



# UTAH VALLEY

## *- Model A Club -*

THE MOTOMETER

Vol. 6

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August 2018

SPECIAL  
2018  
CONVENTION  
ISSUE

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



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## 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 Ford 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.

## 2018 Club Officers

### CLUB OFFICERS

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Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

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This issue wouldn't be possible without the efforts of our authors and photographers — Reid Carlson, Roger Davis, Howard Eckstein, Brian Lindenlaub, Allison, Greg & Robert Mack,



*Lake Tahoe*

*Greg Mack, photographer*

## A Message from Our President

BY CLYDE MUNSON



With a very busy July drawing to a close and embarking on an equally busy August, I took some time to reflect on the club. It was just five years ago on July 24 when we held our first real activity. It was our first time entering the pioneer day parade in Mapleton. After the parade

we met at the Carlson's for lunch just as we have most subsequent years. We also fired off some water balloons and played some car games.

This was my first time meeting Howard and Tony. Carlson's Betsy was a completely different color and the paint on Howard's car was very weathered as were the tires. For me it also was the moment our club really took off. Prior to this day we had several meetings but really hadn't done anything with our cars as a group. This day felt like the spark that got the club really going.

Soon we were traveling around Utah Lake, attending car shows, driving in parades, cooking on our manifolds, dressing up as gangsters, filming movies, going to a radio show, having shop days to work on each other's cars, digging for rocks, riding in trains, touring hat shops, covering our cars with Xmas lights, looking at car collections, visiting museums, going on scavenger hunts, attending cooking classes, taking tours to Ely and southern Utah, going to national conventions, showing our cars in the mall and just recently returning to where it began: driving in the Mapleton parade and having lunch at Carlson's.

It has been an amazing time and a lot of fun. Who would believe that a car that was produced for only four short years would have the power to bring people together to do all we have done just for the heck of it. I can't wait to experience more adventures with this group of great people. Tip out the windshield, advance the spark, let out the clutch and let's move on ahead.

## Provo Towne Centre Mall Summerbash!

Last year Cliff Goffrey talked to the Provo Towne Center Mall about displaying our cars within their facilities. Through a series of communiques, Reid, then Howard took the reins. As a result, we were one of many attractions at the mall during their Summerbash!

Seven Model A's participated and arrived around 8:00 a.m. to set up. We were able to drive the cars into the mall since there were no customers at the time. Removing the cars was a different story; they all had to be pushed to the exit.

During the set-up process, they became an immediate crowd pleaser; especially for two Chinese merchants. Before we knew it, they were sitting in Mack's car having their pictures taken. When Gemma told them they couldn't do that, they moved to Richard Tucker's car to touch the engine and other parts of the car. Finally stanchions were brought to protect the cars from eager hands. That didn't stop our inquisitive Chinese duo. They were reaching under the stanchions to touch the spokes of the wheels. We were all relieved when they left to help their customers.

Thanks to Reid and Elaine Carlson, Howard and Gemma Eckstein, Richard Judd, Robert Mack, Clyde Munson, Karl Pope and Richard and Chris Tucker.



## 2018 Calendar of Events

### August

- 6th — Lindon Car Show; 200 N State Street; 3 p.m. to 9 p.m., pre-register with Pat Hansen
- 16th — Club Meeting, 7:00 p.m. Larry H Miller
- 18th — Tintic Fest; Eureka City Parade, 9:00 a.m.; meet either at Pioneer Crossing at 7:45 a.m. or Elberta at 8:30 a.m. where Hwy 6 and Redwood Rd intersect.

### September

- 20th — Club Meeting, 7:00 p.m. Larry H Miller
- 22nd — International Model A Day, a world-wide celebration of the Model A Ford. Its goal is to give the public a chance to see these amazing snip-its of history. Get your car out and drive it.

### October

- 18th — Club Meeting, 7:00 p.m. Larry H Miller
- TBA — Progressive Dinner

### November

- 15th — Club Meeting, 7:00 p.m. Larry H Miller
- TBA — Murder Mystery

### December

- No regular club meeting this month
- TBA — Annual Christmas Dinner

## 2019 Calendar of Events

### October

- 7th -11th — Canyonlands Hub Tour, Kanab, Utah, This will be a hub and spoke tour of the red rock canyon lands of Southern Utah and Northern Arizona. We will tour through Grand Canyon, Bryce Canyon, Zion National Park, and the Grand Staircase-Escalante National Monument. Registration materials will be available in **The Restorer** and on the MAFCA website in early 2019 <https://www.youtube.com/watch?v=WZzdTMNsYdw&feature=youtu.be>

### Automotive History in the Making August

3<sup>rd</sup> 1900 Firestone Founded

11<sup>th</sup> 1966 Chevrolet debuts Camaro

14<sup>th</sup> 1877 Nicholas Otto's 4-cycle combustion engine patented

1893 World's first license plate issued

15<sup>th</sup> 1956 Packard ceases Detroit operations

18<sup>th</sup> 1905 Cadillac crest is trademarked

21<sup>st</sup> 1897 Olds Motor Vehicle Company incorporates

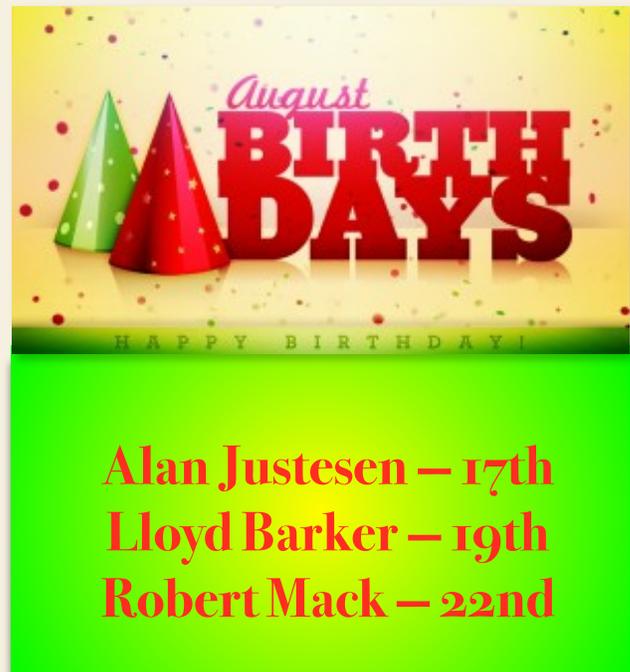
25<sup>th</sup> 1921 "Six Cylinder Love," first full-length play about the automobile opens in New York

27<sup>th</sup> 1902 Cadillac company founded

1877 Charles Rolls born in London, England

29<sup>th</sup> 1898 Goodyear Tire & Rubber incorporated

Contributed by Roger Davis





# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

Mixed news! We just learned that Brian and Sharon Lindenlaub will be leaving us! They are going on a mission in January to Gemma's old mission in the Philippines. Bad news for us, good news for the Philippines. We wish them well. Brian's dream of a Model A will have to wait a couple more years.

