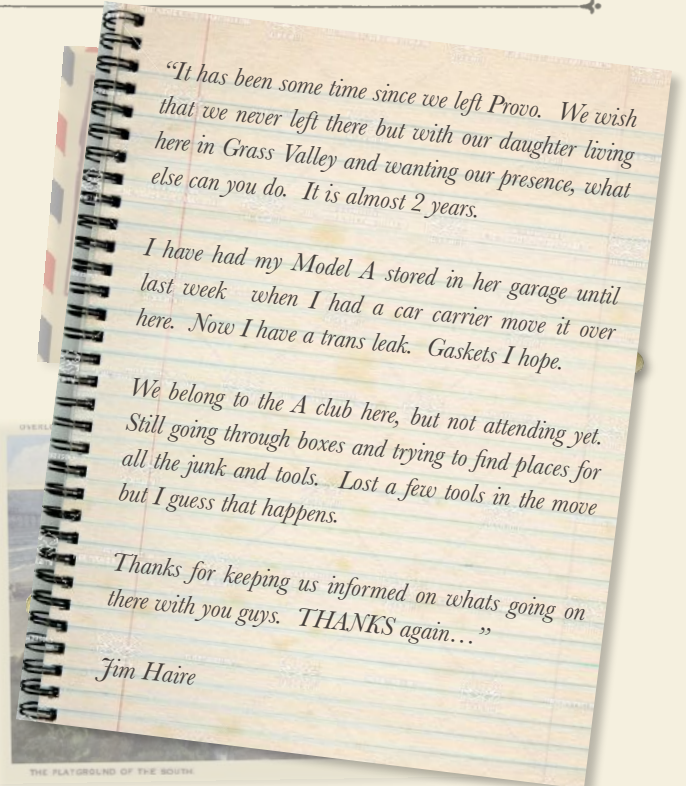
Howard Eckstein is in our news again this month. He and **Gemma** will be spending most of August in China visiting many of the exchange students they have hosted through the years.

We still send **Jim Haire** (a past member) the newsletter each month and recently received an e-mail from him (shown on the right). If you get a minute, I'm sure he would appreciate a quick note. His e-mail address is: jameshaire1@gmail.com.

For those of you who missed the club meeting, **J.H. Hadfield** took a minute to express his gratitude for the club's participation in Steel Days. He also sent this e-mail, "I was so pleased at the turn out for the Steel Days Parade. The parade had 120 entries and the Utah Valley Model A Club made up one element of that parade. I would like to publicly express my appreciation for the 17 old cars that made up the club entry in the parade. I am still hearing from residents that the old cars were the best part of the parade. Everyone seemed to really enjoy them. Again, thanks to all that participated." J.H. He showed his gratitude with a \$200 donation to the club!

Ten of the club's cars participated in the Lindon Days Car Show. Show sponsors said they had over 400 cars registered. One of these cars piqued **Reid Carlson's** interest. And, because of that, he is looking for ways to increase club revenues. Purchasing the Model T limousine would be a perfect addition to the club. The entire club could go touring — all in one car. (Just kidding.)

Richard Judd is in a cast again. He broke his foot so now he cannot drive his Model A; which is too bad because he and Judy were planning on participating in the Ely Tour.



A 1500 Mile Trek to Utah in a Model A

BY MARY CHRISTENSEN

Dear Mary,

I received your letter today wanting to know about why our family came to Utah. Most people of this state have ancestors who pioneered and settled the state. We also pioneered, but in a little different way, but for the same reason.

Your father was a convert to the Mormon Church, just as the early pioneers. After joining the church in 1946 and being released from the US Navy, he had a desire to learn more about the church and to further his education. It seemed logical to combine the two and come to Brigham Young University. There were a few handicaps. His parents were not members and a little sorry that he was, and opposed the move. He also had a wife, me, and two small children, Boyd Jr. and Martha. There was one other thing. We had no money. What we had managed to save from his Navy pay we had put into a business after the war and lost every cent of it.

Not to be put off for those "trivial" reasons, your father applied for entrance into the University and was accepted. After much planning and talking it over, it was worked out that your Grandpa and Grandma Crosby would come and bring your Aunt Doris to the University also. Your Aunt Rosie Mae, her husband and their small son would come as tourists. So with two cars and ten people involved, we headed a modern caravan to Utah.

