



UTAH VALLEY

Model A Club

THE MOTOMETER

Vol. 6

No. 2

February 2018

IN THIS EDITION:
WHEN THINGS ARE DIFFERENT
Vern Cope's New Truck
Valentine's Day Special

NEW
KID'S
CORNER

JIM'S
TECHNICAL
TIP

2017 MAFCA Newsletter of Excellence
2016 MAFCA Newsletter of Distinction
2015 MAFCA Newsletter of Merit



*Sultry Model, Vern Cope
Photographer, Greg Mack*

VERN COPE'S NEW 1929 ROADSTER PICKUP



WHAT'S INSIDE

- 3 President's Message
- 4 Calendar of Events
February Birthdays
- 5 Heard it Through the
Grapevine
- 6 January Club Meeting

- 8 Member Spotlight
Brian & Sharon Lindenlaub
- 10 Boyhood Dream
- 12 When Things are a Little
Different
- 15 Model A Mechanic's Sheet
- 16 There's Love in the Air

- 18 Christmas Light Tour
- 19 National Auto Museum —
MAFCA Convention
- 20 Kid's Corner
- 21 The Fashion Journal
- 22 Classifieds



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	Reid Carlson	rcarlson1964@yahoo.com
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APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook Photographers	Clyde Munson Greg Mack Allison Mack	bjerg_menneskene@yahoo.com gregmack02@yahoo.com windjamer9945@yahoo.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com
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A Message from Our President

BY CLYDE MUNSON



Valentine's Day is near and so I thought I would write a word about the history of the Day of Love. But, I discovered it has a boring origin and history, what with angst and martyrdom and whatnot. I then turned my thoughts to what my wife calls Valentine's Day. For us it is known as St. Hallmark's Day. I

decided then to relay the story of the Hallmark Company.

The company was started by two brothers, both of whom owned Model A Fords. Around the end of the Model A era, the ability to show a movie with spoken dialog was a new and exciting concept. The Hallmark brothers, Johan and Sebastian, were looking to break into the business by making love stories. They ran into great difficulty selling scripts to major studios due to the fact the studio heads did not think people would pay to watch two people look deeply into each other's eyes and recite bad poetry. Rejection after rejection created a rift between the brothers. Sebastian decided he would take ideas from the scripts, print some of the lines on cards and sell them to men who, up until that point, had only been able to express their affection for their significant other with ill-timed grunts.

Johan attempted to stay in the motion picture industry but a series of bitter disappointments led him to write scripts for the television show Bonanza. You can tell which stories were written by Johan, due to his cynicism at the end of the episode, the love interest of little Joe, Hoss or Adam would end up dead. Sadness eventually took its toll on Johan and he became a monk.

Sebastian on the other hand made enough money from his silly little cards to eventually buy his own TV channel where sappy love stories can be shown 24/7. The lesson of this story is never give up on your love. Spend time with your love; express your affection for your love and lavish gifts upon your love and when you have done all of that you should probably leave the Model A in the garage and spend some time with your spouse.

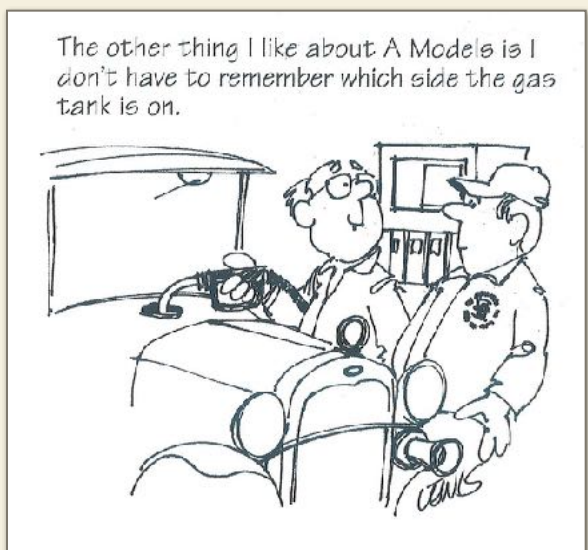
Editor's Note

ROBERT MACK

Recently I sent out a survey to see what members wanted in our club's newsletter. We hear often from MAFCA that this is the link that ties the club together. Because of this, I wanted to make sure the *Motometer* was meeting the needs of it's members.

Many people have responded, and their kind words are appreciated; especially their constructive criticism. I was surprised by the mix of feedback I received. Some members liked certain topics, others didn't care for them. Everyone, however, seemed to think we were on the right track.

I have attempted to incorporate some of the recommendations offered. They are reflected in this month's newsletter. Since the club is a dynamic organization, always changing, the *Motometer* needs to do the same. Because of this, additional feedback is always appreciated. You can also help by offering suggestions for topics you would like to see covered, writing articles for the newsletter or submitting pictures of club, or Model A related activities.



Model A News, Mar-Apr 2005

2018 Calendar of Events

At the January meeting, the activity chair, **Bill and Colette Thompson**, passed out a survey that will guide them in their development of this year's activities. If you haven't already, or if you missed January's meeting, let them know what activities you would like to see happen.

February

- 15th — Club Meeting, TechTalk - Drag Links by Tony Jacobs, 7:00 p.m. Larry H Miller, 1995 N. University Avenue, Provo
- 17th — Cooking Class at Chao's Asian Market, 329 N State St, Orem. We will start at 6:30 p.m. RSVP is required by the 15th. Call Howard, at (801) 226-2366, to book your reservation. It is \$25 per person at the door.