We recently heard from Bruce and Midge Nielsen who joined us from Nebraska for the national convention. They finally made it home after two weeks of traveling. After leaving Sparks, they visited family, went to Yellowstone, and just missed entering their Model A in the Cody, WY July 4th parade. We're glad they had safe travels. They traveled over 5,000 miles on this trip.

While many of us were enjoying the convention, Diane Brimley was having her knees worked on. Recovery looked good; she made it to the club meeting on July 19th walking on two feet.

Thompsons, Atkinsons, Carltons and Alan Justesen had a great ride (at the spur of the moment) from Fish Lake to Seven Mile. The old sheep/ranching road that Bill Thompson's grandfather helped construct was finally paved. They enjoyed the high alpine views, wildflowers — and RAIN.

At the convention, the following won awards:

- Gemma won 1st Place for Era Image Fashion
- Midge won 3rd Place for Era Image Fashion
- Roger & Geena won 3rd Place in Touring Class Judging.

Congratulations!



Howard Eckstein, photographer



# July Club Meeting

## Attendance:

Wayne and Jan Atkinson, Brim and Diane Brimley and their granddaughter, Alyssa and her friend Gracie, Reid and Elaine Carlson, Roger Davis, Howard and Gemma Eckstein, Tim Isackson, Tony Jacobs, Richard Judd, Brian Lindenlaub, Clyde Munson, Greg and Robert Mack, Amber and Dave Morrell, Larry Taylor, Ron and Ellie Sessions, Bill and Colette Thompson, and Richard Tucker.

## Guests:

Howard introduced two Chinese teachers who are staying with them. "Amy" teaches English and "Sophie" teaches Chinese.

## Club Business:

**Treasure's Report:** Diane Brimley gave us the current status of our finances. We have \$2,404.42 in savings and \$240.52 in checking. Some of these funds will be used to furnish meat for the picnic at Carlsons after the Mapleton Parade.

## Awards:

With much fanfare, the Bent Rod Award was given out tonight. There was fierce competition from several well deserving candidates. With the elegant vernacular and crafty prose our silver-tongued president is known for, he pleaded their cases in front of a panel of critical judges (Pat Hansen, Karl Furr and Richard Tucker). The candidates were:

- Nicholas & Natalie Mack — springing leaks (flat tire and faulty water pump)
- Reid & Elaine Carlson — blowing his top (top ripping)
- Greg Mack et al — trying to make a Model A tricycle (flat tire)
- Clyde Munson — getting chipped off (chipped windshield)
- Howard & Gemma Eckstein — missing the point and committing assault on his battery ( Loose point block and dead generator)
- Wayne & Jan Atkinson — close but no cigar and sending half of his horses to the glue factory Model T to a model A meet and running his T on 2 cylinders
- Reid & Colette Thompson — taking it easy (not driving enough to break down)
- Roger & Geena — keeping friends close and bumpers closer (nudging Mack's car)
- Brim & Diane Brimley — shorts weather doesn't apply to your distributor (short)

After some deliberation, the judges awarded the not too coveted Bent Rod award to Howard and Gemma.

## Activities:

**Past Activities:** June and July have been busy months so far

During Bill's birthday dinner,  
Colette Thompson:

"Remember, this is Nevada,  
what happens at the  
convention, stays at the  
convention!"

Hmmm...

Howard Eckstein gave a very entertaining PowerPoint presentation highlighting theirs and Munson's trip to Sparks across the Nevada desert in July in their Model A's.

Bill Thompson followed with another PowerPoint program detailing the wet, but beautiful ride they, Carlsons, Atkinsons and Alan Justesen had along the road between Fishlake to Gooseberry Campground. They stopped at Sevenmile.

Clyde Munson gave an account of the Provo Freedom Festival Parade. We had 16 cars present.

Howard Eckstein showed pictures of our latest activity, The Provo Towne Centre Mall Summerbash. Seven cars were present as well as two overly enthusiastic Model A admirers who didn't understand what stanchions were for.



**Special Award:** *Presented by Howard to Brian for the most miles traveled in a rumble seat!*

**Upcoming Activities**

- July 21st — (Roger) We will stage for the Mapleton Pioneer Day parade at the Mapleton Junior High School at 8:00 a.m. We will drop the veterans at the same location as last year.
- August 3-4th — (Clyde) The Salty A's trip to the Spring City bluegrass festival has been cancelled because of the lack of interest.
- August 6th — (Pat) The Lindon car show is probably one of the best car shows in the state when it comes to the setting. Pat passed around sign-up sheets for those who want to participate. Clyde will go early to reserve a spot for us, but the earlier we get there the better.
- August 18th — The Salty A's have also invited us to join with them in the Eureka Town Parade. Rich Townsend is spearheading the event. If you are in the northern portion of the county, meet at Pioneer Crossing at 7:45 a.m. For those in the south county, they will be in Elberta around 8:30 a.m. for those who want to join in.

**TechTalk:**

In lieu of a TechTalk this month, photos from the club's 2018 convention were collected by Greg Mack and shown to the group. All together, over 1000 photos were taken. Obviously there wasn't enough time to see them all, but it gave everyone a good idea of the fun (and challenges) we had while in Sparks, Reno, Virginia City, Carson City and Truckee. We are all looking forward to the southern Utah Hub tour next October!

Refreshments were provided tonight by Roger Davis. Thanks Roger.

**Howard Eckstein:**  
"I'll write an article about the convention; the names will not be changed because nobody's innocent!"

# Traveling the Loneliest Highway in American in July!

BY CLYDE MUNSON



In every epic hero's journey there is a foe to be conquered. Odysseus had the cyclops, Sam and Frodo had Sauron and of course Luke Skywalker had the Death Star and Darth Vader. Howard and I had Highway 50, the loneliest road; Lincoln Highway. It stood between us and our destination. We had to steel ourselves for the long and arduous

journey.

