



UTAH VALLEY

- Model A Club -

MO-TOMETER

Vol. 8 No. 1

2018 MAFCA Newsletter of the Year

January 2020

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FORD VS. CHEVROLET PT 2
UVMAC 2019 Christmas Party

BODY SERIAL
NUMBER TAGS

ENGINE REMOVED
ADVENTURE
BEGINS



Photo design by Greg Mack



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.

2020 Club Officers

CLUB OFFICERS

Board Chairman	Clyde Munson	bjerg_menneskene@yahoo.com
President	Greg Mack	gregmack02@yahoo.com
Vice President	Brad Christofferson	bdc.p51@gmail.com
Sec/Historian	Amber Morrell	mystuff@live.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson Howard Eckstein	bjerg_menneskene@yahoo.com h_eckstein@hotmail.com
Photographers	Greg Mack Howard Eckstein Amber Morrell	gregmack02@yahoo.com h_eckstein@hotmail.com mystuff@live.com
Newsletter	Robert Mack	mack4759@yahoo.com



President's Message

BY GREG MACK



Happy New Year! A sentiment that we hear often this time of the year. Our hope is that it will indeed be a happy new year, but for a Model A owner it might not yet seem to be the case for a couple more months. Cold weather, salty roads and the realization that you forgot to ask Santa for that part you needed for the Model A; all of these things make us long for the warmer days of touring season.

Now is also the time for setting some goals and new year's resolutions. Each year I am finding that making my new year's resolutions is getting easier. That is because I just carry over everything from last years list: eat better, exercise more, lose weight, wake up earlier, etc.. All things that I have good intentions to do, but always seem to fall short within the first couple of months. This year however, I finally realized that I am going about it all wrong. Who ever said that new years resolutions have to be boring non-enticing goals? This year I am going to set some resolutions that I would actually enjoy doing, and of course, it will involve my Model A. I would like to enjoy my Model A more! Go further and be more adventurous: I want to visit some place I have not been to before, or at least maybe not

been to yet in a Model A. I want to get more miles on my car whether it be driven miles or milestones of progress on restoration or repairs.

Last year I made great progress on an item on my bucket list. I eventually want to visit all 5 of Utah's National Parks in my Model A. Thanks to the help of other club members, I have now visited 3 of them in a Model A. Although my original goal was to visit all 5 in 'my' Model A, my car did not quite make it so my goal was revised to do it in 'a' Model A. So making it in my dad's car still counts.

As we start this new year, I hope that we, as a club, can make some worthwhile goals and resolutions. Maybe find new members, become more involved in the activities, or maybe even visit another National Park, hint hint! I encourage everyone to think of some ideas for things you would like to see happen in the club. Is there an activity we should do, place we should go, or event we should attend? You can share your ideas at our next meeting or even drop one of the board members a note.

I encourage everyone to put at least one Model A associated goal or resolution on your list and get your cars ready for an exciting year! If we can just make it through these first miserable months cold, ice and snow, I am sure we can turn it into a Happy New Year!

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Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

November and December are months when families come together, but some club members are finding that families are gathering for different reasons — their loved ones are in the hospital!

Syd Crockett was admitted to the hospital because a blood clot was discovered in her right lung. “The last six weeks have been awful for me. I’ve been so weak and feeling absolutely worthless. I swore to myself this is the last needle, x-ray, last bit of radioactivity, iodine dye, bone scans, and all the other things they do when trying to figure out the problem. It was the last test, and 20 minutes after I got home from the test, the nurse called, ‘Go to emergency and tell them you have a ‘saddle pulmonary embolism and they will get you right in.’ I did, and they did. I had a blood clot in my right lung.”

She is at home now convalescing under the care of her three daughters.