March

- 15th — Club Meeting, TechTalk - Timing by Clyde Munson, 7:00 p.m. Larry H Miller, 1995 N. University Avenue, Provo

April

- 19th — Club Meeting, TechTalk - Head Gaskets by Reid Carlson, 7:00 p.m. Larry H Miller, 1995 N. University Avenue, Provo

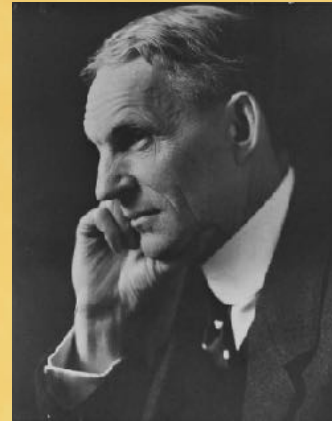
May

- 17th — Club Meeting, 7:00 p.m. Larry H Miller, 1995 N. University Avenue, Provo

June

- 3rd - 8th — Midwest Regional Meet, Springfield, Missouri. For more information, contact [Lance Burton](#), 816-809-8648
- 24th -29th — Reno-Sparks, Nevada, MAFCA National Convention, to read more about it visit their webpage at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>

The Wisdom of Henry Ford



*If money is your hope for independence
you will never have it. The only real
security that a man will have in this
world is a reserve of knowledge,
experience and ability.*



Cliff Godfrey – 1st
Dick McCulloch – 8th
Olga Burr – 13th
Ron Sessions – 13th
Joe Fazzio – 17th
Janell Todd – 18th
Allison Mack – 25th

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

What's happening out there? The club members would like to hear from you. Let us know by sending an e-mail to: mack4759@yahoo.com.

Lloyd Barker is on the mend. Kelly reported that Lloyd underwent heart surgery and is improving nicely.

If you participated in the "Southern Utah Tour" a couple of years ago, you will remember **Harley Johnson** from the Salty A's. He passed away recently. We will miss his kind and friendly spirit. We offer our condolences to his family.

Jay Derbidge, of the Ely Old Car Club is not doing well. He is the gentleman who gave us a tour of his Studebaker collection. He is suffering from cancer. It has spread through most of his body and caused paralysis from the waist down. Our prayers are with him and his young family.

Bad news invades our own club. **Kelly Barker** was recently diagnosed with stage-three prostate cancer. Please send him notes of support and encouragement. His e-mail and physical address are in the club's roster.

Allison Mack has had some difficulties with an infection that started as a cut on her hand. She ended up having to go to the hospital and have surgery to save her fingers and tendons.

There is some good news however. **Howard Eckstein** found a windshield frame that will fit **Tony Jacobs** "Frankenstein" roadster pickup. Now Tony can continue with this interesting build.

Vern Cope has good news too. He recently purchased a NICE 1929 roadster pickup (see pictures to the right). Last month he drove down to Las Vegas to pick it up. Read about his adventure on page 10. He is now selling his old pickup.

Celebrate the Chinese New Year with us at Chao's Asian Market!

We'll learn to make sweet and sour chicken, fired rice and vegetables the Chinese way. \$25 per person at the door. Money supports Youth Link, an organization that benefits youth in under-developed countries.

Chao's Asian Market 329 N State Street, Orem; Saturday February 17th at 6:30 p.m.



January's Club Meeting

Attendance:

Diane and Brim Brimley, Reid and Elaine Carlson, Vern Cope, Syd Crockett, Roger Davis, Howard and Gemma Eckstein, Pat Hansen, Tony Jacobs, Brian Lindenlaub, Clyde Munson, Greg, Nicholas and Robert Mack, Karl Pope, Ron and Ellie Sessions, Larry Taylor, Bill and Colette Thompson, and Richard Tucker.

Club Business:

Our new 2018 President, Clyde Munson, presided and conducted the meeting.

Treasure's Report: Diane Brimley reported on the club finances. We have \$1770.07 in savings and \$94.37 in checking. She also reported that recent club activities have diminished our coffers and asked us all to make sure to get our dues in as soon as possible. Clyde pointed out that after March, dues go from \$20 to \$25, so please, don't be late. Keep that extra \$5 for Model A parts.

Awards: Greg Mack presented the 13+ Award to Roger Davis, Nicholas Mack, Robert Mack, and himself. For those who don't know, you can earn the award if you drive your Model A (or ride in one) one day a month (for 12 consecutive months) as well as one club activity. [greg hand made](#)

Howard Eckstein reported on their trip to Oklahoma City where he received the Bill Reeder Award during the MAFCA National Awards Banquet. It is a prestigious award, and not many people can say they have received it, let alone twice!

A report on the **Christmas Light Tour** was given by Bill and Colette Thompson. Everyone had a good time, especially since the weather was so mild.

Brian Lindenlaub continues his search for an open car. He thought he had found one in California, but it looks like that is going to fall through. He is considering waiting until the National Convention to see if he can find one there. If you know of one, please contact him. His contact information can be found in the club's roster.

Activities:

Bill and Colette Thompson took the floor again to discuss this year's activities. They passed around a survey and asked people to identify which activities they would like to see repeated. After the results are tabulated, they will develop a monthly itinerary. Stay tuned.