Last year Howard discovered that it was quite expensive to take a trailer when one does not own one. So he asked me if I was planning on driving to the convention. Of course I was; why wouldn't I?



So the dream turned into a plan, which turned into reality. We left early on a Thursday morning; later than

we had planned, but still we tried to get on the road before the heat became too much. We traveled the west side of Utah Lake and stopped in Elberta for a photo; then on to Eureka for another photo. The cars were humming along happily at about 50 miles an hour and it was making for a pleasant day. Upon reaching Delta, Howard asked about the Topaz Museum. I said it was definitely



worth taking the time to go through. Finishing our tour through the museum, we got back on the road to our destination for the night, Ely.

Highway 50, between Ely and Fernley, was deemed the loneliest highway in America many years ago. This is a slight issue due to the fact that the



road from Delta to Ely is much lonelier. It is, however, more scenic by just a smidge. Everything had progressed fine until climbing Sacramento Pass when Howard began losing power. At first I thought this might be a vapor lock, so we pulled over to cool the carburetors. We started back up and were on our way; everything running fine. While starting the climb to Connors Pass, Howard's car again began to lose power. It didn't seem like vapor lock this time, so we pulled the distributor cap to check the points. Two issues were found; one the point block and points were out of alignment and so minimal contact was being made.

The other issue was that the distributor cap contact point was rubbed off. The distributor cap was replaced and we were on our way again.

My dad met us at the summit of Connors Pass and escorted us on into Ely for the night. The next morning we arose to begin the long journey on Highway 50. Howard had adjusted his point block the prior evening so that his points were making full contact. So, once again we got started early trying to beat the heat. The trip was mostly uneventful, in fact quite boring. Long stretches of arrow-straight road punctuated only by steep climbs and small towns made the biggest challenge, boredom. When we



reached Fallon, however, the temperature was reaching 100° and this made the drive more challenging. We stopped for lunch and

then proceeded on our way to Reno once again being plagued by vapor lock. Once on the freeway though, everything seemed to go smoothly and we reached our destination without incident.

When the convention concluded, we were faced with retracing our trip. Having made the trip before in the opposite direction, we figured it would be no sweat. Heading out early once again, we got right on the freeway on our way to Fernley. When we turned off the freeway Howard discovered another issue; his generator decided to stop generating. We did not see any way to repair it or to find another one. I called Greg, waking



him up and asking if they had left Reno yet. He said they hadn't and I told him of our issue. He

said they would be on their way within the hour and we could borrow an electricity



producing device from one of their cars.

Howard, Gemma, Dad and I decided to go get some breakfast and we went to the Wigwam in Fernley. Here is where we encountered the most challenging aspect of our trip, the waitress. She had a disposition akin to a rattlesnake that had been fed a steady diet of hot sauce and firecrackers, but she did provide us a filling meal.

We decided to meet up with the Mack's at a truck stop right off the freeway. When our heroes arrived, Howard had already removed his faulty generator. We pulled the alternator off Nicholas' car and quickly installed it on Howard's. We lost some time dealing with the mechanical calamity and so the temperature was now rising. Once again we were on the road traveling the straight and boring way to Ely.

The rest of the trip was uneventful and we arrived home with no further issues or excitement for that matter. We



put on over 1300 miles all totaled with the trip to and from and the driving during the convention. Howard and I can both now say that we drove our Model As from Utah to California and back again and much of that drive was on the loneliest highway in America.

Photographer, Howard Eckstein

# My Experience as an Apprentice Judge

BY BRIAN LINDENLAUB

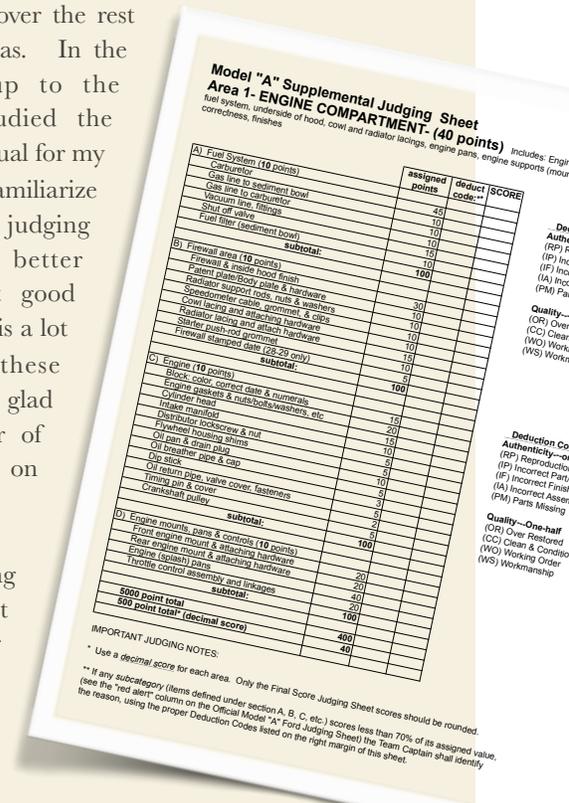
When I was filling out my registration form for the MAFCA National Convention, I came to a line that asked “Do you want to be a Car Judge?” Being relatively new to this hobby, I want to take advantage of every opportunity to learn more about Model As. This sounded like a chance to get an up-close look at some really nice Model As, and to discuss their virtues (and flaws) with recognized Model A experts. So I enthusiastically checked the box that said “Yes”!

To prepare myself for judging, I borrowed a copy of the MARC/MAFCA “Model A Restoration Guidelines and Judging Standards” and started reading. I learned that MAFCA judges cars in four different classes. Restored Class (Blue Ribbon) is for vehicles that have been restored to original condition and represent the Model A as it came from the factory. Original Class (White Ribbon) is for vehicles with original sheet metal, top, interior, paint, etc. Touring Class (Red Ribbon) includes vehicles with limited changes for comfort, convenience, and safety such as overdrives, alternators, and turn signals. There is also a Modified Class (Green Ribbon) for vehicles with more extensive modifications.

Model A judging is divided into 23 major judging areas, and judges are classified as Apprentice, Judge, Senior Judge, and Master Judge based on their experience. To become an Apprentice, all that is required is to pass one or more written Judging Standard Tests with a score of 80% or better. Each test is based on one of the 23 judging areas. The tests are “open book” and are available on the MAFCA web site. Since I wanted to qualify as an Apprentice, I chose 5 areas - Area 3 (Cooling), Area 5 (Exhaust), Area 18 (Lamps), Area 21 (Start and Idle), and Area 22 (Wheels, Tires, and Valve Stems). I studied the applicable sections of the manual, took the tests, and sent them to MAFCA. A couple weeks later I received a letter in the mail congratulating me for passing the tests and certifying me as an Apprentice Judge!