Howard Eckstein visited the hospital as a patient, not a visitor, because of complications with diabetes. “...Gemma prodded me to meet with the doctor ... that led to my hospital odyssey. If she hadn’t, I’d be in that big Model A garage in the sky. I’m getting used to the short one-fanged finger snake. I take a 12-hour insulin dose twice a day and check my glucose level before each meal and bedtime. Depending on what I plan to eat, I select a dose of fast-acting insulin to cover the carbs prior to eating”

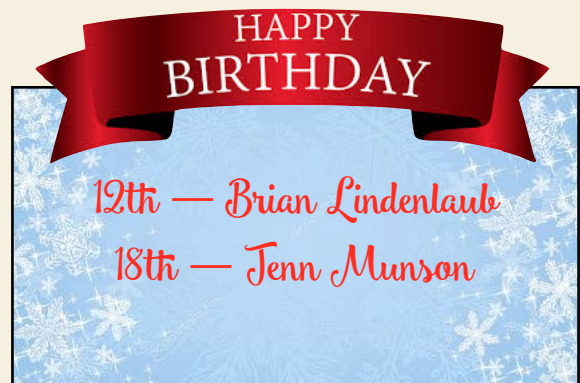
He is home now under the auspicious care of his nurse, Gemma.

Becky Mack is another club member who has been admitted to the hospital. On Saturday, just before the Christmas Party, she took a ride in an ambulance to



UVIHC. Her splenic artery ruptured and she lost a lot of blood. The ER doctor said that it is because of the EMT’s quick response that she is still alive. Her hematocrit level was 13. Once on the operating table, it was seven. After the operation, she had two blood transfusions to raise the level with a third one waiting for her if she needed it. Becky will be in a skilled nursing facility for another month.

On a positive note, **Roger Davis** got his engine sent off and is “patiently” waiting for its return.





UVMAC 2019 Christmas Party

BY BILL & COLETTE THOMPSON



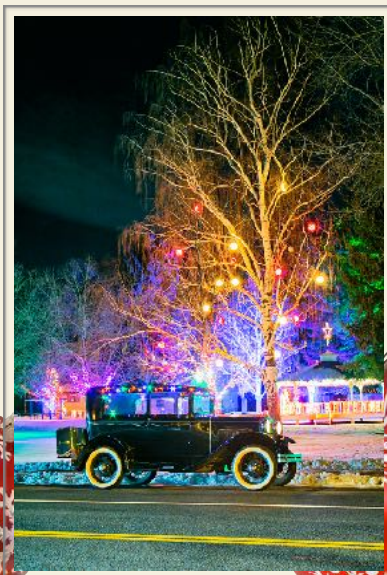
Saturday, December 7, 2019 the Utah Valley Model A Club held its annual Christmas Party at the Golden Corral Restaurant in Orem, Utah. We had an unusually light turnout despite the favorable weather. Several members were absent due to unforeseen emergency medical reasons. Even though turnout was low, camaraderie was high, and the party went on as planned.

After a welcome by club president, Clyde Munson, we watched Perfidious Productions' mostly silent movie, "The Used Car." The club made it on a cold, windy day in March of 2014. Very cold. Very windy. Former club president, Howard Eckstein, had written, directed, and edited the effort with club members providing the acting, filming, and of course, their cars. Since making the production, many new members have joined the club who have not viewed it. Bill Thompson provided

the necessary projector and sound equipment for viewing the 30-minute film which was enjoyed by all. The movie can be seen on YouTube at: <https://www.youtube.com/watch?v=cSUcJr-ILRI>

Following the movie, prizes and gift certificates were given to lucky winners. All club members attending received a beautiful lighted LED key chain with the Ford logo etched inside glass. These had been meticulously wrapped by Diane Brimley. Roger Davis was given a special award for rescuing, with his trailer, two club member's cars during the National Tour in Kanab, Utah.

Clyde then announced the winners of the elections held in November for new club officers. Next year's president will be former secretary Greg Mack, Vice President is Brad Christofferson, Secretary is Amber Morrell, and Treasurer Diane Brimley will remain in her position. Former Vice President Howard Eckstein will be the Activities Chairman. This year's officers and board members were thanked for their service and the gavel was then handed over to President Greg Mack and he adjourned the meeting.