February's Activity: We are heading back to Chao's Asian Market again for a new cooking class. It will be held on Saturday the 17th at 6:30 p.m. The market is located at 329 N State Street in Orem. This is a fundraiser for both the club and Youth Link, an organization that benefits youth in underdeveloped countries. RSVP to Howard (801) 226-2366 by February 15th so they can plan accordingly. Come hungry!

Tech Talks for 2018:

Drag Links — Tony Jacobs

Clutch

Spark Plugs — Howard Eckstein

Monumental Highway — Bill Thompson

If you have a topic you would like to see discussed, or would like to make a presentation, contact Howard Eckstein.

Heads Gaskets — Reid Carlson

Jetting the Carb — Clyde Munson

Music of the Era — Bill Thompson

Tech Talk:

Diane Brimley gave this month's presentation. She said it was geared toward the women in the group, but being organized and documenting your Model A's activities and maintenance applies to all of us. She showed us three albums she has put together. One album covered the history of her father's auto legacy. Another, more extensive album, recounted the story of their Sport Coupe from the time she drove it in high school, through a restoration done by her sister and brother-in-law, to current activities they participated in with the club. She has done a great job.

Ask the Expert: Clyde is starting a tradition that will undoubtedly be popular. At the end of each meeting, time will be given the group to ask Model A related questions of the club's experts. So, if you are working on a specific repair or restoration project and are stumped for a solution, it can be addressed at the meeting.

Clyde brought up two safety concerns that should be looked at before the driving season is upon us. Roger Davis' fan was replaced in the nick of time. It eliminated the need for more extensive repairs later.

While Clyde was working on his car's front end, he noticed, with trepidation, damage to the shortened Pitman Arm. If you have the altered arm, and it is not the new forged arm, replace it. This could be a life threatening situation.

Thanks to Richard Tucker for providing refreshments tonight!

2018 Tech Talks

February - Drag Links — Tony

March - Timing — Clyde

April - Head Gaskets — Reid

May - Model A era music — Bill

June - Radiator Issues — Roger

July - Jetting the Carburetor — Clyde

August - National Parks Poster Art — John Clark

September - Monumental Highway Presentation — Bill

October - Broken screw removal — Howard or Clyde

November - Choosing the Right Spark Plugs — Howard



Member Spotlight

BRIAN & SHARON LINDENLAUB

Brian and Sharon Lindenlaub are both originally from Indiana. Brian grew up in West Lafayette, and Sharon grew up in the small town of Talma about 70 miles away. They met on a blind date in 1978 at Purdue University, where Brian was studying Mechanical Engineering and Sharon was studying Pharmacy. After graduating from Purdue in 1981, they got married and moved to Wisconsin where Brian worked for the Trane Company and later at the Point Beach Nuclear Plant. After eight years in Wisconsin, they moved to Arizona where Brian worked at the Palo Verde Nuclear Generating Station and Sharon taught high school science. In 2017, after 26 years at Palo Verde, Brian retired and they moved to American Fork, Utah. They have three daughters and 8 grandchildren. They chose to live in American Fork to be close to their oldest daughter and the grandchildren who live there. Their other two daughters live in Las Vegas, Nevada, and Studio City, California with their families.

Brian has been interested in antique cars for as long as he can remember. His great-aunt had a 1930

Model A station wagon, named "Tillie," on her farm in New Hampshire. One of the highlights of visits to the farm was when one of the grown-ups would say, "Let's go for a ride in Tillie!" All of the cousins would pile in the back of Tillie and we would drive through the woods and across the fields and have a great time.



While a teenager, Brian and his best friend, Donald, were acquainted with a man who owned several antique vehicles, including a 1931 Model A pickup. The star of his collection however was a 1927 American LaFrance fire truck. Brian and Donald spent many hours helping to maintain the fire truck and other vehicles. Every September, a big antique auto show and swap meet was held in the infield of the Indianapolis 500 track. Donald and Brian would work for hours washing the fire engine and polishing the nickel and brass to get it ready for the show. During the

judging, they took advantage of the downtime to wander through the show and inspect the other vehicles. Brian remembers many, many Model A's that would come to the show every year. After judging, the show vehicles were allowed to take a few laps around the Indy 500 track. It was thrilling to ride



around the track in the American LaFrance with the other fire engines, all with lights flashing and sirens blaring!

When Brian was 15, he bought his first vehicle, a 1937 Dodge pickup. It had been disassembled by the previous owner, so it took several trailer-loads to get all the pieces home. The house where Brian's family lived at the time had just a small one-car garage, but his parents graciously agreed to let their car sit out in the weather for one year while he got the truck together and running (which he did). He sold the truck in 1980 to help with college expenses. Later it was used in a display at the Professional Rodeo Hall of Fame in Colorado Springs, Colorado. Other interesting vehicles he owned at various times included a 1963 Volvo P1800, a 1966 Mustang convertible, and a 1970 Vespa scooter.