About a month before the convention, I received an email from the Chief Judge assigning me a judging team. My team consisted of me, one other Apprentice, one Judge, 2 Senior Judges, and a Master Judge. We were assigned to judge Area 2 (Electrical), Area 6 (Instruments and Controls), and Area 8 (Steering Column). Eight or so other teams were assigned to cover the rest of the judging areas. In the weeks leading up to the convention, I studied the sections in the manual for my assigned areas to familiarize myself with the judging criteria, and to better understand “what good looks like”. There is a lot of material in these sections! I was sure glad to have a number of experienced judges on my team.

On the morning of “judgment day”, the judging teams gathered in one of the hotel conference rooms for breakfast. After a briefing from the Chief Judge regarding the day’s activities, we headed up to the 5th floor of the parking garage where 25-30 Model As were waiting to be judged. We chose a car to start with, and went to work. I don’t know how other judging teams operated, but for us, a typical car would go something like this: First we would open the hood and examine the starter, generator, distributor, coil, wiring harness, and other assigned components in the engine





compartment. Then moving to the interior, we would examine the upper steering column and instrument panel. Finally, moving toward the rear of the vehicle, we would examine the battery, wiring to the tail light, and the tail light itself. As we went along, one judge would act as scribe and record the examination results on the judging forms. An original part that was well restored and correct for the vehicle being judged was awarded full points. If a reproduction part was indistinguishable from the original when new, it was also awarded full points. If the appearance or materials were different from those used in the original part, the part was awarded fewer points. We would spend approximately 15-20 minutes on each car examining the areas assigned to us. The Judging Standards book was consulted when there were questions about the correctness of the components.

Although there is a great deal of detailed information in the Judging Standards, it was interesting to note that our team did not attempt to verify all those details. For example, starter cover bands are stamped with date codes and come in several different configurations. When we inspected starters, we made sure that correct-looking cover bands were present, but we did not verify that the date codes and alignment lugs were correct for the vehicle's date of manufacture. (It's possible that one of the other team members did this, but I did not observe it.) I believe shortcuts such as this are consistent with the philosophy that a vehicle presented for judging is assumed to be correct, and that these type of shortcuts are necessary to complete the judging process in a reasonable amount of time.

**Some of the more common issues we found with the cars we judged included the following:**

- Missing distributor plug. The hole for the bus bar screw in the distributor base should be covered by a water tight sealant plug.

- Reproduction stop light switch. The design of some reproductions is not faithful to the original.
- Incorrect coil. Original coils had steel bodies painted black, with a dark reddish brown or maroon Bakelite base. Many of the coils we saw were all black.
- Over-restored shift and brake levers. The gear shift lever should be butler (satin) nickel plated, not polished or chromed. Hand brake levers should be bright nickel only on the grip portion, and butler or unpolished nickel on the lower portion

**Would I recommend that a friend enter his or her Model A in fine point judging?** Like a lot of things, it depends . . . Many people enjoy the technical challenge and competitive aspects of fine point judging. I also recognize the merits of the fine point judging process and its contribution to historical preservation. But for Model A owners whose interests lean more toward a touring-level cars that are regularly driven and enjoyed, the Restorer's Class evaluation process is probably a better fit.

**Would I recommend that other Model A enthusiasts participate in fine point judging?** Absolutely! Viewing collector cars usually involves admiring them from a respectful distance. Participating as a judge allowed me to (carefully) open hoods and doors, crawl around and under the cars, and inspect them up close from all angles. It also allowed me to learn from recognized experts as they pointed things out and answered my questions during the judging process. Overall, it was an amazing and enjoyable experience, and a unique opportunity to learn more about these incredible vehicles.

# Participating in Fine Point Judging

BY ROGER DAVIS

*Editor's Note: We didn't want to edit Roger's story to conform to the newsletter space limitations, so it will be featured in two issues of the newsletter. Watch for part two in September's edition.*

Our adventures with our Model A Ford began two years ago when the Utah Valley Model A Club entered Mapleton's July 24<sup>th</sup> Parade and agreed to help honor the Mapleton veterans. My wife and I had been asked to organize the Mapleton parade on short notice. My first interaction was with Clyde when he called me to ask if the parade wanted the Model As to carry the vets. I remember thinking, "What a kind man!"

Our second adventure was on the day of the parade. I thought we had arrangements for the Grand Marshals to be transported. Imagine my surprise when at 8:50 as I made my final rounds on my golf cart that I had no car to carry the Grand Marshals! What was I to do? I thought, the only classy cars available are the Model A cars. So, I went to the staging area and received a great tender mercy: I saw this beautiful, light brown-colored Model A with no vet inside and the driver ready to go. I thought, "Wow! The best-looking car of the bunch and no vet wanted to ride in it?" (No offense, as I know we think our cars look the best—that's important for later on in this story.)

To make a long story short I asked the owner, Wendell Gadd, if he would be willing to transport the Grand Marshals. He graciously accepted and was a good friend of the Grand Marshals and all worked out well. Wendell later took us for a ride and I could feel the hook being set—the ride in the Model A was so much fun! I asked him if the car was for sale and he declined. After repeated queries, he finally relented, and we became the proud

owners of "Hope" our 1929 Fordor Model A Ford. Wendell told me that it was really important to be part of a Model A Club and made sure I attended 2 or 3 meetings on the Utah Valley Model A Club before leaving me on my own. He was right about the club—you need a supportive club, or you'll never keep your Model A running...and you'll have little fun. Where would I be without all of you who have loaned me tools, shared wisdom, helped me break loose a frozen nut, etc., etc., etc.



Fast forward a year and once again the great friends of the club were our friends on the trip to Ely.

During that trip, the early-bird reservations became available for the 2018 MAFCA National Convention. We were in the midst of one of the finest trips of our lives, how could we not want to go to the Convention. So there in the hotel room in Wendover, we registered for our first MAFCA convention. I answered "yes" to the "Will your Model A be entered in Car Judging?" I also signed up for the \$5 Restorer's Class Seminar. Oh, and Richard from the Salty-As gave me a few tips on how I could make my engine look better. He told me to get a can of green paint and just paint the engine. I think he thought my engine had potential but looked pretty bad.