It wasn't easy to buy food, lodging, and gas for the cars on the way to Utah. The cars were crowded and Martha was not well. In fact, your Grandpa did not expect to see her live to make the trip. We ran out of money in New Mexico and again in Colorado, so the "menfolk" had to find jobs that would pay them enough to feed our caravan and earn enough to buy gas to continue the trek. We had to stop several times for the men to again find work to fix our Model A car. This was the same Model A car owned by my father and purchased (used) in 1931. Our longest stop was to find a doctor for Martha and earn money for her medicine.

So we had a lot of the discomfort and worry that the early pioneers had also. Money was not plentiful but we had fun and visited the scenic spots along the way. After a trip of over two and a half months we arrived in Utah and settled in a tourist cabin. It was a happy occasion. Even the dirty, smoky sight of Ironton looked good.

With much misgiving and good advice, your grandparents and Uncle and Aunt left us here. Your father started a search for suitable housing. Every day he watched the paper and traipsed the streets looking for somewhere to live. When he found a place for rent, they refused to rent to us because we had two children. It was beginning to look dark. Money was running out and we thought that we might have to return to Williamson Settlement (near Vidor) Texas.

Finally we found a home that was very rundown and old that was for sale. We had just enough war bonds that we could cash for the down payment. But how would we keep up the payments and live on the 90 dollars a month that was our total income? A cousin of yours, Albert and Marva Christman, were struggling to get through college too. Albert had one child and was also keeping his sister since the death of his mother. We decided that by pooling the amount of money we both had for living expenses we could make it. So we set to work to fix up the house and make it livable. It had no bathroom for the first year we lived there, but by hard work and scrimping, we made it livable.

Even now, 17 years later, we have no money, but now we have a better home, 11 children and a happy life.

*I love you,
Your mother*



“In 1963, (my seventh grade year) I had an assignment to write about my pioneer heritage. I asked my mother (Juanita Crosby Bobo) to write about her and my father’s (Boyd Welton Bobo) trek to Utah. I was feeling a bit left out because most of my friends had “handcart” legacies to write about. So my mom wrote this...and I no longer felt any qualms about not coming from “pioneer” stock.”

(Notice the Model A in the lower left corner of the picture.)



This year, during a family reunion, Mary wanted to bridge the gap between generations. She contacted the club and asked if we would take her grandchildren back in time via our Model A's. Would we be willing to give eight of her grandkids a ride in our Model A's so they could experience, in a small way, the journey their great-grandparents took from Texas to Utah? We gladly accepted and another page in history is now written.



Distributor Roadside Seminar

BY TOM ENDY

On any long club tour, sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor, and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, **tested on the same running car**. It is a lot easier to swap out the distributor than to be standing alongside the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts. You **do not** have to reset the timing as long as you do not disturb the cam screw and you are installing it in the same car it was tested on.

Distributor failure:

The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the point gap closing up.

The points:

The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After

that you only need to reset that at about 1,000-mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you.

Henry's wayward wire:

The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible 80-strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. Bratton sells the correct 80-strand wire and is really the only best solution.

The condenser:

The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replaced over the years, but I have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality. The condenser is located in close proximity to the exhaust manifold where it is



extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up, you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it has a 1\4" round circle and is soldered on to the base of the condenser, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on; they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality condensers. Bratton's Antique Auto stocks them.

Roadside distributor replacement:

It is never a good idea to break the torque on any one of the 14 head bolts as it can cause the head to warp and allow water to leak into the oil pan. Unfortunately, Henry came up with a fool proof anti-theft scheme that works very well even in the modern day, but involves one of the head bolts. An armored cable from the ignition switch to the distributor protects the integrity of the wire carrying power to the points. The cable has a clamp around it and is bolted to the #8 head bolt making it difficult to remove the distributor to insert a hot wire. It is not a good idea to break the torque on the #8 head bolt either out on the road or in your garage. A prudent thing to do is to remove and discard the clamp and allow the cable to be free. You also need to put a spacer under the nut of the #8 stud to take up the space vacated by the clamp. The #8 stud is slightly longer than the other studs. With this arrangement it is an easy task to replace the distributor along side the road without risking creating more problems by inducing a warp in the head.