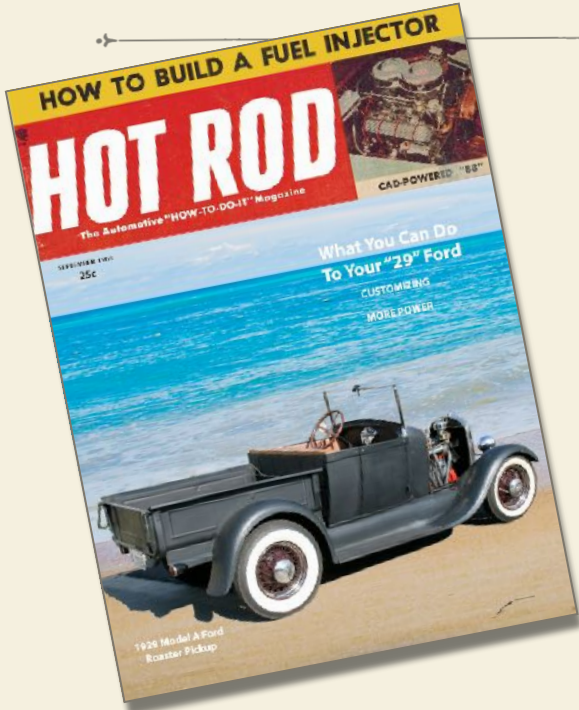
Now that they are retired, Brian and Sharon enjoy relaxing, traveling, and playing with their grandchildren. They recently returned from a cruise through the Panama Canal. Sharon also enjoys reading, working on family history, and everything Disney. Brian spends time working on projects around the house, riding his bicycle, and playing bassoon with the American Fork Symphony Orchestra. They plan to serve a mission in the not-too-distant future. They do not own a Model A yet, but are looking for a suitable car (currently focusing their search on a 1928 or 1929 roadster or phaeton). Why a Model A? Because Brian concluded that a Model A is the perfect antique car - relatively inexpensive to buy and maintain, simple but not too primitive, and parts are readily available. (Having a local club of knowledgeable enthusiasts is an added bonus!)





Boyhood Dream

BY VERN COPE



Ever since I saw one on the cover of Hot Rod magazine, I have dreamed of owning ‘one’ someday. What does ‘one’ refer to, you ask? ‘One’ is a 1929 Ford Model A Roadster pickup truck. What’s so special about a roadster pickup, you might be wondering? Well, it’s a convertible pickup for heaven sakes. The most cool pickup I have ever seen. How many convertible pickup trucks have you seen? As Perry Mason would say, “I rest my case.” Now, some people are wondering, who is Perry Mason?

Through the years I have drooled over the pages of many car magazines thinking someday I will own one of those. That day has arrived, but I will get to that in a moment. As I was drooling and searching for my dream truck, it seemed to me that when I lived in Florida I could only find them for sale in California. Now that I live in Utah they are for sale in New York. Finally I found one for sale in Las Vegas; a mere seven hours to the south. Hall-e-lu-jah! I clicked on eBay’s

BUY IT NOW, and a 1929 Ford Model A Roadster Pickup Truck was mine.

I could hardly sleep for the next couple of nights while I was preparing for my trip to Las Vegas. I had to reserve a hotel room. I had to make arrangements for a trailer. I decided to rent a car-hauling trailer from U-Haul. I asked myself, should I rent one in Provo and pull the trailer both ways, or should I rent one in Las Vegas and pull the pickup on it back to Provo. It was \$50.00 cheaper to rent one in Provo and pull it both ways, so that is what I did. As it turned out, it would have been cheaper to rent a trailer in Las Vegas and pull it one way back to Provo. It cost me more for the gas than the \$50.00 I thought I was saving on a trailer rental.

I didn’t want to go by myself, so I asked my first son to go with me. Nope, he was moving that weekend. I asked my second son. Nope, he was helping the oldest son move. Well, it looks like I was going to Las Vegas by myself. In passing, I mentioned this to my neighbor, Larry (another old-car guy; he has a nice-looking 1954 Chevy low-rider pickup truck), and he said he’d love to go with me.

Our trip was uneventful. We made it to Las Vegas after dark, so it was too late to go and check out the



truck. We went and had dinner, and then to the hotel and checked in. I know you might not believe this, but our hotel didn't even have one slot machine. Can you believe that? This is Las Vegas we are talking about here. I wonder if my wife knew this when she reserved my room?

Larry and I were supposed to be at the seller's house at 9:00 a.m. the next morning. I called him from his front yard at 8:00 a.m. He already had the truck sitting in his driveway when we arrived, so I didn't feel too bad about getting there a little early. We introduced ourselves and shot the breeze for a little while. He told me everything he knew about the truck. He bought it out of Florida and had it shipped to Las Vegas. Can you believe that? (Refer to paragraph three.) After looking over the truck I took it for a spin. It drove great and sounded good. I gave him the money. He gave me the title. I drove it up onto the trailer. We shook hands. Larry and I headed back to Provo.

We got on the freeway and headed north. We were cruising along enjoying the beautiful scenery when, all of the sudden the traffic stopped, and we had to stop too. I mean we came to a dead stop. I have never had to park on the freeway before. While we were parked on the freeway, two ambulances and three cop cars flew by us on the shoulder of the road. They were doing at least a hundred miles an hour. We sat there about an hour before we started to move again. When we got to the accident site we could see that a truck, with a camper shell, had rolled over. What a mess. There was stuff scattered everywhere. The truck was lying on its top with its tires in the air. The top of the cab was mashed flat to the hood. Later, I read on the Internet that the driver had fallen asleep at the wheel. Like the sign says, "Don't Drive Drowsy" — pull over and take a nap. The rest of the trip was uneventful. We unloaded the car at my house, put it in the garage, and I took the trailer back to U-Haul.

The next morning I had to check the garage to make sure I hadn't dreamed the past couple of days. Nope, there 'one' sat. A 1929 Ford Model A Roadster Pickup truck truly was mine.





When Things are a Little Different

BY HOWARD ECKSTEIN

Repairing the Model A is a lot of fun, especially when familiar with the workings of the car. Lots of historical material and plenty of parts are available; not to mention a hundred sources of new information. But what happens when faced with a car that is almost as old as the Model A, but parts and publications are not so easily obtained?

