



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 9 No. 10

2018 Newsletter of the Year • 2020 Newsletter of Excellence

October 2021

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MOUNTAIN MAN RENDEZVOUS
 Neal Dastrup's Class Reunion

BEEHIVE A'S
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 GAMES

ANOTHER
 HISTORY
 TOUR



Photo taken by staff photographer of the Tooele Transcript Bulletin

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 usually 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. Club meetings will resume this month on February 18th.

2021 Club Officers

CLUB OFFICERS

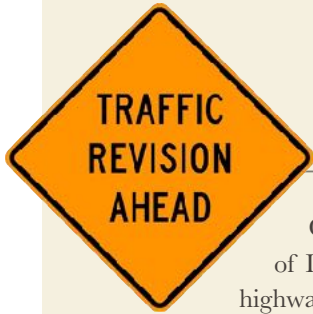
Board Chairman	Clyde Munson	bjerg_menneskene@yahoo.com
President	Greg Mack	gregmack02@yahoo.com
Vice President	Brad Christofferson	bdc.p51@gmail.com
Sec/Historian	Amber Morrell	mystuff@live.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com

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



"Hurry Gemma, I can't hold it much longer" photographer, Robert Mack



Vice President's Message

BY BRAD CHRISTOFFERSON

On a trip last week to the panhandle of Idaho, Lynne and I encountered a new highway sign that I hadn't seen before. It read "Traffic Revision Ahead". I had to think for a minute what that might mean and soon realized it was a new and different way of saying "Detour Ahead". My entire career has involved building transportation projects and I have seen many temporary highway signs communicating to the motorist how to anticipate roadway conditions, but this one was new to me. As we drove through the re-routed lanes of the highway my civil engineering mind started cranking to form how I may change-up the standard signs we are familiar with just to give them a new twist. I thought that a "road closed" sign could read "thoroughfare barred". A "construction ahead" sign could be "infrastructure creation beyond this point". Even a "stop" sign could be reworked to read "bring to a standstill". All these would make driving a lot more interesting as we engage our brain to interpret the meanings of the new signs on our route. Even though this is a fun exercise, the best way to communicate the intent of a message is to use simple words and plain language.

The Golden Bull Award is an annual award started by the Plain English Campaign in 1980, given to an organization deemed to have made confusing and bad use of the English language.

For instance, in 2003 online retailer Jungle.com responded to a customer asking if they still sold blank

CDs: "We are currently in the process of consolidating our product range to ensure that the products that we stock are indicative of our brand aspirations. As part of our range consolidation, we have also decided to revisit our supplier list and employ a more intelligent system for stock acquisition. As a result of the above certain product lines are now unavailable through Jungle.com, whilst potentially remaining available from more mainstream suppliers." Wow! A simple "no" likely would have done the trick.

Another fun example is from Walmart, who in 2016 won with this gem, "Our strategy to turn things around is focused on improving the retail basics. We are simplifying and strengthening our offering through improved availability and assortment discipline, reducing costs, and driving sales through strategic price investments." Not sure what this one is trying to articulate – help anyone?

I guess the point is that communication works best when we erase ambiguity by using the simplest most straightforward way of expressing an idea.

So, in conclusion, authorize me to convey to you how agreeable I find it to group together with you on a recurring frequency. Our involvement with one another generates in yours truly the uppermost gratification. The population of the Model Alpha Guild are superior earthly inhabitants who can most proficiently be portrayed as pleasing and brilliant as to cause one to feel happy and satisfied.

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Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

News from **Brian Lindenlaub**: “After the overheating incident on the Nine Mile Canyon Tour, I removed the cylinder head and found that it was cracked. I am currently waiting on a replacement from Berts. In the meantime, I removed the radiator and had it repaired, and fixed a few other things that needed it. I hope to get the new head installed and be back on the road before the snow flies! (see page 16 for more details.)



While on a DQ run, **Roger Davis** had this to say about Henry Ford, “Henry thought of everything. I don’t need to buy a cup holder for my Mail Truck, it already has one!” My question is, “Why isn’t the wheel full of DQ?”

“You may recall my triumphal entry at the Orem Car Show. That incident ruined the rim on my mail truck so I had no spare. I found a 31 rim from a guy in Idaho Falls near where my daughter lives. After sand blasting at IPA (Tony’s referral), two coats of primer, two finish coats and lots of sanding in between with 400/600/2000 grit: The finished product—the spare looks better than any of the other four rims on my mail truck.”