Celebrating 2019 Through Pictures

SEE IF YOU CAN NAME EACH ACTIVITY

1



2



3



4



5



6



7



8



9



10



11



12



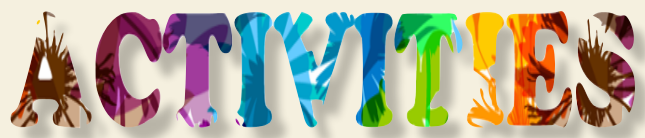
See answers on page 22.

Do You Want to Keep the Club Going?

If the answer is yes, the club needs your help. As we've said before, the club relies on you to function.



Your membership dues allow the club to operate at its current level because of your support in this area. For those of you who paid your dues, the club thanks you. In order for UVMAC to succeed, we need everyone to help with prompt payment of their dues. Otherwise the board may have to look for other ideas to gather funds. This could include such things as fund raisers, asking club members to look for more advertisers etc. Please bring your dues to the next meeting on January 17th.



The board tries hard to find activities that all the club members can participate in and enjoy doing. This includes tours, extended trips, local activities, and sometimes events that don't include our Model A's. The board wants every member to enjoy the activities whether or not their car is functioning.

But, the board members need your input. What previous activities would you like to see repeated.? What new activities do you know of that we could enjoy?

Please let Howard (Activities Coordinator) or another board member know your ideas.



“The more the merrier” they say; and that’s very true when it comes to Model A’s. It is amazing the number of Model A’s in the valley. If you see a Model A around town or know of a relative or neighbor who has one, invite them to a meeting. We need new members. Please help us increase our numbers.

You can increase your level of participation and improve your Model A by earning some of the awards the club offers. These are not one-time awards, but can be earned every year.

- 13+ Award
- Golden Wrench
- Mileage Awards

These are ways to enjoy your Model A, help the club, and take advantage of the expertise of other members. Make the best of these opportunities in 2020.



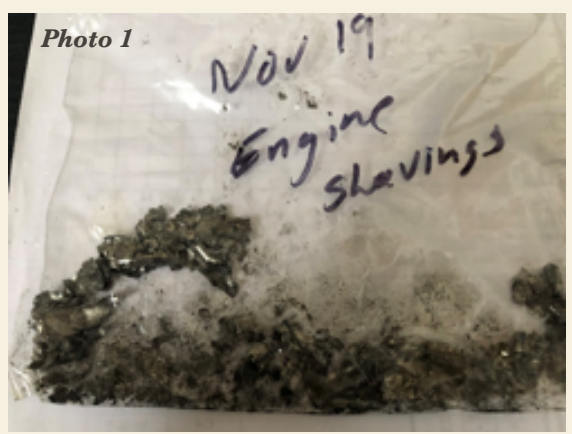
Engine Removal, The Adventure Begins

BY ROGER DAVIS

This week is the culmination of an adventure that started just over a year ago at the BYU homecoming parade with Clyde Munson's profound declaration, "Roger, you've got a knock!"

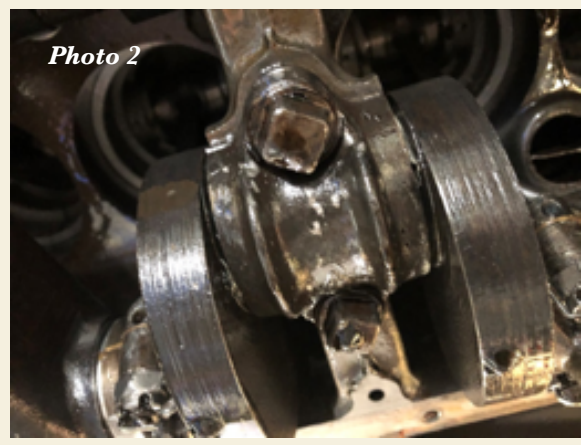
That's not good news to a Model A owner. A knock is something that needs attention but this one was hard to isolate. By keeping our speed low, we made it through this summer's parades (our favorite events) and the National Tour in Kanab. So, it was time to drain the oil and pull the oil pan to determine what was really going on.