Gemma and I met a man in a grocery store and started a conversation which led to a common interest in old cars. This is not unusual as almost everyone thinks antique autos are cool. People generally reminisce about the car they had in their distant past and wish they still had.

This conversation was a little different in that our new acquaintance had acquired a 1939 Studebaker in 2010 and had never heard it run. Someone else had begun taking it apart over a year before; now he wanted it put together and running.

There are times when being tied tightly to the mast is not sufficient to resist the songs of the Sirens. I've got plenty of work right now helping club members with their Model As which occupies my retirement. Getting involved with a Studebaker would be at best a distraction. But unlike Odysseus, I succumbed to the seduction.



I remember the 1939 Studebaker Commander that my dad had when I was a little guy. I didn't know it by that name; only that it was my dad's car. I still have memories of sitting in the back seat with my grandmother when dad was pumping gas one rainy night. I was about 18 months old at the time.

There are pictures of me with that Studebaker. In one, I'm standing on the seat pretending to be driving that car when I was 11 months old. In another I'm there with my dad when he changed the license plate from 1951 to 1952. I was 16 months old in that photo.

Now, 66 years later, I'm being asked if I'd be willing to take a look at a man's copy of that same car to see if I can get it back together and running. How could I resist?



When I arrived at his place I saw that the engine was in the car; but the water pump, manifolds, carburetor, starter and generator had been removed. The radiator was out and the oil had been drained from the engine.



These are the preparations one would make if they intended to take the engine out of the car for rebuilding.

I asked more than once what the previous mechanic was trying to fix and never could get a satisfactory answer. The owner had no idea why the parts were removed except to say that that's what the first guy said needed to be done. He had taken it apart a year and a half earlier and then became unavailable to continue work on it. Parts were in the back seat and in the trunk with nuts and bolts in bags. It's what we in the old car hobby call a "basket case".

My main thought was to try to guess why the parts had been removed. The owner had never heard the car run since he bought it. If that was so, what was the purpose for taking it apart? Without the help of Sherlock Holmes, I was on my own. The only thing that made sense for me to do was to get the starter motor freed up so it would work. This was in preparation to do a compression check of the engine. Oftentimes such a test will reveal problems. It's like a doctor wanting to look at your tongue.

I put oil in the engine and performed the test. A compression test measures the ability of the piston to compress the air in its cylinder. A good result is between 50 to 60 pounds per square inch. This car's flat head six engine produced measurements ranging from 55 to 10; with most of the cylinders in the high 30s. Measurements between cylinders should not vary more than 10 % overall. These results were discouraging.

The sensible thing to do after that abysmal compression test was exploratory surgery; the head had to come off. This would give me a chance to inspect the valves, cylinder wear and the head gasket. One way to verify whether the valves are sealing is to spray some WD-40 around their perimeters and watch to see if the solvent stays where it was sprayed or if it seeps past the valves. All the valves were fine.

There was a ridge at the top of each cylinder indicating wear on the cylinder walls. I asked Wayne Atkinson to come by to give me his opinion. He agreed with me that the engine was ready for a rebuild. When I gave an estimate of the cost for an overhaul, the owner said to put it together; he'd sell the car.



I scraped the carbon off of the surfaces of the block, pistons, valves and head and installed a new head gasket. Except for new manifold gaskets and a few nuts and bolts that I had to buy, everything was there for me to complete the assembly. With the sorry compression test results, I didn't have very high expectations for the engine to run well or to even start easily. I never cease to be surprised by old iron. That engine started on the first crank and ran smooth. It even had a nice idle after the automatic choke warmed up. Needless to say the owner had a grin that wouldn't go away.

I reinstalled the engine side panels and hood, front grille and bumper, and brought it out into the sunshine for a photo opportunity. I had to take a picture of the bustle butt trunk to compare it to my dad's car from that old photo I have. I drove it out onto the driveway under its own power. This fulfilled my fantasy from when I stood on the seat of my dad's car all those years before.

When the weather warms up I need to look into why the gearshift can only select second or high gear. Something is wrong with the shift linkage. I'll also have to find out why the emergency brake doesn't work. What should I expect? The car is only eight years newer than our Model As. Working on our old Fords is fun and I don't expect to ever outgrow it. But sometimes, for a change of pace, it's nice to work on something a little different.



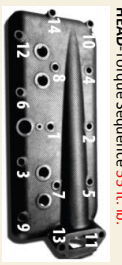
Model A Mechanics Sheet

COURTESY OF MODELABASICS.COM

MODEL "A" MECHANIC'S SHEET

Customer's Name _____ Address _____ Speedometer Reading _____ Motor No. _____ Date _____