Distributor tools and support:

A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about \$1 at most any Model A Ford supply houses. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and two short shafts. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another short shaft of similar length be installed down in the engine block. The second shaft is easy to install; just drop it down the hole in the engine block and rotate it with a screwdriver until it locks in the slot. The two-shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft installed. You will also have to reset the timing if you install your spare on someone else's car. ©



A12249 Short Distributor Shaft



The Ely - Great Basin Tour

BY ROBERT MACK

Grand vistas, open country, history waiting to tell its story and lonely roads beckoning travelers. That's what we found on the Ely - Great Basin Tour.

Jerri and Dennis Thompson (Beehive A's), Rich Townsend, Bruce Orchard, Bill and Amber Poel (Salty A's), Roger and Geena Davis, Clyde and Nevan Munson, Greg, Nicholas and Robert Mack and Tim and Judy Isackson (day 2) participated in the longest tour the Utah Valley Model A Club has ever undertaken. The unofficial mileage for the trip was about 620 miles.

Day 1. The group met in Saratoga Springs where the mileage count began. On the trip, we had seven Model A's. The destination for today was Delta, 110 miles. Along the way we made stops at Camp Floyd, an Army outpost which was established in 1858. The troops were sent by President Buchanan to crush the "Mormon rebellion," but once they arrived, they found no such rebellion. When the Civil War broke out three years later, they abandoned Camp Floyd. We were able to see many of the building sites and some took advantage of the opportunity to purchase scorpion candy and flavored crickets.

We made a slight detour along the way to Eureka for lunch, where we met the town's mayor. At B's Hangout, Roger became the laugh of the day when he ordered a footlong hotdog that stuck out two inches of each side of the bun. After lunch, we made our way to Delta. In Delta we settled into our motel and then drove over to the Topaz Museum. There we toured a barrack that the interned Japanese Americans lived in during WWII. They also had a movie that told their story along with



artifacts from the internment camp, art and arts and crafts that they sold for spending money.

Day 2. Today we traveled the most miles. It was 160 miles to Ely from Delta. This drive was through open country, past Sevier Dry Lake and Topaz Mountain. At the border we filled up with gas and then drove up to Lehman Cave's National Monument for a tour of the cave. Lehman Cave's is noted for its abundance of shield formations. The cool 50 degree temperature was a welcome change from the 90+ degree temperatures we experienced traveling through the West Desert.

With only two more hours to go before reaching our Ely destination, we decided to forego lunch and press forward. This was probably wise as the temperatures





were continuing to climb. The temperature wasn't the only thing climbing, so were the Model A's. The first pass we scaled was Sacramento Pass (7,154 ft) followed by Connor's Pass (7,749 ft). Connor's was a victory well won, with its steep and winding grades. We let the cars rest at the top of each pass, at least that's the excuse we used. It really gave us a chance to rest. The cars would probably have continued without complaining. These grades proved to be a challenge for one of the Model A's, but with the replacement of the carburetor, we were back on the road.



Ely was a welcome sight as we rounded a bend in the road and it came into view. This was especially true for Nicholas who coasted down two blocks to the first gas station in town. Our night's lodging was at the Nevada Hotel which was built in 1928 and opened in 1929. The hotel gave us an inkling of the amenities people availed themselves to just prior to the Great Depression. After settling into our rooms and taking a short rest, Model A's were out-and-about exploring the city looking for the cuisine that would satisfy their palates.

Day 3. A day in town taking in the sites, history and various attractions that Ely had to offer was a welcome

change from driving. We started out by staging a photo shoot in front of the tracks near Clyde's parent's home. What we didn't know was the train was going to be late. We spend over an hour waiting for it to chug past. We got the pictures we were hoping for, but the locomotive engineer was caught taking pictures of us too.



Following our photo shoot, we wandered up to Ron and Nora's home to look at Ron's car collection. He has a full garage. Three Model T's, four old Dodges, a 1954 and 1956 F150 Ford, not to mention the 1931 Slant Window Town Sedan and 1928 Roadster.