What a great opportunity to spend some time with my grandson, JJ! JJ helped me drain the oil and we found a few filings. We then pulled the oil pan and found a lot of filings—about a tablespoon's worth (photo 1)!



Once we had the oil pan off, we could see that the center main bearing (photo 2) had some significant wear. After a review by Howard Eckstein and Joe Fazio, it looked like piston two might be slapping, adding to the knock.

So, it was time to pull the engine. JJ and I spent the next Saturday getting ready to remove the engine. With Les



Andrews' manual on the shop table, we started. JJ disconnected the battery and the starter.



Having already removed the radiator twice to replace the water pump and the fan, I was an old pro in the getting radiator and the hood off. I got the floor boards out but couldn't get the boot over the emergency brake handle, so I just detached the brake handle and brought it out with the carpet (photo 4).

I had a bit of a hang up on one of the rear motor mounts. It was bent upward on the bottom. It's a tight fit in there anyway and the damage made it tighter. The 3/4 inch socket on 1/2 inch drive ratchet was too tight. I

could only get a partial turn with the open-end wrench, so I was stuck. I found a 3/4 socket for my 3/8 drive and got that taken care of.



Photo 4

Joe tipped me off that getting the motor mounts out would make lifting the engine much easier. I was able to loosen them and that helped but they were stuck pretty solid.

The next Saturday was a great time to spend some time with my son, Adam. We were able to lift the engine out (photo 5) and get it in the crate without too much trouble (photo 6).

The engine is on its way to Illinois.



Photo 5



Photo 6

I look forward to getting other things done in the next six weeks like checking the brakes, making the wiring more authentic, and cleaning / painting the undercarriage. I'm hoping to restore a few more things to original condition with original

parts, if possible—maybe I'll get a few more points at the next fine point judging.

I hope I can get everything back together!

Last thing. It's hard to put a value on time spent learning together. Last Sunday JJ found this car in his Church parking lot (photo 7). I doubt he would have paid much attention without our time working on the Model A. Maybe he'll inherit our car.



Photo 7

CENTERFOLD OF THE MONTH
1929

KENNETH JOHNS
78-A PICKUP



Body Manufacturer's Serial Number Tag

BY ROGER DAVIS

Back at the 2018 National Convention, I was asked what Body Style my 1929 Fordor was. I didn't have a clue. One of the Fine Point Judges was kind to me and said I had a 155-B body style for my 29 Fordor.

Fast forward: As I was in the midst of my engine rebuild, I stumbled on this small plate tacked onto one of the body mounting blocks on the passenger side of my car. In the photo below, it's behind the speedometer cable.

I don't believe you'd be able to see this with the engine in place. I took a closer look and found the tag.



I polished it up a bit and it became very legible. I checked with Howard and Clyde who both indicated it was an identification number for the body itself.

I did a quick search of the internet and found this article: <http://www.fordgarage.com/pages/US2831bodystyles.htm>. It explained that this was the body manufacturer's serial number tag and that not all bodies had a body tag or identification. The prefix is the body company's internal identification of the Ford body type.

I looked up "196" in the table in the article and found that my body type is a 165-B and it matches the description. I now feel very

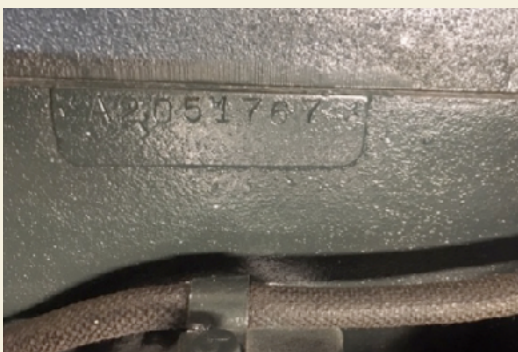


comfortable that I've properly classified my car as a 165-B (Standard Fordor Sedan - Briggs), not a 155-B (Town Sedan - Briggs).