Description Operation	G		F		R		Description Operation	G		F		R		Description Operation	G		F		R	
EVERY 500 MILES							SHOCK ABSORBERS Add Glycerin							EVERY 2,000 MILES						
SPARK PLUGS-Clean							Tighten arm clamp bolts							Remove floor board, lubricate clutch bearing						
" Set Gap .035							Make seasonal adjust.													
DISTRIBUTOR-Hone points							HEAD LAMPS Align and focus, check others lights							EVERY 5,000 MILES						
" Set Point Gap .018 to .022							TRANSMISSION Check lubricant level							FRONT SYSTEM-Remove hubs						
" Set Rotor Gap .025							Add lubricant if necessary *(600w)							Clean hubs and bearings						
" Oil Shaft							CLUTCH-Check adjustment							" Examine bearings						
" Vaseline cam							" 1" movement before clutch starts to disengage							" brake drums						
CHECK TIMING Reset if necessary							BRAKES Inspect, adjust if necessary							" spindle bearings						
SEDIMENT BULB-Drain							TIRE PRESSURE Inflate if necessary 35 lbs.							" brake shoes						
" Clean Fuel Screen							INSPECT FOR MISSING COTTER PINS							STEERING GEAR Tighten pitman arm clamp bolt						
CARBURETOR-Clean Fuel Strainer							FLUSH RADIATOR							Tighten steering box to frame						
" Check Idle-Adjust							Open petcock, flush with garden hose, 15 min.							Adjust steering sector shaft						
RADIATOR HOSE-Tighten							Rotate tires							TRANSMISSION-Drain and flush						
" Condition top							Lug Nuts 50ft. lbs.							Inspect gears						
" " side							WIND SHIELD WIPER Adjust or replace brush.							Grease thrust bearing and ad.						
" " lower							MUFFLER Tighten to frame							HORN Sand commutator, clean grooves w/toothpick						
WATER PUMP Condition packing							LUBRICATE ALL FERCS							Oil and adjust						
Grease & Tighten if necessary							FRONT WHEELS Check for alignment													
STARTER-Tighten J studs							FUEL TANK-Inspect for leaks													
MOTOR cylinder to cylinder with in 5 psi							" " " gas gauge							REAR AXLE-Test for wear						
Compression No.1 65 psi.							" " " steering column clamp							Drain and flush						
" No.2							FAN-Inspect for fatigue cracks							Renew lubricant 21 oz. *(600w oil)						
" No.3							Adjust or replace belt							Tighten all housing studs						
" No.4							GENERATOR-Check charging rate							BRAKES-General inspection						
CRANK CASE OIL 5W-40							Winter 10 amps, Summer 6 amps							Adjust if necessary						
Drain and Change (4 1/2 qt) 5qt if pan was removed							LUBRICATE GAS PEDEL LINKAGES							SHOCK ABSORBER-Check glycerin						
HORN Adjust, clean and oil							FRONT & REAR BUMPER-Tighten							Quality and quantity						
BATTERY Add distilled water							REAR SPRING Condition bushings							SPEEDOMETER Lubricate flexible shaft						
G-Fully charged 1225 to 1300 Gravity/Cell No.1							" " " perch bushings							CLEAN OIL PUMP SCREEN						
F-Fair 1150 to 1225							" " " hangers, tighten							GAS TANK-Clean filter screen						
P-Low 1150 and under							REAR RADIUS RODS-Tighten							NOTE-Always use special lubricant in steering						
Clean off any corrosion							UNIVERSAL JOINT-Tighten bolts							gear case. *(600w oil)						
Wipe battery with a rag and ammonia							HEAD-Torque sequence 55 ft. lb.													
Tighten cable connections																				
Cover the terminals with Vaseline																				
Tighten battery in carrier																				



G-Good, F-Fair, R-Replaced/Repaired
 *(600w oil) Can be purchased from your favorite Model A vendor.

If doing a 1st start after setting for a long period of time, remove oil pan and valve cover to clean out sludge.

modelAbasics.com

If you are not a Model A guru, like some members in the club, you like to have ready references to reassure yourself that you are doing things correctly. Here is a handy maintenance checklist from Model A basics.com that can keep you on track.



There's Love in the Air

CONTRIBUTIONS BY CLUB MEMBERS



Photographs capture the "ideal" moment and portray perfection! Sweetheart is a daily task of being sweet and humbling your heart quickly. Tim and I didn't have to cross the plains in a covered wagon, but we have crossed many growing mountains and jumped some pretty big hurdles.

Marriage is the University of the Gods and takes hard work, continual courtship, and a lot of give and take to make it work.

The sweet parts of marriage is that we keep trying everyday and we have to constantly focus on making sweetness happen. Happy 47 years worth of "Sweet Valentines" Timmy!



Jan is literally my best friend and I am so fortunate that she shares my passion for old cars. She is the one that actually bought our 1913 T Touring and our 1929 Model A. I love her forever. Wayne



You are the light of my life.

Geena, Here's to a Happy Valentines Day, Roger



Happy Valentine's Day to my sweetheart, great chef, and Model A Ford co-pilot for 48 years.

Love Bill

To Gemma,

The best thing about being married to the girl of my dreams is that when I wake up you're still there.

Love Howard



**Pat,
You have been my favorite valentine for 54 years!**

I Love You,

Alan



*Becky,
Roses are Red
Violets are Blue
No one Means
More to me than You.*

Robert



Dearest Janell,

Happy Valentines Day!

Although I can't take you for a ride in our '31 Roadster this Valentines Day—shown in the photograph on our front lawn in Provo—I can take you to a very special House of the Lord, here in Tahiti, and be reminded together of the sacred covenants we made



with our Heavenly Father in the Salt Lake Temple more than 49 years ago now. You are the light and love of my life and such a great blessing to me! Thank you for all you are as a wonderful wife and mother and in helping me become a better person!

With all my love, Bob



Greg,

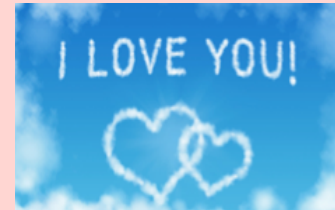
The Bonnie is red,
Your Mustang is blue,
You do so much for us,
We wouldn't want to be
without you.