**Let me stop here to give a summary of what I learned about fine-point judging.**

If you don't want to read my whole story, this will give you some information about fine-point judging.

- Fine-point Judging has been around since the 1950's

- The standards are defined in “Model A Restoration Guidelines and Judging Standards.” Version 4 is the current version, but Version 3 is still the core of the judging
- Judging is typically held at the MAFCA National Conventions every two years and at other regional meets
- You must register for the fine-point judging, typically about 6 weeks before the convention
- There are four classes: Restored, Original, Touring, and Modified
- Judging is on 23 areas from Engine Compartment to Shocks and Shackles
- Scale goes from 0 to 5,000 points. But they abbreviate it to 0 to 500 points. The best cars get around 450 points. Only the pristine cars get close to 500 points
- Judging usually consists of a Participants Meeting on the first day of the event
- Tool judging may also be on the first day--something I completely missed out on
- The first phase of judging is typically on the second day: Vehicle Judging – Start & Idle, Photos, Mandatory Tour & Staging
- Your car will not be available from the first phase until late in the day on the third day of the event. It will then be on display for convention/meet participants to view. Talking with people and judges was one of the highlights
- You won’t hear anything about your car until possibly the Awards Banquet where the top awards are announced
- Final results are provided to the participants within about 30 days of the judging
- Our Utah Valley Model A Club was absolutely essential to help me succeed. I learned so much from them

**Back to my story**

So last winter, I spent many evenings in the garage touching up my engine, cleaning off the grease splatters

from my first careless greasing of my water pump that later leaked and left rust stains on my engine block. I used a lot of paint thinner and the shop towels Reid got me taking off inches of 1929 oily grime. I touched up where previous owners had recklessly used a spray can leaving spray on the engine block. I used a Q-tip and lacquer thinner to remove overspray on the oil filter case. I colored a scratch on my coil with a black sharpie. I removed the non-functioning coolant reservoir. I used Brasso on the fuel lines and anything else that looked like it should shine. I tried to follow the photos on-line and in the manuals. I still didn’t understand fine-point judging—I was just cleaning up my car.



The club encouraged me when they found out I’d entered the judging. They also warned me about the attention to detail the judges use. Well, I got a bit discouraged, thinking I might get 25 points, if I were lucky. But I was still primarily interested in what I could do to make my car more authentic and attractive.

And then I started to get emails, phone calls, and letters about my participation. One letter asked which class I wanted my car in. Huh? What do you mean what class? I found there are three classes, Oh, I just reread [http://www.mafca.com/v\\_classifications.html](http://www.mafca.com/v_classifications.html) and found out there are four classes: Restored, Original, Touring, and Modified classes. I like to drive my car so it sounded like the Touring Class was the place for me. A week or so before the meet I got a call asking me what Body Style mine was. Ummm... 1929 Fordor! As with all our fellow Model friends, he was patient with me. He said he could tell me. “Is it a Leatherback? Uh, no! OK, then it’s a 60-C. Thanks! Bye.”

*Continued next month*

# Restorer's Class Evaluations

BY HOWARD ECKSTEIN

After an interesting seminar on the Restorer's Class for car evaluations, I accepted the invitation to try out as an apprentice evaluator. We were given a sheet with the areas for evaluation. Each area was divided into three sections: Originality, Finish and Condition.

The six areas considered are:

1. Engine compartment
2. Paint, Glass & Top
3. Exterior Plating
4. Interior
5. Wheels and Tires
6. Undercarriage

Within each area are sub divisions. For example, any Zenith carburetor gets a full six points. It doesn't matter if it's correct for the year and month of the car's production. Tillotson, Marvel and other era brands receive 3 points. Next, if the carburetor is painted black, it gets two points and if the condition is good, another two points. The total available is ten points.

The premise for evaluating in the Restorer's class is that we are looking at the car as it may sit in someone's driveway in 1935. For example, original Model A wheels get 6 points; 16 inch wheels get 3 points plus finish and condition points added.

Dirt and grime on the underside of the hood is ignored. Turn signals and other safety items are treated as though they are not there.

The scrutiny with which fine point judging is done makes it hard for the daily drivers to compete. Modern improvements such as alternators receive zero points but we don't care if the underside of the hood is polished. This class gives credit to the owner who tries to keep his car as original as possible and yet cut him some slack on having the exact right parts on his car.



With an evaluation, an owner can decide what or if he wants to try to improve his car to make it more authentic with the period.

There are some things that exclude a car from evaluations such as fiberglass fenders and non-standard paint schemes.

Perhaps for a club activity, we could do a Restorer's Class evaluation on cars in our club where there is interest on the parts of the owners.





# Virginia City

BY REID CARLSON

The road between Sparks and Virginia City is 26½ miles, of which eight continuous miles climbs 2,800 feet in elevation. Silver was discovered in 1859 and was dubbed the Comstock Lode. In about 16 years, Virginia City grew to a population of 25,000. Today, it has shrunk to 850, of which 100% is tourism related, so you can easily find ice cream, fudge, and taffy.



Virginia City was home base to one of the most famous serial westerns ever; “Bonanza”. The tales of Virginia City trickled East and it lured Samuel Clemmons there in 1862 where he got a job with the local paper, writing under the pen name of Mark Twain. The railroad arrived in Virginia City in 1869 and its climb to Virginia City was dubbed the “crookedest railroad” in the nation.

On the morning of June 27, a small contingent of the Utah Valley Model A club cars with passengers (including one Model T) started the ascent to Virginia City. A couple of cars started wheezing (slightly vapor locking) as the elevation and the temperature raised. The only casualties on the hill climb were one tire and one water pump.



Boot Hill, the walk around town, and the railroad station made everyone think that they had actually arrived there in a DeLorean out fitted with a “flux capacitor” dialed to 1875, predating our Model A’s by 55 years.

After visiting the town museum, a few saloons, a train ride on the V&T, and souvenir shops, we were ready to depart. Going down the hill towards Sparks was much easier on everything, but the brakes and the nerves. All the cars performed well and even the car with the failed water pump had umph to make it back to Sparks.