Ford	Three-Window Fordor Sedan	1928	1929	1930	1931	Notes
165-B	Three-Window Fordor Sedan <ul style="list-style-type: none"> • with straight-top side windows • without cowl band • without cowl lamps • Standard paint selections • Standard upholstery selections • without woodgraining • with center round dome lamp 	n/a	Briggs 196	n/a	n/a	Body built by Briggs.

The other number is the serial number assigned by the builder to that body and they were NOT assigned by Ford. Furthermore, it was never part of the Ford vehicle serial number or identification number for titling or registration purposes.

In my case, I found that a total of 146,097 Fordors were built for the 1929 model year. Given the other research I've done using Clyde's Motometer article, I've found that my engine number was manufactured in August of 1929 and my firewall is stamped with the date of July 24, 1929. Given the low serial number, I'm guessing that my particular Fordor was in the first 5,000 Briggs 165-B bodies produced.



Model A Engine Numbers and Build Dates

1928			1929			1930			1931		
Starting #	Ending #	Date	Starting #	Ending #	Date	Starting #	Ending #	Date	Starting #	Ending #	Date
1	137	Oct '27	810123	983136	Jan	2742696	2826649	Jan	4237501	4310300	Jan
138	971	Nov '27	983137	1127171	Feb	2826650	2940776	Feb	4310301	4393627	Feb
972	5257	Dec '27	1127172	1298827	Mar	2940777	3114465	Mar	4393628	4520831	Mar
5276	17251	Jan	1298828	1478647	Apr	3114466	3304703	Apr	4520832	4611921	Apr
17252	36016	Feb	1478648	1663401	May	3304704	3509306	May	4611922	4695999	May
36017	67700	Mar	1663402	1854831	Jun	3509307	3702547	Jun	4696000	4746730	Jun
67701	109740	Apr	1854832	2045422	Jul	3702548	3771362	Jul	4746731	4803000	Jul
109741	165726	May	2045423	2243920	Aug	3771363	3883888	Aug	none	none	Aug
165727	224276	Jun	2243921	2396932	Sep	3883889	4005973	Sep	4803001	4824809	Sep
224277	295707	Jul	2396933	2571781	Oct	4005974	4093995	Oct	4824810	4826746	Oct
295708	384867	Aug	2571782	2678140	Nov	4093996	4177733	Nov	4826747	4830806	Nov
384868	473030	Sep	2678141	2742695	Dec	4177734	4237500	Dec	none	none	Dec
473031	585696	Oct							4830807	4842983	Jan
585697	697829	Nov							4842984	4846691	Feb
697830	810122	Dec							4846692	4849340	Mar

I am amazed at the secrets and fun my Model A holds. Take a look to see if you can see if your car has some kind of manufacturer's plate and what it might tell you about your car.

Dues Due - Club Meeting, January 17th

**PAY
YOUR
DUES**

Just a friendly reminder that dues are due at the first club meeting that will be held at the Larry H Miller Ford Dealership on University Parkway, January 17th.

If you pay on time, dues are \$20, if you are late, it's \$25.

Riding High: 1928 Ford vs. Chevrolet (pt. 2)