Love always,
Mom and Dad



Allison,

Just like the olden days, caring for a lighthouse was a lot of ups and downs. You are synonymous with the lighthouse keeper. Through your perilous times you always continue to shine like a beacon in the dark. You are the flame on our candle, always burning bright with your smile and positive outlook. We love you and are glad you are in our lives.



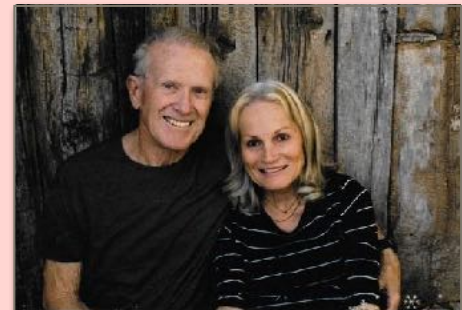
Robert,

The Model A is red,
The Ranchero is blue,
The first time we met,
I fell in love with you.

Still madly in love,
Becky



**"To Betsy and her best friend Elaine,
I love you both very much. XOXOXOXO "**



HAPPY SWEETHEART DAY, ELLIE.
LET'S DO ANOTHER 60 YEARS.
LOVE ALWAYS, RON

Continued on page 24

The Macks

Fourth Annual Christmas Light Tour

BY GREG MACK

There is no doubt the holidays provide for some of the best times of the year. For many of us however, all of the hustle and bustle can prevent us from enjoying those joyous moments. It isn't until after the holidays when things start slowing down that we are actually able to relax and enjoy what is left of the festivities. Our Christmas Light tour is a perfect way that we can extend the season at a much more calm and relaxed pace. After all, what better way to enjoy Christmas lights than through the fogged up windows of your Model A? This year visibility through the windshield was actually not a problem thanks to the beautiful weather we had.

We met in Springville: Munson's, Carlsons, Mack's, Davis', Eckstein's and Thompson's all attended. Thompson's even brought their Model A up from Manti, now that is dedication! Despite the fact that his car is all tucked away for the winter, Tony even came down to see us off, thanks Tony!

Each car was decorated to one extent or another. Some sported bows and wreaths, while others had colorful lights running down the fenders and running boards and even some lights tucked neatly away under the drip rails. Clyde outfitted Henry with a radioactive wreath. It's neon glow could surely be seen for miles. I dare say that there was no room for any more lights on his wreath. If Rudolph had of been unavailable, Santa would have for sure picked Henry for the job.

With the weather being so nice we opted to visit Salem Ponds. Our festive little caravan of lights made its way through Springville, Spanish Fork and down to the quiet town of Salem. Being so late in the season only half of the pond was lit. It was not as majestic as years past but it was still a nice site to see with the lights gracefully floating on the pond creating beautiful reflections on the surface of the water. The manger at the far end of the pond allowed us, for a small moment, to reflect on the true meaning of the season. It reminded us of how blessed we truly are.

Our next stop was the Spanish Fork Festival of Lights. With it being the second to last day of the festival, most of us figured we would have the park all to ourselves. The word must have gotten out however that we were coming as there was a nice long line of cars welcoming us at the entrance. Little did these folks know that tonight they were getting two shows for the price of one. I am still with Howard on his opinion that we should get in free as we really add that unique touch to the event. The shouts, waves and thumbs up coming from the other cars confirmed their approval of our mini mobile light show. The displays in the park were enchanting! The road was lined with lights and featured animated figures ranging from elves to polar bears and even some dinosaurs. Christmas music played in the background as we drove past the various displays, and the tunnels of lights really made our cars shine as they transported us into a magical world of lights! One of the best views however was that of the Model A's reflecting in the rear view mirror. A site that will never get old.

The final and most important stop of the night was the one for dinner. We finished up the night talking about cars and solving the mystery of the 'half lit Tudor'. What a great way to wrap up another successful year of Model A tours and outings. Happy New Year!



*Photographer,
Colette Thompson*



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.

National Automotive Museum

According to Wikipedia, "William F. Harrah had collected approximately 1,450 automobiles, which he stored inside warehouses in Sparks, Nevada. It was the world's largest collection of historic automobiles, and was opened to the public. When Harrah died in 1978, Holiday Inn acquired his hotel-casino company and the automobile collection. In 1981, Holiday Inn announced that it would sell the entire collection, a decision that received some opposition. Nevada governor Robert List attempted to delay the sale while working on a plan to have the state enact legislation that would save the collection. Businessman Thomas Perkins later led a group that was interested in purchasing the collection. Both efforts to save the collection failed. However, a nonprofit organization was formed that ultimately resulted in the construction of the museum. Holiday Inn donated 175 of Harrah's automobiles to the group"

"The National Automobile Museum has a "Wow!" factor you don't often find in a museum. You'll see more than 200 eye-popping cars with authentic street scenes and sounds. The facades bring displays to life; a hardware store here, a movie theatre there which accompany artifacts from each era. Audio tours let you explore the museum at your own pace." More information can be found at their website: <http://www.automuseum.org/>

When Gemma, Howard, Greg and Robert were in Reno for the 2016 MAFCA Awards Banquet, they went to the museum and thoroughly enjoyed themselves. Greg and Robert planned on spending a couple of hours there. They finally left after four hours.