At the Beehive A’s IMAD car games, **Greg Mack** won the game of blowing up a balloon, running around the car, sitting on the balloon and popping it. We knew he won that game, what we didn’t know was we won a second game. Greg drove the car and Robert tossed bean bags through a hole in a target. Greg received two gift cards in the mail from the Beehive A’s.




OCTOBER

- 2nd — Buster Hansen
- 5th — Connie Pope
- 16th — Karen Morrell
- 22nd — Tony Jacobs
- 26th — Bob Anderson
- 29th — Roger Davis



August Club Meeting

BY AMBER MORRELL

Attendance:

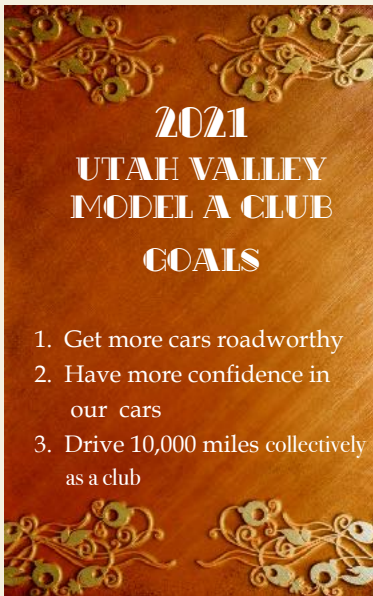
Diane Brimley, Mike Carlton, Brad Christofferson, Roger Davis, Gemma and Howard Eckstein, Karl Furr, Tony Jacobs, Brian Lindenlaub, Greg, Nicholas, and Robert Mack, Amber and Dave Morrell, Clyde Munson, and Andrew Watson.

Guests/New Members:

We had two new faces in our midst tonight. Par Palmer, who just bought a 1930 Sports Coupe, became a member tonight. Jeff Nevin does not have a car yet, but he has been working with Andrew Watson at Watson's Auto Works in Pleasant Grove to find one he likes. Then all he has to do is convince his wife to let him buy it. If we all gang up on her we might be able to convince her that a Model A will cure Jeff's midlife crisis.

News:

- October 15th is the due date for voting on MAFCA's new board members. If you are a member of MAFCA, make sure your ballot is submitted. Make your voice known.
- Roger and Geena Davis have received their mission call. Roger's first mission was in Argentina. Now they are returning to serve an "office mission" in the Argentina North Mission. They will depart on January 10, 2022. We wish them well, although we hate to see them go.
- Bill Thompson has not been doing very well lately. You know it's bad when he cancels the annual Fish Lake Tour, which he has done this year. Severe abdominal pain has caused him to cancel it. He has made many trips to the hospital's emergency room due to the unrelenting abdominal pain. The pain was horrendous enough to make him pass out. The worst part of this whole thing is HE CAN'T DRIVE HIS MODLE A! Doctors are going to remove his gaul bladder to see if that helps. All this must be done before they look into Bill's heart issues. Our prayers are with you Bill!
- It is short notice, but the Beehive A's have invited us to join them for their International Model A Day celebration on September 11th.
- For those of you who are planning to go with the Salty A's to Ely, plans have changed. They were going to Ely but, because of booking issues and road construction, they have shortened the tour. They will now drive out to Camp Floyd and then return for dinner. Meeting time and location is the same.





Club Business:

- **Financial Report:** Treasurer Diane Brimley reported that we are fiscally strong.
- **Magnetic Splash Aprons:** In order to place a magnetic order we need a minimum order of five sets of splash aprons. The total requests, as to date, are four. Only one more member is needed before we can submit the order. Give or e-mail your order form to Greg Mack. They are \$30.00 per set.
- **Newsletter Deadline:** This is another friendly reminder that we now have a submission deadline for the newsletter. If you would like to have something printed in the next Motometer we have been asked to turn in any material by the 23rd of the month. For example, if the July newsletter is soon to be released, any material for the July newsletter will need to be submitted by June 23rd.
- **Model A Day Patches:** available for past years. They are \$3.00 each. If you would like some, contact Clyde.
- **Out & About/Club Goals:** If you have made any progress towards your goals, have done anything fun, or been anywhere interesting, please send them to Robert. He will record the club's progress toward our club goals, as well as include them in the newsletter (mack4759@yahoo.com).