# Lake Tahoe Grand Tour

BY HOWARD ECKSTEIN

Early on a Thursday Morning during the last week of June, seven intrepid Utah Valley Model A Club car owners joined the Grand Tour of the 2018 Sparks-Reno convention. One of those owners, the Atkinsons, came with their Model T because their Model A is still a work in progress. They were joined on this 110+ mile excursion to Lake Tahoe and points in between by Clyde Munson along with the Ecksteins, Macks, Carlsons, Thompsons and Davises.



Brian Lindenlaub joined us too, and since he has yet to acquire a '28 or '29 roadster, he was brave enough to ride the greater part of the journey in the Eckstein's rumble seat. He currently holds the club record for rumble seat miles. We gave him a tube of sun block and rolled down the rear window so he could feel like he wasn't isolated in the back.

Traveling with us were Steve and Sheryl Serr, one of Wayne Atkinson's friends, who builds reproduction Miller Hi-Speed cylinder heads for the Model A. These are overhead valve units that were made back in the day of the Model A. He had a Model B engine with this head installed in a 1932 Ford sedan. Steve got the car back from the muffler shop just before leaving for the convention. This Grand Tour was his first time out with the engine in that car. Unhappily for him, his car continually boiled over due to an old radiator requiring stops for him to add water. We've all been there and offered our water jugs and sympathy. He soldiered on and made it all the way through the tour.



In addition to the Serrs, another couple, Bruce and Midge Nielson from Iowa joined us as guests of the Atkinsons. They returned to the hotel with the Carlsons, Davises and Thompsons after lunch rather than go with us to Lake Tahoe.



The tour took us through the city streets of Reno and Carson City. This is where the only hesitation occurred in our progress. Greg's car picked up a screw in the right front tire. After pulling into a side street, Greg and the whole Mack pit crew had their spare on and the jack put away in 5 minutes and was ready to drive on.



After leaving Reno, we turned onto country roads that lead to our lunch stop, the Bowers Mansion. As we drove through the boondocks, I was surprised to see verdant landscapes of bucolic farms and upscale horse ranches in the Silver State. I always





thought God made Nevada to take up the space between California and Utah and was pleased with just scrub brush and alkali.

Along the way, Model As from other clubs joined our company. Since it was obvious that we knew the way with Clyde in front, he took on the role of the Pied Piper as our line of Model As grew longer. Our gang stopped for a leg stretch at the crest of a hill and let the followers play through.

We arrived at Bower's Mansion where the convention hosts had set up tables and chairs under the shade trees. We enjoyed box lunches

while listening to some bluegrass and folk songs suited to the tastes of those of us old enough to remember what real music sounds like.



As for the Model T, it kept up with the rest of us. Wayne has given it a few performance tricks and it shows. By the end of the trip his car developed a bad misfire and lost power. After investigation, it turned out to be carbon tracking in one of the coil boxes. An old Ford will keep running even when it's sick.



It was pleasing to see seven of our club's cars and so many members far from home. It was also fun to have friends along for the ride. For a chapter as small as ours, we were well represented.





5

After touring the mansion, we saddled up in our Model As and embarked on the next leg of our journey that took us to the north shore of Lake Tahoe in California. Finding a boat launch at King's Beach, we parked our cars so that we could photograph them with

the lake in the background. It's too bad the sun was on the wrong side for taking a good picture. But we were there and have photographic proof. We took a few minutes to enjoy some ice cream before making the return trip to Sparks.



# Gymkhana

BY GREG MACK

To the average person the 500 plus Model A's driving around Sparks, Nevada just looked like a bunch of peculiar people enjoying driving their Model A's for the week. The real reason we were there, however, was not to casually cruise around the city, but instead, we came to compete!

Athletes representing various clubs from around the world spent the entire week in Sparks training and conditioning! We carbo-loaded each day with goodies at the hospitality room, tested our stamina as we drove for 10+ hours to get to Sparks, proved our strength by climbing to the summit of Mt Rose Highway at 8,911 feet, showed our courage as we plummeted back down the grade of Mt Rose Highway! We fought and won the ferocious *Battle of the Bladders* as we went from rest stop to rest stop. Finally our day had come, the real reason we came out to the convention..... The Model A Olympics.... GYMKHANA! Okay, maybe the olympic part is a bit over the top, but we did come to have fun!

Gymkhana is most notably known for the equestrian discipline held to showcase the talents of horses and their riders. The motorsports world loosely adopted the term to refer to a time and/or speed event in an automobile. In the Model A world, recent changes in insurance restrictions has eliminated any time and speed competitions so the games now focus on the skills of the driver and passenger during a series of obstacles without concern for time.

Our first obstacle and probably the most challenging and fun, was the 'Hold Your Water' game. This challenge involved driving a Model A down a path riddled with 2x4's while carrying a shallow pie tin filled to the brim with water. This tin was attached to the end of a yard stick which was then held out the car window; the goal being to get as much water to the end of the road without spilling any. Not only was the yardstick flimsy and wobbly, but some of the 2x4's in the road were strategically placed to ensure the most spillage possible. Right out of the gate, the



first set of boards raised opposite corners of the car causing the body to flex, resulting in a good deal of water loss. A handful of random



2x4's

littered the rest of the path making it difficult to steady the water filled pan. If you went too fast, you would bounce your water out of the pan. Go too slow, and you would get stuck on the 2x4's and risk sending your car lurching backwards while your water continued to flow forward. Whatever water you had left by the end was challenged by the last set of boards. These boards were placed at the perfect distance to trap both your front and rear wheels in between them, making it difficult to cross the finish line.

Howard and Gemma, Nicholas and Natalie and Robert and Greg faired the challenge quite



well while retaining 14oz of the 16oz given. Greg and Becky, on the other hand, did not do so well as they were laughing so hard that they dumped out most of the water after the first set of 2x4's. The car might as well have not even been moving and they would have still lost it all.

The next challenge was 'Hold Your Beans', a game we were all familiar with as we had played this a couple of times in our own car games. A corn hole platform was



placed on each side of the car, the car itself became the pitcher's box and the occupants were to try and get each of their three bags into the hole in the platform. Bags landing on the platform scored 1 point and the bags that went through the hole scored 3 points. With our extra practice, we should have rocked this event. However, despite our precise calculations involving the weight of the bean bags, the air density and taking any wind into effect, we only averaged a score of about 5 or 6 of the 18 possible points. Maybe next time we should factor in earth's curvature and drift velocity.

'Hold Your Balls', the objective of this game was to transfer as many ping pong balls from one bucket to another. You could use almost any method to transfer the balls, but you could not pick up or tip the bucket, and you could only take as many as you could get in one swipe.