BY ARCH BROWN, SPECIAL INTEREST AUTOS #102, DECEMBER 1987

Continued from last month —

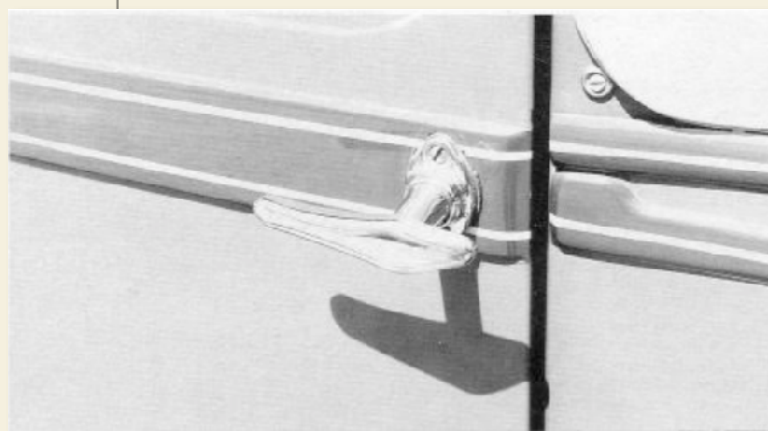
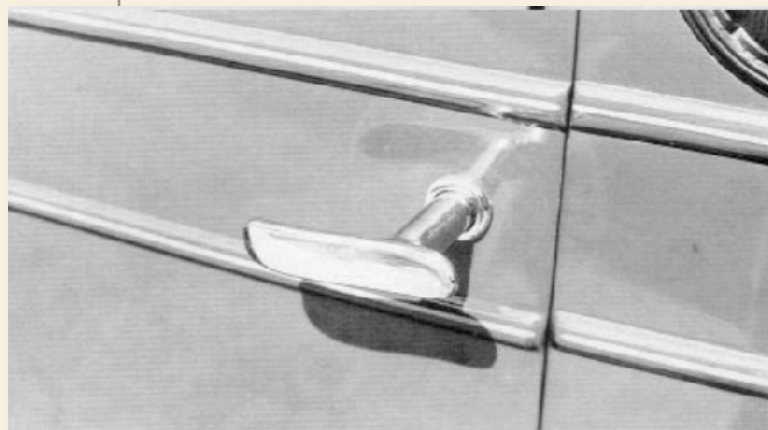
But although the 1928 Chevrolet “National,” as it was called, was a very attractive and highly competent automobile, all eyes were on its rival. It had been Henry Ford, of course, who had put America on wheels with his Model T. Simple, tough and cheap, the “T” had placed personal transportation within the reach of nearly everyone, making Henry Ford something of a folk hero in the process. So the arrival of the new Ford was an event to be awaited with intense interest.

The debut came on December 2, 1927. It has been estimated that ten million people lined up at Ford showrooms during the first two days, seeking a glimpse of the new car. There was even a popular song entitled “Henry’s Made a Lady Out of Lizzie.” Literally, no other automobile before or since has generated anything like the interest — not to say excitement — with which people viewed the new Ford.

The improvements were nothing short of spectacular. Its 40-horsepower, L-head engine was conventional enough, but it developed twice as much power as the Model T — though its displacement was increased by only 13.5 percent. A modern ignition system replaced the antiquated magneto. And a centrifugal water pump was substituted for the old thermosiphon cooling arrangement.

One of the most primitive characteristics of the Model T had been its pedal-operated, two-speed transmission. To climb a hill it was necessary to mash the low-gear pedal to the floor and hold it there. That could be tiring to the left leg on a long incline, and at best progress up the grade was very slow.

The Model A, on the other hand, was fitted with a conventional clutch, a multiple-disc type like that of the Lincoln, and a three-speed selective gearbox. The new car’s improved performance owed almost as much to the transmission as it did to the revised engine. But the multiple-disc clutch, which had performed well enough in the Lincoln, was less than totally satisfactory as fitted to the Ford. By 1929 it had been replaced by a single dry plate unit.