Club Awards:

- Roger Davis has earned his 5,000 mile medallion/sticker.
- The unlucky member to receive the Bent Rod Award this month is truly unlucky. Brian Lindenlaub experienced a severe radiator blow-out. This was hot enough to blow the head gasket. Once at home, Clyde gave Brian a used head. Brian had it tested and found that it was cracked. So, Tony gave Brian another head, when tested, it too was cracked.

Past Activities:

- **Eureka Parade** — This rural parade hasn't changed much since we started participating. Most entries are typically trucks adorned with hay bales and collector cars. This year they did have a nice float from the health department. The great thing about the parade, is that it is short and down hill. The club members noticed that the kids at the top of the parade had bags full of candy and were leaving a lot along the parade route. The children at the bottom of the parade didn't receive near as much, but were grateful for what they received.
- **Helper/Nine Mile Canyon Tour** — Howard has, again, set the bar high for anyone who has to take his place. It was a huge success. Counting Nicholas & Natalie (who arrived early Saturday Morning) there were 14 Model As. Seven from UVMAC, six from the Beehive A's and one from the Salty As. In addition to this we had a couple of modern vehicles accompany us. We want to thank Tony for buying a



sign cautioning motorists that there were slow vehicles ahead. I think it paid off. The reception we received in Helper was amazing. They rolled out the red carpet. The county travel bureau had swag bags for us, the mayor welcomed us, and we were able to parade up and down downtown Main Street. The sights and history surprised us all. It was very enjoyable. Additional kudos go to Morrells who unknowingly provided a trouble trailer and Clyde for sticking with the returning group, providing them moral support. The next day we caravanned to Nine Mile Canyon. Howard had arranged for Price City councilman, Lynn Miller, to guide the tour and explain the ways of the Utes and Fremont Indians. His stories made the trip a special one! This is a tour that will be hard to beat.

- **Beehive A's IMAD Celebration** — We think we have a good turn-out when we get 10 to 12 cars. At the Beehive IMAD Celebration they had 22 cars show up. Greg and Robert were blown away by the long line of Model As present. The food was great, the car games quite fun and the stories past around were wonderful. The Beehive As welcomed the Macks with open arms. If we are invited again, it's definitely worth the drive up there.
- **Neal Dastrup's 1st Annual Car Show** — Because of inclement weather, the Salty A's canceled their trip to Camp Floyd. That enabled Howard and Gemma to attend the car show with Robert. In addition to Neal's two Model As we were the only other Model As that attended. It rained on us a couple of times (once quite hard), but we stayed in the our As and were just fine. Neal's home is truly a mansion! Even the barn that he fed 200 classmates in had additional room for a stage, extra tables to hold door prizes, and storage rooms. He had a good turn-out for the car show. By the way, the food was EXCELLENT!

Future Activities:

- **October — 16th** Diane Brimley and Clyde Munson are planning an Historic Tour of American Fork. We are to meet at Robinson Park, across the street from the tabernacle. Meeting time is 10:00 a.m.
- **November** — Howard Eckstein has been working on a tour of Kindig-It Designs. It is a custom car builder in SLC that is so popular they have their own television show on Motor Trend TV. They no longer give car club tours. They have tours during the week. So it is likely that we will have to find another activity for November.
- **December** — Annual Christmas Party

Tonight's TechTalk was a special presentation from two of Howard's neighbors who are very active in Mountain Men Rendezvous. Sparrow Hawk and Lady Hawk talked about the purpose of these rendezvous and what to expect. They came in period dress and told stories of some of the rendezvous they had been to.

A big thanks go to Diane for the refreshments tonight. They were delicious.





Member Spotlight

MAKING A DREAM BECOME A REALITY

By Sydnee Price Crockett

My father attempted to convince my mother that buying an antique car would be a fun adventure. She thought it foolish and a waste of money. I must have been the child he talked to about his dreams, because for as long as I can remember, I've wanted an antique car. While attending Snow College, a friend drove a 1930 Model A around campus, and we often talked of the day I would experience such fun.