By
Sherry Winkinhofer,
excerpts from A-World

The Kid's Corner

FOR KIDS YOUNG AND OLD



The A-World is a MAFCA publication created single-handedly by Sherry Winkinhofer. You can sign up your kids or grandkids for this free on-line publication. See page 23 for more information. Let's pass on this great hobby to the next generation!



The Fashion Journal

FEATHERS ON ERA HATS



Were there feathers on Model A era hats? There certainly were, though not in an abundance as in previous years.

A few casual daytime and sport hats had “quill feathers” which laid flat against the side of the hat band.



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There also were hats with a large plume or tassel of ostrich feathers that hung down on one side. One hat in my catalogs had two trimmed round pompons of ostrich feathers.

So yes, there were feathers on hats, but they were far outnumbered by a myriad of flowers, ribbon and bow embellishments.

1928 & 1931 *National Bellas Hess*



Jim's Tech Tip

A film builds up on glass with time as you drive, especially on the windshield. About once a year it helps if you give the glass a very thorough cleaning. I use a paper towel with a LITTLE lacquer thinner on it to remove the film. You will see the black slime on the paper towel as you go. (Obviously, don't get the thinner on your paint.) Then follow up with a good glass cleaner. My favorite cleaner is called "Sprayway Streakless Glass Cleaner"; it has no ammonia. I know WalMart stocks it, other stores probably do, too. It really gets the glass clean and shiny.

*Have a Model A Day
Jim Cannon,
MAFCA Technical Director*

Classified Ads



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.



Vern Cope has purchased a roadster pickup so he is selling his old truck. \$12,500. Vern can be reached at: (801) 377-0657.

Stevan Davis is selling his dad's coupe. It is a 1931 Deluxe Coupe. Stevan can be reached at: (801) 836-5678. Both Joe Fazzio and Howard Eckstein have worked on the car and can give you additional information if interested.



Will Redd's friend, Venna Rice, is selling her dad's early 1930 Briggs Deluxe Fordor. He was a Ford dealer for many years in Draper. The car has 143 miles after restoration. \$20,000 She can be reached at: (801) 694-1400.



Answers:

1. Black top on yellow Tudor
2. Ford logo on spare tire cover of Station Wagon
3. Left fog light on Roadster
4. Headlight on Roadster
5. Rear view mirror on spare tire of the yellow Roadster
6. Rear view mirror on door post of blue Tudor



Model A Ford Club of America

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Model A Ford Club of America

DOUG LINDEN, PRESIDENT



I would like to start off the New Year by wishing all of our members a healthy and prosperous 2018. I, and all the members of the board, have one objective: to serve MAFCA to the best of our ability. Our goal is to continue to have MAFCA be an organization that provides our members with

first class services and benefits, while at the same time having fun with our Model A's.

A big thank you goes out to departing board members Happy Begg and Donna Lewis for their dedication and service to MAFCA at the expense of their valuable time. Returning to the board for 2018/2019 will be Alex Janke who will continue as Treasurer, Doug Clayton, who will continue as Publications/PR Director and Dan Foulk who will re-join us as Advertising Director. Making up the rest of the board will be: David White – Vice President, Kay Lee - Secretary, Jay McCord - Membership/Marketing, Jim Cannon - Technical and Garth Shreading - Chapter Coordinator. The entire Board is looking forward to 2018.


MAFCA will also say good bye to Jim Spawn, who is stepping down as editor of *The Restorer* for the past 17 years. Jim's unique combination of being a Model A'er and history buff along with his creative talents have transformed *The Restorer* into an award winning, world class magazine. We wish Jim, and Melissa, all the best as he transitions from editor to active member, and we sure hope we see them both at future MAFCA events.

The 2017 Awards Banquet in Oklahoma City was a success thanks to efforts of Vaughn Cille Weidner and the rest of the members of the Sooner Model A Club. This event capped off the celebration of the 50th Anniversary of their chapter. Our 2018 Awards Banquet will be held in Tucson, AZ. I hope you can join us there. MAFCA's

highlight event of the year will be the national convention in Sparks-Reno in June. What an event this is shaping up to be. We look forward to seeing the many national and international friends we have made attending these conventions, which, for us, is what makes these events special. If you have never attended a national convention, make your plans now.

The 2018 Board will conduct its first meeting shortly at which time we will begin our budget planning process. This is always a challenging exercise. The board also has an immediate priority of finding a new editor. This process has begun and we hope to be able to appoint a new editor of *The Restorer* magazine as soon as possible. The board is also looking for a member with a background in marketing that can help us develop a marketing plan for MAFCA. Does this sound interesting? Feel free to contact me if it does.

I would like to remind you that the board is here to represent you and I encourage you to contact any one of us if you have any questions, suggestions or concerns. We would very much like to hear from you.



A WORLD
YOUTH NEWSLETTER MODEL A FORD CLUB OF AMERICA

Mom & dad, grandma & grandpa, sign your little Model A'er up for MAFCA's all digital youth newsletter. It's free, it's fun and best of all they will learn to love these great cars.

Contact Sherry at: swinkinhofer@gmail.com



Continued from page 17



Natalie, your my partner in crime, you deal with my sarcasm, and my immaturity. You can always bring a smile to my face. You're my head cheerleader, my support and my foundation. I love being married to my best friend. I love you! Nicholas

Nicholas, thank you for being my support and best friend! I am so lucky to call you my husband! Thank you for all you do to support me. I love you! Natalie



I'm grateful for the love and support of the sweetest girl in the world — Thanks Jenn!

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