Being one of the first competitors, Howard got the short end of the stick. Not knowing that the written rules had been verbally changed, Howard used his hands (as per the original rules) to transfer 16 ping pong balls. Unfortunately by the time he found out that the rules had been changed it was too late as his score had been recorded. Greg used his head, or more like what was on his head and managed to fill his hat with 32 ping pong balls. He reportedly had the best transfer time, but unfortunately it was the quantity not the speed that counted. Nicholas decided to use his shirt to scoop up the balls. This method worked quite well for some, but Nicholas' failed attempt resulted in so few balls that the

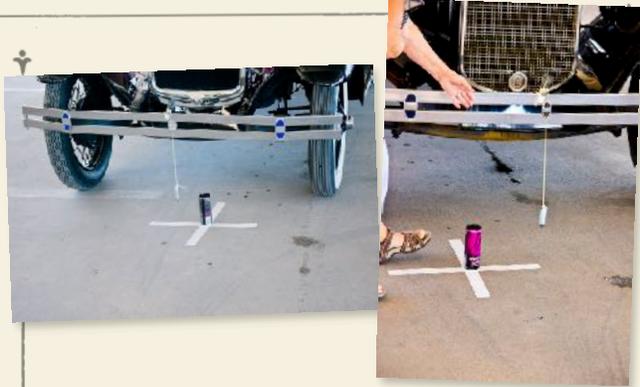


officials told him to not even bother running over and dumping them. They would just count them right there. A whopping 13! Robert too used his hat and gave both his boys a run for their money as he captured more than both of them combined, bringing home 52 balls. Gemma later recounts watching a woman expose her underwear to the convention while using her Muumuu to capture 71 balls! She may have scored big, but I doubt anyone will be able to look at her the same again.

'Hold Your Gas', A plumb bob was tied to the center clamp of the front bumper, right out of site of the cars occupants. An aluminum can was then placed roughly ten feet ahead; the driver would then pull the car forward until he reached the can. The objective being to get the plumb bob as close to the can as possible without knocking the can over.

Howard somehow managed to sneak his Norden bombsight into his car and landed his plumb bob at 5" from the can. Greg and Becky came within 9". Robert and Greg managed to squeak in behind Howard at 6". Nicholas and Natalie wanted to spare any damage to the can so they stopped at a safe distance of 17". One thing that we learned from this game is that you should go until you think you are there, then go further. When you have gone further, go a bit more and you will still be off!

The final challenge was that of the wits. In the event of a tie, the answers from this section would be used to



determine a winner. Thanks to our educational club meetings, some of the questions meant to stump us were relatively easy. Such as to whom was the first Model A given and what body style was it? Our tech talk by Reid on heads came in handy as well. They did have at least one question that even stumped Clyde, and if anyone is wondering, the Model A rim has 30 spokes.



# Truckee, California

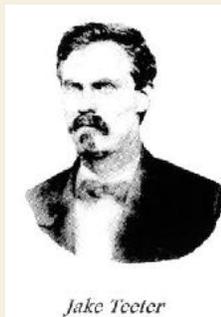
BY ALLISON MACK

With the promise of a quaint, wild-west town boasting of authentic historic buildings, the Ecksteins and four of the Macks piled into two trucks and headed for Truckee, nestled in the Sierra Nevada Mountain Range.

The town of Truckee received its unusual name through a misunderstanding. A Paiute Indian chief who helped guide thousands of emigrants on their westward journey greeted travelers with the words “Tro-kay!” which is Paiute for “Everything is all right.” Mistakenly thinking he was giving them his name, the town fathers honored the chief by naming the settlement “Truckee”.

After parking the trucks, our group began its exploration of the town and walked past the train station that, in the mid 1800’s, played a big part in the development of Truckee. Ten-thousand Asians helped grade, lay track and blast through granite to form tunnels in their effort to contribute to the building of the Central Pacific Railroad. In 1867, a 40-ton locomotive was hauled to Truckee in pieces so that lumber and ice blocks harvested from Donner Lake could be shipped across the country.

As the six of us wandered in one shop and out another, I looked down Donner Pass Road and tried to imagine how the town must have looked in the 1800’s. Truckee claimed to have 28 saloons, 14 fewer than Virginia City, several gambling establishments and nightly gunfights. To deal with this lawlessness, Truckee’s most famous sheriff, Jacob Teeter, was known for enforcing the law with a pick ax handle instead of a gun.



*Jake Teeter*

As luck would have it, Teeter died in a violent gunfight. A pick ax handle “ain’t no match for a gun.”

In a town that looks like you’ve stepped back into a time when cowboys ruled, I expected to find Ben Cartwright trying on a new Stetson in Cabona’s Clothing Store while giving Greg fatherly advice on the proper selection of a fedora.



Instead of Ben offering sage advice, it was Howard. “It doesn’t matter how you crease a hat that’s important,

Greg, it’s how you wear it. Wearing it back on your head says you’re easy going and you like people. Tip it to the side and you’re a young rooster looking for a young lady or a fight, whichever comes first. Wear it square and low on your forehead tells folk to get off the sidewalk, and clear a path, ‘cause your gun is cocked and ready to fire.”

Little did I know that Truckee was heralded as the “Film Mecca of the Sierras.” Truckee hosted the likes of Charlie Chaplin (*The Gold Rush*), Clark Gable (*The Call of the Wild*), Greta Garbo, and the cast of the infamous movie “*Misery*”. Eighty-two movies were filmed here before 1941.





Truckee claims to have superb restaurants, so it was with high expectations that six hungry people filed into Best Pies Pizzeria, only to be disappointed with dry, burned and tasteless pizza. To cheer us up, and with great humility, Howard told us the true story of how pizza came to be topped with pineapple from which I will share excerpts. (I have a typed full-blown version of this amazing story that I will gladly sell for two-bits a copy.)

While serving his LDS mission in Australia, Howard frequented a small pizza shop whose prices were within his "meager budget." On one visit, his companion encouraged him to try pineapple on his pizza, which Howard thought was absurd - tropical fruit on a pizza? Still, he was curious and ordered a pineapple pizza.



"When my pizza was ready, I looked upon it with suspicion." He ventured a bite and "embraced the gastronomical delight of pineapple on pizza!"

After returning home from his mission, he looked in vain for pizzas topped with pineapple and finding none, decided "all that was to change, for it was I (Howard) who brought this pizza topping delight to our shores."