Tim and I met at BYU in 1970 where we both graduated. We moved to West Valley in 1977 where we met Zen and Dora Littlefield. He was a machinist and often helped me refine our son's Pinewood Derby cars or allow me to use his band saw to make Relief Society projects. One day he took me in his backyard



garage to see his 1916 Overland. I went crazy with excitement. Uncle Zen (as we fondly called him) was on the look-out to find me an affordable old car. However, Tim and I were as poor as poppers trying to raise our 7 children and so the reality of this dream seemed untouchable.

In 1990 when my mother and father gave us some of my inheritance, I bought parts and pieces of a 1926 Model T Ford and began working on "restoration!" It was slow...one fender at a time, but I was determined to create my dream no matter how long it took.

In 1992 we moved from West Valley City to Orem and that old Model T came with us on the back of a trailer. When it pulled up in front of my 82 year old neighbor's house, Bill Croft, he was out his front door and excited with my

"in-progress" project. (At age 12 Bill had pulled parts and pieces out of the Wyoming rivers to construct a hot rod Model T and later saved to purchase a new 1926 Model T). Now in his aging years, my dream became his project. Being a mother of 7 children, and Tim having just gone through open-heart surgery, I knew that setting a schedule of progress was important. Fall of 1996, Bill was at my side every Tuesday afternoon, along with a young teenage mechanic, John Boyer (who was willing to work for me for \$10 an hour) helped me rebuild my Model T.

With financial counseling from my oldest son Scott, he helped me realize that "If I believed I could do it!" John would come over at 12:30, we'd work together to do what we could. At the end of each session, he would take parts he could work on at auto-rebuild class at Utah Valley Community College and tell me something I could do until the following Tuesday. Every week, Bill would wander over to give us his insight, knowledge, and suggestions for success.

One afternoon after we had been working on my car, Tim came home to tell me he had a surprise for me. He had seen a beautiful blue 1931 Model A Roadster tooling around the



streets of Orem. He followed it until it stopped. Tim went up to the driver, introduced himself, and told the man about his wife who loved antique cars. Then he asked, "Could I bring her to your home to see your car?" Karl Furr was delighted with idea.

Tim came home, told me about his surprise, and took me over to see and meet Karl Furr. Holy cow – Karl had a magnificent collection. And the story of his beginning: totally inspiring. That visit got my spirits stirred with potential & hope.

Now back to work. The first step: Tear it down – piece by piece. Second step: Restore or rebuild each piece, then find what we still needed. I arranged for a boy living with us (Duane Fielding) to sand blast the body in exchange for rent. Then I contacted a neighbor down the street (Sergio Alor) to do the bodywork and painting while John, Scott, Bill & I restored the internal workings. Tim & I traveled to Scipo, Utah to find rims for the wheels, and then sent those to California to have new oak spokes made. (My children were so excited to see me work on a project for myself while I had to fight off the self-defeating feelings of selfishness.) It took us working every Tuesday afternoon for over a year & a half to do the underbody and bodywork.

In the early spring of 1998 was celebration day! We lifted the body on the chassis, fastened it down, cranked that engine over and for the first time I rode in my car up and down 800 West in Orem, Utah. To witness this

exciting victory, Tim had brought students over from the Seminary; our children were gathered on the front lawn along with other close friends and neighbors.

Now to fix up the interior: I reconstructed all the wood parts, and then contacted "Penny's" on State Street who was willing to install my seat covers and purchased top. My son Scott followed me up 400 South and I turned onto State Street. I was in the right lane, attempting to turn left when an oncoming car stopped. It was an older man taken with the sight of this antique car driving down State Street. With horns blaring at him to get moving, it was reinforced to me, that I was driving a treasure house of memories.



After my 26 T was licensed and completed, my favorite thing to do was to drive around Orem and watch for older folks to glare. I would pull over and ask if they'd like a ride? Oh how I wished I had had a tape recorder under the seat recording all the history and memories this car erupted in people.



FORD does stand for "Fix Or Repair Daily" and I was glad to have Bill next door to help me adjust, readjust, or jerry-rig parts and pieces. Nevertheless, my grandchildren climb in the car (delighted not to have to be strap &

frozen down in a seat belt) and instantly begin to sing, "It's always fun when Grandma comes." People always ask, "Do you go in parades?" and my answer is always, "When I'm in my car, I am the parade!" The purpose of my car is in creating memories with my grandchildren and others. I did, however, take my car to the Lehi Rodeo Parade to honor my mother. On the side of the car it read: "It takes a tribe to raise an Indian...thanks for helping my Mother!" She was the star! I drove that Model T for 14 years making my grandchildren and other

people smile but it had a lot of limitations and I had been quietly searching for a Model A.