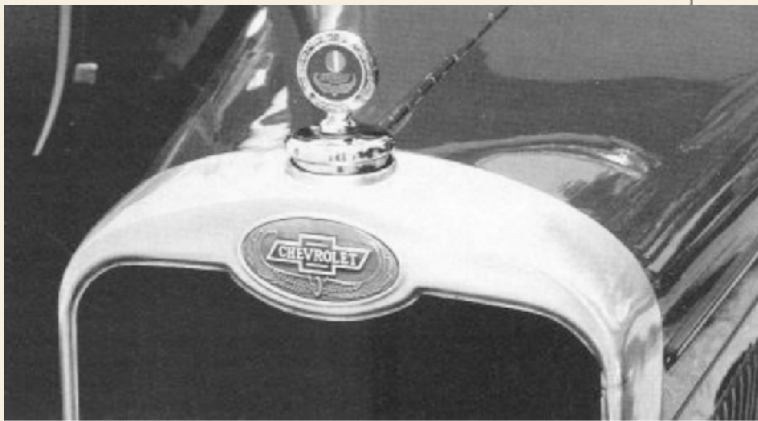


1928 Chevrolet and Ford
Table of Prices and Weights

	Price*	Weight
CHEVROLET		
Roadster, 2-passenger	\$495	2,030
Touring, 5-passenger	\$495	2,090
Coupe, 2-passenger	\$595	2,235
Coach, 5-passenger	\$585	2,360
Sports Cabriolet	\$665	2,270
Convertible Cabriolet	\$695	2,270
Sedan, 5-passenger	\$675	2,435
Imperial Landau	\$715	2,405
FORD		
Business Roadster 2-passenger	\$480	2,050
Roadster 2-4 passenger	\$480	2,106
Phaeton 5-passenger	\$460	2,140
Business Coupe	\$525	n/a
Special Business Coupe	\$525	n/a
Coupe 2-passenger	\$550	2,225
Sport Coupe 2-4 passenger	\$550	2,265
Tudor Sedan 5-passenger	\$550	2,340
Fordor Sedan 5-passenger	\$585	2,386
Taxi	\$600	n/a
Town Car	\$1,200	n/a
*f.o.b factory		

Then there was the matter of brakes. Certain states had threatened to outlaw the Model T because of its rudimentary single-band transmission brake. The Model A, in contrast, had internal expanding shoes on all four wheels, a tremendous improvement.

used front and rear, for instance. Almost the entire industry had long since adopted longitudinal semi-elliptics, but for whatever reason Henry Ford preferred the transverse variety. And the fuel tank was located in the cowl, feeding gasoline to the carburetor by force of gravity. This had the not-inconsiderable merit of eliminating the problems associated with the then-familiar vacuum tank, but some insurance companies believed it to be explosion-prone — a fear that proved to be without foundation.



Both cars have very distinct radiator shells. Chevrolet bow tie emblem rests in a fancy embossed oval while Ford's general appearance has strong overtones of big brother Lincoln

Styling, a matter in which Henry Ford had never taken any interest, was developed by Polish-born Joe Galamb, working under the direction of the talented Edsel Ford. The inspiration for the design had clearly come from the Lincoln, and the result was a remarkably handsome little automobile.

Five body styles were offered, initially: Tudor sedan, coupe, sport coupe, phaeton and roadster. Other styles, including the Fordor sedan some coupe variations and even a pretentious town car, were added as time went along. A choice of four attractive colors, selected by Edsel, served to enhance the Model A's good looks.



In the old days, if the driver of a Model T saw 45 miles an hour on his optional speedometer he could be reasonably sure that he had the advantage of a tail wind.

The Model A, on the other hand, was easily good for an honest 65. The car would accelerate from five to 25 miles an hour in just over eight seconds, which was sparkling performance by the standards of the day. And nearly everyone agreed that the new Ford was a delight to drive!

In some respect, however, the new car followed traditional Ford practices. Transverse leaf springs were

Continued next month

Hairstyling in the Model A Era

BY JACKIE BROOKS

Men of the business and social world were most often clean shaven, wore parted, short hair, often slicked down with pomade. Sideburns were usually short. Mustaches were small and less frequently seen. Hats were worn during Formal events, with business suits, and sporting activities, but removed when indoors.

Children's hair was often a copy of adults but usually a softer, more informal version.

Even before 1927, women had entered the working world, speakeasy's and rumble seats. Many women cut their "Crowning glory" into short "Bob's" (hair worn short and close to the head). First seen as straight with bangs, it evolved to softer waved styles. They were achieved with a heated "Marcel Iron", pin curls or a finger wave. waves were also becoming popular (if you had an entire day to spend in the beauty salon) as they allowed the styles to last between washings.