At 1:00 we rendezvoused at the city park with the old car club of Ely. They hosted a wonderfully delicious lunch. Many of us were back at the food table for seconds and some went back for thirds! We had a great time getting to know each other and talking cars.

It was a real treat.



The Renaissance Village was our next stop. Some of the old cottages have been restored and decorated to

depict the ethnic diversity of the miners who settled the area.



At 4:30 the whistle blew on old "93", a steam locomotive built in 1909, marked the departure of our ride through part of the Ely mining district. It was a two hour trip on two nice Pullman coaches. What the trip lacked in scenery, it made up for in history. A very informative narration explained the boom and bust of mining in the area.



The rest of the day was open, so club members could explore on their own.





Day 4. Today was a shorter day with only 92 miles to cover. We started out with a quick tour of a Studebaker collection that had some pretty rare vehicles and some newly acquired Mack trucks. Then it was a short drive to McGill where we visited McGill Drug. When Kennecott abruptly closed its doors due to the sudden drop in copper prices, so did the drug stores, leaving stock on the shelves, prescriptions in bottles, and records dating back to the early 1900's. This time capsule was made even more interesting with the "salty" stories of its curator.

On the road again, we made our way toward Wendover. Highway 50 claims to be the longest highway in America, but US 93A hosted even less traffic. We pulled over at the rest stop to give the cars a rest (again, that's our excuse to stop and stretch our legs). None of the cars had any



problems the entire way, although some cars were running low on gas by the time they arrived.

After checking in at the motel, we made our way to the Army Air base where WWII bombing squads were trained, including the crew of the Enola Gay, the plane that dropped the bomb on Hiroshima, Japan. The visit was a very sobering experience and made us appreciate the dedication and service of our military through-out the years.

We topped off the day by stuffing ourselves at one of the casino buffets. Back at the motel, we prepared ourselves and our cars for the last "leg" of our trip.





Reservation In the span of one hour we only encountered six cars. Just before Dugway, we headed up Utah 199. At the base of the mountain, we merged with a portion of the Lincoln Highway and over Fisher Pass. This small stretch was steep and winding. One car boiled over and two suffered from vapor lock. Luckily, Clyde, our "Model A Whisperer," charmed both vehicles into action and we made it to the top of the pass climbing to 6,496 feet. That was a climb of 1,640 feet in seven miles! The cars earned a medal for conquering that stretch of highway.

Day 5. Roll call sounded bright and early today, and before long we were on I-80 heading back to SLC. The large caution sign on the back of the trouble trailer made traveling a breeze. Other travelers slowed down with camera in hand taking pictures as they passed.

It was an uneventful trip to Delle where the two groups split. The Salty/Beehive group continued on I-80 while the Utah Valley group headed south through Rush Valley.



All in all, it was a great trip, especially in comparison with the same trip two years ago. In 2015 two Model A's had to be trailered home, and the last leg of the trip had to be traveled at night to keep the cars from overheating. This year, all the cars made it home under their own power. We had two flat tires, one carburetor switched out, two cars vapor locking, the points re-gapped at the top of Fisher Pass, and one car that was always thirsty. On this trip however, motorcycles had an infinity for Model A's and collided with them on two different occasions. If you missed this trip, you missed out on a lot of fun. This excursion brought together four clubs with a love for old cars. We'll be telling stories about this trip for a long time!

Utah 193 was a perfect road for Model A's. It was a recently paved two lane road through the open country past the Ensign Ranches and the Goshute Indian



Member Spotlight

ROGER & GEENA DAVIS

Roger and Geena Davis are new members to the Utah Valley Model A Club. They joined the club as a direct result of their association with the club at last year's July 24th celebration in Mapleton. They fell in love with Wendell Gadd's 29 Fordor and the rest is history.