In September of 2011, I had my Model T in getting a new part installed.


A woman passed by the shop and saw my Model T. She stopped by asked the repairman whose car they were working on and if by chance they wanted another antique car. She left her number for me to call. I couldn't believe it. Mr. & Mrs. Brown had her father's original 1928 Model A. They had had it completely restored, but had grown storage unit for over 11 years. They agreed to meet me (along with my husband Tim & our oldest son Scott) at the storage unit where her car was stored. (My son, Scott, had primed me not to offer an amount and to show no emotion upon the car being revealed.) That was tough! I couldn't believe my eyes! I actually asked them, "Why are you selling this car? Why aren't you giving it to one of your grandchildren." Their response: "We're tired of messing with it!" A week later both my Model T & Model A were sharing the same garage. I could only keep one and the 1928 Model A was my choice. The first time I drove it, I was in love! But it too had **F.O.R.D.** problems & my biggest problem was my neighbor Bill had died.

In February of 2012, we had a house fire. The Model A was my first possession pushed out of the house. I couldn't keep the engine running and I had little time or money to focus on repairs while our house was under reconstruction. After we moved back in, I was still very frustrated. I wanted the car, but I didn't feel I could handle the frustration of it not running properly and disappointing my grandchildren. In the spring of 2013, I actually put it up for sale – asking a high enough price – I knew it wouldn't sell quickly. But my philosophy is: "If you can't use it – loose it!" And I had started giving up hope. I hated the look on my grandchildren's faces when we couldn't go for a ride in the "Old Car" because it was always broken!

That summer Tim went to the Orem Summerfest where he met Vern Cope, Karl Furr, & others associated with the recently organized Model A Club. Tim came home exclaiming, "Before you sell your car, you have got to go to one of their Model A meetings to see if they can help you." Needless to say, we did and it was one of the best decisions I've made since Bill

Croft died. Joe Fazzio, Karl Furr, Kelly Barker have worked endless hours getting me "up & running" again. My grandchildren giggle & cheer with delight when the Model A engine fires up and we head out for rides about town. I will be forever in debt to this wonderful organization and am glad to be serving as acting secretary.

December 26, 2013, Tim & I were called to a "Live at Home" mission for the Church of Jesus Christ of Latter-day Saints, serving in the Utah Provo Mission. We have been given permission to use the Model A in our missionary work. We will stand as witnesses of Jesus Christ in antique style.

Tim & I are the proud parents of eight children (one deceased) and 21 grandchildren. Nothing is greater than having good, smart, educated children who know how to make good decisions and raise good families for themselves. And because of the Utah Valley Model A Club, the Crockett family will be surrounding these delightful individuals and others with memories in "Grannis" Antique Car! 



Orem Class of '65 Class Reunion

BY ROBERT MACK

What does the Orem High School Class of 1965 Class Reunion have to do with our club? Actually they have a lot in common. Neal Dastrup likes cars, we like cars, especially Model As. Neal has two restored Model As and five more that are waiting to be brought back to life. The club members have several cars waiting for the very same reason.

Neal hosted the Orem High School Class of '65 Reunion. One of the attractions was a car show, and an eclectic one at that. The show wasn't very big, almost twenty cars were present. The cars ranged in price from \$17,000 to \$400,000. They spanned 91 years of auto manufacturing, and came from countries around the globe. There were Fords, Chevys, Morris Minors, Porsches, Lamborghinis, Dodges, Minis, Ferraris, and Sunbeams.

Ecksteins and I met at Harmons at 10:00, at the mouth of Provo Canyon, dark clouds hung threatening low. Under such intimidating weather, we headed up the canyon. During my e-mail communications with Neal, I was under the impression that Neal lived in Spring Dell, and that the car show was at the baseball field. We drove through most of the small canyon community trying to locate the field. We finally asked for directions from a gentleman walking along a tree lined street. He told us that Neal lived across the canyon on the west side, not the east.