Foreheads and cheekbones were usually softened by "Dips" (Waves), or curls.



Longer hair was controlled at the nape of the neck in one or more soft rolls, a loose knot or a cluster of curls. Although loose hair was allowed on young girls, women were considered 'cheap' if they wore their hair this way.

Transformations (hairpieces and wigs) became necessary for ladies who were growing out their bob's uneven neckline, as well as a fashion statement by some celebrities wearing flashy colors and silver or gold wigs. They came in a variety of lengths, shapes and colors. They were mainly human hair.

To do your own hair you will need setting lotion or gel to set the wave. Try not to use too much as it takes a long time to dry. Practice with waved styles or simple 'spit curls to find the styles that look best on you. Be sure your hair is thoroughly dry before brushing or all your waves

may be lost. The simplest is the finger wave. They can be straight (parallel) or angled, whichever is the most flattering, narrower waves for more formal occasions and softer, wider waves for more casual events. You can achieve a wave with pin curls set in rows, each going in opposite directions. You will need to be sure to tuck the ends inside the curl. If left on the outside, they will be straight and not blend into the wave. If you are wearing a hat, a simple 'spit' curl that shows may be all you need to get the "Era" look.

Even though it didn't last long, one of the few dramatic changes to hairstyles came with the advent of the Empress Eugenie hat which was worn perched to the side and required an asymmetrical hairstyle, all those cute curls and waves showing on the side.

Pictures from *Modern Beauty Shop* magazine 1928-30



*Can you find
 10 Differences?*
 Photographer
 Greg Mack

Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)



1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____



Answers for pg. 6

1. Crandall Print Museum
2. Dowdle Puzzles
3. Olmsted Power Plant
4. Orem History Tour
5. Lincoln Beach Tour
6. Provo Parade
7. Mapleton Parade
8. Lindon Car Show
9. Tintic Parade
10. National Tour
11. Iron Chef
12. Murder Mystery



Model A Ford Club of America

Established 1957

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



MAFCA News

DOUG LINDEN — PRESIDENT



Wow, how the time has flown by this year. It's hard to believe that for many of us our touring season has come to an end. In my area we have already had our first snow; it's time to tuck the Model A away in the garage for a few months.


Your chapter should have received its renewal form in the mail. Please take the time to fill out the form with your chapter's contact information and the names of your officers so we can keep our records up to date. I also included a letter explaining MAFCA's insurance coverage. This insurance provides liability and property damage coverage to chapters and its members during a chapter event. Liability coverage is also provided to chapter Directors and Officers while performing their duties on behalf of the club. This insurance policy is expensive and we ask chapters for \$75.00 to help defray this cost. Please help by sending a check along with your renewal form.

I would also like to remind you of the new 2020 Membership Roster that will be available in April. You can order this now on the MAFCA website. www.mafca.com

Happy Holidays to one and all,

Doug Linden

Tiny Tips



Tight Windows?

If you've ever had trouble raising and lowering your windows and never got motivated enough to take off the door panel, grab a coat hanger and straighten it out. Bend a hook in one end, lower the glass, insert the wire between the glass and the sill and hook the wire over the part that needs oiling. Take a can and squirt oil on the wire and it will flow down to the mechanism, lubricating the tight part.

*Submitted by Arthur L. Pognosky
Kentfield, CA*

Puzzle (page 22) key:

1. Truck in background gone
2. Furr's radiator cap (quail) missing
3. Headlight on Furr's roadster removed
4. Furr's have no license plate
5. Door handle on Furr's car omitted
6. Mack's bumper clamp gone
7. Cowl light on Mack's phaeton removed
8. No trunk on Mack's car
9. Mack's gas cap not present
10. Pothole in foreground filled in

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*If your plugs
are carbon fouled*



*Start checking
the carburetor*

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