Roger grew up in Spanish Fork, Utah and Geena grew up in Twin Falls Idaho. They met while attending BYU—and, they both loved Roger's motorcycle. That seemed to bring them together and one thing led to another, getting married in 1978 in the Salt Lake Temple. Roger had just returned from his LDS mission to Argentina. Roger soon graduated from BYU, studying Computer Science, and they joined the Air Force. The Air Force gave them lots of great church service opportunities and exciting Air Force positions in Washington, DC, Dayton, Ohio, Colorado Springs, Colorado, Montgomery, Alabama, and Norfolk, Virginia. They raised their three children: Angee, Adam, and Reed during those exciting times and got to see lots of the United States.—they have visited them all except five in the upper Midwest and Alaska. Roger retired from the Air Force in 2000 and they settled down in Mapleton.

Geena has always been quite satisfied to be a stay at home mother and grandmother. She's an accomplished genealogist and loves to read, study the scriptures, and shop for her grandkids. Since retiring, Roger has taught computer science at BYU, worked for a .com company in Texas, did IT auditing around the world for NuSkin, managed many of the LDS Church's major computer systems, and now works as an account manager for Microsoft.

Their kids all live in Utah Valley so the grandkids get regular rides in the Fordor—they call it the AAOOOOOGA car. They love no seat belts and being able to hang their heads out the windows. The Club is great and the members are such good friends. Roger and Geena are excited to be a part of this great group!





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.

An outstanding scenic drive through the high country of Nevada is a trip along the Mount Rose Highway, past Lake Tahoe, through Truckee, California to Donner Lake. This is approximately 60 miles one way.

A good source of information about the trip is, [Exploring Nevada.com](http://ExploringNevada.com). This website describes the drive as follows, "The Mt. Rose Scenic Drive follows Nevada State Highway 431 (also simply known as the Mt. Rose Highway) for its entire length. Beginning in Reno at the junction with Highway 395 at an elevation of 4500 feet, the drive climbs steadily through high-desert terrain that



has seen significant development over the past decade, until reaching the edge of the Sierras. There are no foothills here. Instead, the mountains rise steeply and sharply up from the valley below. Additionally, once the Mt. Rose Highway reaches the mountains, the vegetation changes remarkably fast, with the desert quickly giving way to rocky and forested mountain slopes.

Once the Mt. Rose Highway reaches the mountains, the route climbs steadily, with numerous twists and turns,



as it makes its way up to the highest elevation point of the drive, at Mt. Rose Summit, which has an elevation of 8900 feet. Now, don't let the name fool you. Mt. Rose Summit isn't a summit at all, but is instead a pass located between the 10,776 foot Mt. Rose (located to the north of the road) and the 9,648 foot Slide Peak (located to the south of the road)."





“From Mt. Rose Summit, the Mt. Rose Highway then passes through

forested terrain while dropping steadily into the Lake Tahoe Basin. The views on



this stretch of the road are outstanding, and several scenic pullovers are located just outside of Incline Village that provide unrestricted and sweeping views of Lake



Tahoe, the high peaks of the Sierras in California, and the entire Tahoe Basin.”

There are some precautions to be aware of. According to [Exploring Nevada.com](http://ExploringNevada.com), “The traffic on the Mt. Rose Scenic Drive ranges from moderate to heavy, depending on the weather and time of year. Since the highway is one of the main routes between Reno and Lake Tahoe, the drive is often very busy during the summer, especially on the weekends.”



Donner Lake from Donner Pass

Photographer John Schulenburg



The Fashion Journal

BRINGING BACK THE BUSTLE — PART 1

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

All of you know the saying “What’s old is new again”. To prove the point, let’s take a brief look at the bustle as it appeared in the 1880’s, the Edwardian period, and the Model A era.

During the 1880’s, a bustle was a necessary item to create the fashionable silhouette. To attain the desired womanly figure, the bustle was worn to create the illusion of a small waist and ample hips. To achieve this look, a bustle extended at a right angle to the body. Some bustles were more extreme than others.



In the illustration to the left, they are making fun of the size of this rather large bustle.



The silhouette of the period [1887] looked like this. These decorative but restrictive fashions had their place in history; however it seems unlikely that the liberated women of the Model A era would have adopted garments such as these.



The bustle shown to the right is from about 1884. It would be used to create the look seen below.