Once we found the road leading to his "estate," we climbed up the small paved and gravel roads, searching for the ball field. As we kept climbing, I was sure we were going to have to back up the "trail" in reverse. We past an old western town, and the empty ballpark. A call to Neal, kept us crawling up the rocky canyon wall. We finally turned around and headed back down, passing several other trails as we did. We rounded a curve and unexpectedly drove right up to the field the car show was being held at. While awaiting the spectators it rained, and rained hard! As you can guess, there were few perusing the cars. After about a 1/2 hour another smaller shower pelted the cars.

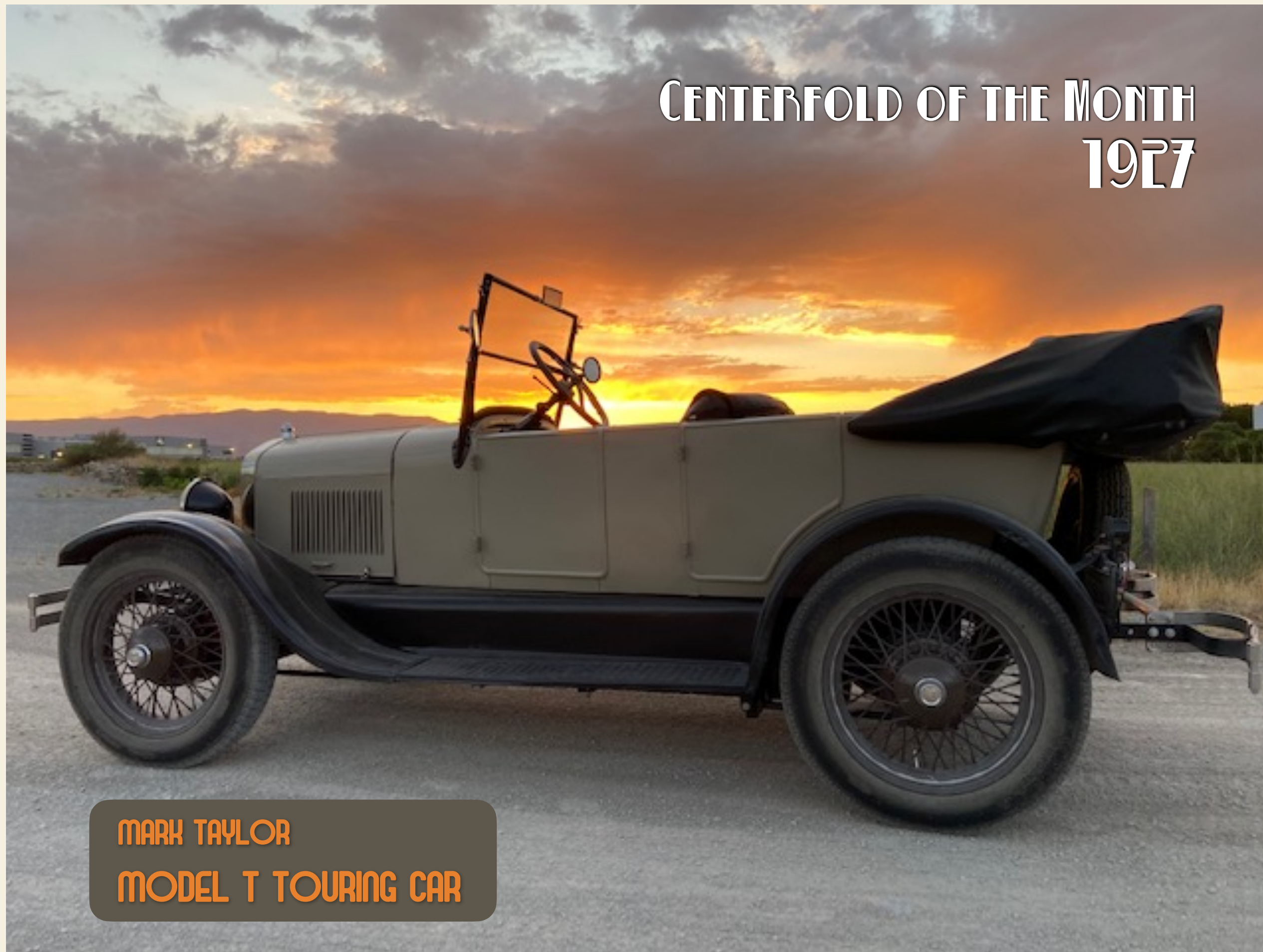
The local Boy Scout troop was going to wash cars as a fund raiser. Needless to say, Mother Nature washed the cars for them.