Out of desperation, he bought a can of diced pineapple and took it to a small Italian restaurant in Glendale. Here he asked the annoyed proprietor to make a pizza with "the glistening yellow fruit." The owner grudgingly agreed but insisted on eating a slice of Howard's pineapple pizza.

"He took a bite. His eyes got big. He ate slowly. When he finished that morsel and realized that he had experienced pineapple nirvana, he exclaimed something in Italian and went running back into the kitchen."

"From that small Italian Restaurant on one of the secondary streets of Glendale, California, the pineapple spread to other restaurants in the area, as a groundswell of demand grew across the land from sea to shining sea," all thanks to our very own Howard!

We couldn't make a trip to Truckee without visiting the Donner Memorial State Park where we toured the Emigrant Trail Museum. There we read of the tragic fate of the Donner-Reed

party of emigrants who arrived too late in the season to cross the Sierra Mountains. I think we were surprised to find a Model A in the museum with a quote from 22-year-old Alice Ramsey



who in 1909 toured the Sierra Nevada Mountain Range in her Maxwell 30 automobile. When she came upon Donner Pass, she wrote:



"Majestic sugar pines, Douglas firs and redwoods lined our roads on both sides. What a land! What mountains! What blue skies and clear,

sparkling water! Our hearts leapt within us. None of us had ever seen the like-and we loved it. We almost chirped as we exclaimed over the grandeur that surrounded us on all sides."



# 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. \$11,000. 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.

Many members are finding the parts they need for their cars from **Tony Jacobs**. He has quite a collection. In fact, he is building a Model A just from the parts he has collected in the past. So, if you need a part for your car,

give Tony a call before you go out and buy one from someone else. Call him at: (801) 796-0396.

**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.



## Canyonlands National Tour October 7-11, 2019

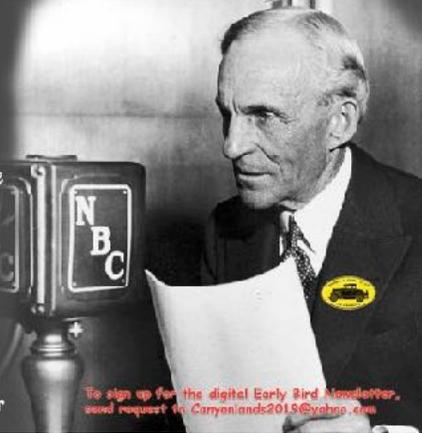
This just in.  
The Model A Ford Club of America is heading to Kanab, Utah in the heart of Red Rock Country. You can visit 6 of America's favorite National Parks in one trip all while driving your Model A Ford.  
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## Model A Ford Club of America

### DOUG LINDEN, PRESIDENT



I have just returned home from attending the Aces and A's MAFCA Convention in Sparks, NV. Wow, what a great event this was. I must say that everyone was especially happy to see Chairman Trudy Vestal in attendance; a recent medical issue made this almost impossible. Co-Chair Jim Costello did a great job making sure the event went off without any problems.

### MAFCA Membership

Take advantage of the benefits offered by the nation's largest club dedicated to a single car — the Model A Ford. Visit <http://www.mafca.com/membership.html> to join.

We were able to connect with friends from all over the country and our friends from New Zealand, Australia and Canada. The seminars were great, the Fashion Show and Tea was a success and the quality of the show cars was excellent. And seeing the local roads filled with Model A's on self-guided tours is always fun to watch. The weather was perfect, especially for the two cruises to the magnificent Lake Tahoe. What a beautiful area to tour in your Model A. I would like to thank all the members of the Northern California Regional Group (NCRG) under the leadership of Trudy Vestal and Jim Costello for their extraordinary effort planning and hosting this amazing event.

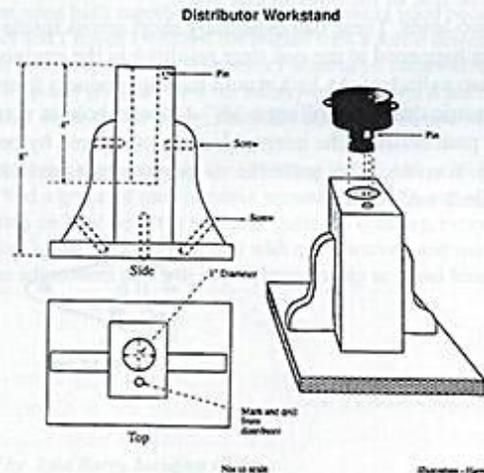
Next on our calendar will be the National Awards Banquet (Nov 27-Dec 1) in Tucson, AZ. I had a chance to talk to Chairman Dave Ramsower, and he and his team have many events planned. You can find more information on this in the July/August issue of *The Restorer*.

If you have the opportunity, please make plans to visit the MAFFI Model A Museum in September for their Model A Day celebration. I and a few other MAFCA board members will be on site greeting those attending. If you have not visited the Model A Museum, which is part of the Gilmore Museum complex, you need to add this to your must visit list.

Touring season is in full swing now and I am getting the Model A ready for the many parades coming up.

### BUILD A DISTRIBUTOR WORKSTAND

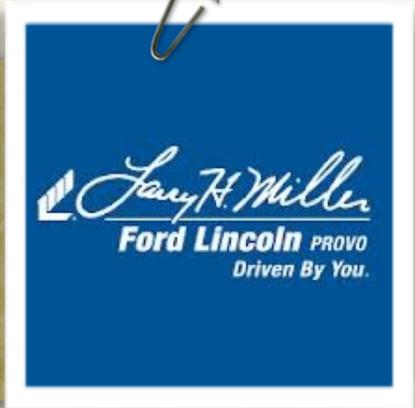
In the process of rebuilding several Model A distributors, I have developed a workstand which has proven to be very helpful. The distributor casting (with the upper shaft in place or removed) can be mounted at a convenient work height and be held securely without the use of a bench vise. The stand consists of an upright portion (3" square) with a 1" hole drilled vertically to a depth of approximately 4". A second and smaller hole is drilled in the top of the upright to accept the index pin on the casting. When in place on the stand, the distributor is held securely and will not turn during restoration. A base is secured with a wood screw and glue as well as two supports for additional strength. The whole project can be constructed of scrap wood, a few screws and wood glue in less than an hour. It may not revolutionize the hobby, but it does make this job a lot more convenient and protects that metal casting!



Submitted by Donald R. Geddis, Summit, New Jersey



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