As time went on the bustle faded away, to be replaced by a crinoline, and / or petticoats. In the Edwardian period, a revised version of the bustle, which could be made of wire, fabric or even horsehair appeared. The silhouette featured a gentle downward slope from the back of the

waist. Think of the very graceful and famous "S" curve that was prevalent in the early 1900's.



A bustle pad such as the one to the right would be required to create the look shown here.





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.

Bob Todd has six new black wall 19" tires for sell. He can be reached at: (801) 373-3084.

If you would like to have an item included in the Classified Ads, call Robert at (801) 489-9808, or e-mail at mack4759@yahoo.com

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 Fordor 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."



Cliff Godfrey is looking for two 21" tires in good condition. He can be reached at: (385) 210-5373 cell.

Tony Jacobs is looking for a horn. It doesn't matter if it is working or not.



Quiz Answers: 1) none, 2) Briggs and Murray (exception Slant Window), Woodies and Budd steel top pickups, 3) open cars, 4) Sport Coupe and Cabriolet, 5) Business Coupe, 6) Slant Window models, 7) Tudor, 8) two, 9) major production occurred during 1928-1931, but production ended in March of 1932, 10) most pickups and commercial vehicles.



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



We are fortunate that in four short years, the Ford Motor Company produced close to five million Model A's. There were many improvements and new features to the New Ford over the Model T.

This was especially exciting for ladies! Imagine the independence

of not having to ask a man to come crank the car for you!

In July, I made a trip to the Gilmore Car Museum in Hickory Corners, Michigan, home of The Model A Museum. The Model A Museum continues to get better and better. A new exhibit is being worked on at this time. An unusual and rare 1931 Model A Two Door, Right Hand Drive Phaeton (Great Britain manufactured) has arrived on loan as the spotlight vehicle for the new "Model A 'Round the World" exhibit. This exhibit will tell the story of Model A's manufactured and assembled all over the world.

On Friday, September 15, the MAFCA Board of Directors will hold the next board meeting in the Board Room of the Gilmore Car Museum. This coincides with Model A Days at the Museum in Hickory Corners, Michigan. On Saturday, September 16, all of the MAFCA Board members will be at the Museum to spend the day with members new and old. Also, on Saturday, Jim Cannon, MAFCA's 2017 Technical Director, will be presenting a seminar on troubleshooting the Model A. This should be very interesting and all are invited to come.

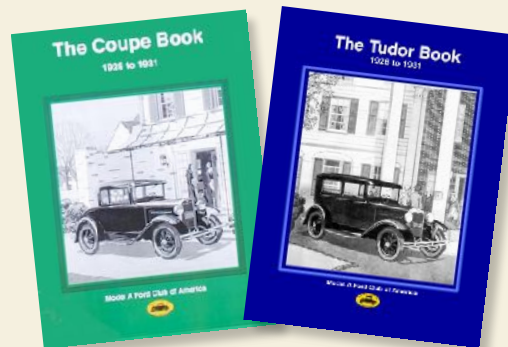
I hope you have registered for the National Tour coming up next month! The Bakersfield Chapter has worked hard to provide a safe and fun tour from central California up to the San Francisco Bay area. The tour will have you driving along the beautiful coastline and through parts of the farmlands of the central valley. This is going to be a great tour and you aren't going to want to

miss it! Registration material can be found on the MAFCA website.

You will be receiving your membership renewal notice in the next few weeks. Please return it promptly, as you don't want to miss out on any issues of The Restorer Magazine or your other membership benefits. This year, you will not be receiving a ballot for the nominees for the Board of Directors. That is because there will be no election this year as the number of nominees equaled the number of positions to be filled. Per the MAFCA By Laws, Article 5 Section (c) (7) Waiver of Election: "If, after the close of nominations, the number of people nominated for election to the Board of Directors is not more than the number of the Directors to be elected, the Board of Directors may, without further action, declare that those nominated and qualified to be elected have been elected." The Board declared the nominees to be elected during a conference call on June 27, 2017.

I hope you will get out and take your A for a drive. It will put a smile on your face and all you pass by along the way.

Happy Begg 2017 MAFCA President



Now is a good time to start thinking about Christmas presents for your Model A lover and MAFCA has the answer for you. Check out their web page for ideas.

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