Later in the afternoon, we were treated to an extravagant lunch. Meats of all kinds, sodas, several types of salads, fruits and other dishes, not to mention a tasty dessert of cream cheese, fruit filling, and whipped cream.

The weather wasn't nice but the reunion, outdoor setting, cars, and food were. 🍷



CENTERFOLD OF THE MONTH 1927



MARK TAYLOR

MODEL T TOURING CAR



Tooele's Mountain Man Rendezvous

BY ROBERT MACK

Close your eyes and think about mountain men. For me, images of trappers, Indians, black power rifles, bows and arrows, trading beaver pelts all come to mind. So, how do Model As fit in this picture? If you were at the Tooele Mountain Man Rendezvous, you would know. In fact the Tooele Transcript Bulletin reporter was there too and took pictures. If you weren't, let me explain.



photo by Tooele Transcript Bulletin



On Saturday, September 25th, Howard Eckstein rounded up five Model As, a modern car, and Tony Jacob's safety vehicle. At 10:00

a.m. we all left for Tooele. Some of us cooking our lunch on the manifold. It was an uneventful trek to Tooele, with us stopping occasionally to turn our meals.

Upon arrival, we all split up. Some eating, others checking out the companion gem show and still others carousing the rendezvous.

Our cars "stole the show, however." As we usually experience, people came to admire the cars. The



organizer of the rendezvous asked us if we would like to exhibit our cars for event participants to enjoy. So he had us display them next to the Teepee circle. If you look at the pictures closely, you may see a car you don't recognize. The business coupe is owned by Mike Brenneman, of the Salty As. They took advantage of Howards invitation and joined us. They had as many club members at the rendezvous as we did.



When the curious on-lookers started to dwindle, we moved the cars to the parking lot.



Along the outside boundaries of the rendezvous, tents were set up and sold everything from freshly bottled root bear and cream soda stout to mountain man and Indian garb to Scottish apparel. Everyone found something worth taking home. They shot off cannons full of candy for the kids. They were suppose to have Native American dances, but at the last minute the dancers



cancelled. That was a disappointment, but there was more than we could do before we had to leave at 3:00 p.m.



Reid and Elaine Carlson were the first to leave, followed by Howard and Gemma Eckstein. Diane Brimley was feeling lightheaded, so Greg drove the Sport Coupe home and Margaret traveled with Becky and Robert Mack, with Robert Driving. Tony Jacobs brought up the rear with his "Slow Traffic Ahead" sign. Dave, Karen

and Amber Morrell traveled down the west side of Utah Lake to get home.

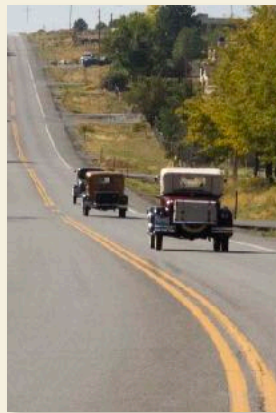
It would seem that everyone had one of those "and they lived happily ever after" experiences, but that was not

the case. By the time Carlsons arrived in Cedar Fort, their Model A engine was knocking so loudly that they decided it was unwise to go any further. By the time Ecksteins got there, Carlson's A had been loaded on a tow truck bound for Mapleton.

Other than the Carlsons, it seems that everyone else

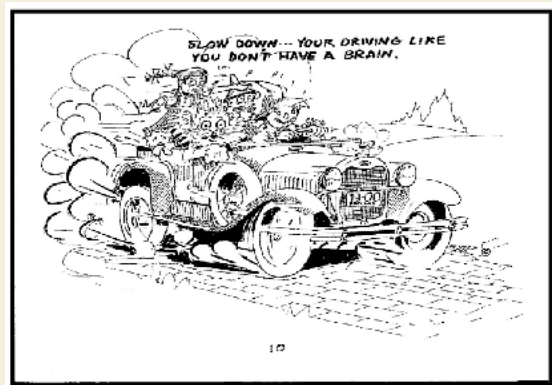


enjoyed the day's activity, weather and traveling companions. If you didn't make it to this activity, the American Fork History Tour is bound to be just as fun. Clear your schedule so nothing else gets in the way.



Got Time for a Little Humor?

INSTALLMENT #2



Thought for the month: Auto racing began 5 minutes after the second car was built.



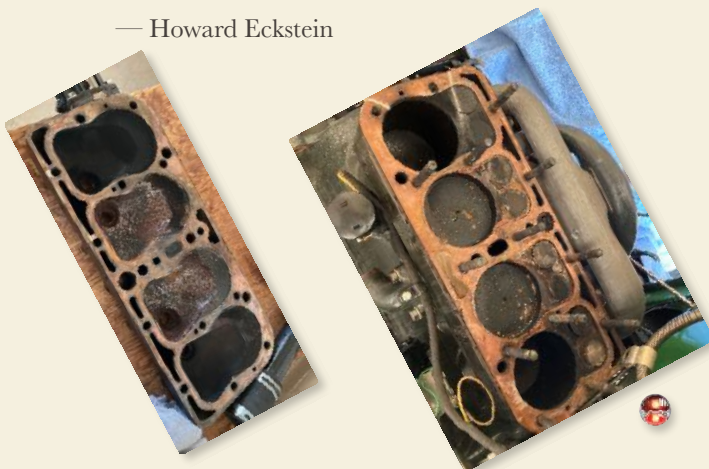
A More In-depth Look at Brian's Engine

Tonight Tony and I went over to Brian Lindenlaub's house to look at his engine block and head after he blew a head gasket on the tour last Friday. We couldn't see any cracks in the block. He'll take the head to C&T to have it checked out. Brian took some pictures. You can see evidence of a compression leak between the large center hole and cylinders two & three.

Brian wanted to remove the head bolts and came after them with a pair of pliers. Tony and I told him they wouldn't do the job. To our surprise, he removed all but two with that pair of pliers! The secret is when installing head bolts, they should be screwed all the way down finger tight, then backed out 1 full turn. This places all the stress on all the threads when torquing the head nuts. Tightening the head bolts in their holes will damage the bottom thread of the bolt, making it difficult to extract later. Also, due to the last internal threads in the block being tapered due to the shape of the tap, excessive tightening places all the stress of the torque on the last thread of the bolt, thus compromising the torque setting over time.

Brian plans to restore the front engine mount, replace the crank pulley and nut, get the stabilized flange reattached to the radiator, and do something with his distributor to get it working again. Here are some photos Brian took of the head and block.

— Howard Eckstein



It's Another History Tour American Fork

WAIT 'TILL YOU FIND OUT WHAT HAPPENED IN
AMERICAN FORK!

Saturday October 16, 2021
10:00 a.m.

Meet at Robinson Park
100 East Main Street
American Fork
for the History Tour

Lunch afterwards at Sonic




That's right. Another history tour is scheduled for Saturday, October 16th. In the past, we've toured parts of Provo, Orem, Pleasant Grove and Spanish Fork. During these tours we have learned interesting and sometimes virtually unknown events. Now it's time to learn about American Fork. Diane, with Clyde's help has come up with an interesting tour. Howard has already printed the tour book. It looks like a fun trip with a twist.

If you really want to know what happened, join us at the Robinson Park (100 E. Main Street) at 10 a.m.





The Amazing Adventures of Bill and Colette Thompson

Roger Davis sent the Thompsons an e-mail asking how they were doing. Bill sent Roger this reply:

“Roger,

Thanks for your concern. We really miss our association with everyone. It was one year ago that we went to Fishlake. The pictures we took came up on my phone on the anniversary of that day. What a fun day. The last thing we did with the club was the trip to Eureka. I think I haven’t even driven my Model A since that day. In fact I haven’t driven anything since that day.

I went to the ER the Sunday after the Eureka trip with near fainting symptoms and chest pain after visiting a house under construction in Fairview. Our son, who has moved into our rental across the street after losing his job in Colorado, has been hired as the city manager for Fairview City. Following the visit to the house our son is going to buy, I was feeling so bad that when we got to Mt. Pleasant on the way home my wife who was driving turned into the hospital ER where I was checked out. The chest pain went away and an EKG and blood tests showed that everything was normal. They also did an ultrasound and discovered problems with my gall bladder. I was discharged and later had a call from the surgeon who was already scheduled to do an endoscope. He added gall bladder removal for the same time. The surgery went well and we all suspected that would take care of the intestinal problems I have been having which was triggering the fainting feelings I have been having.

I was feeling pretty good following the surgery that day but in the middle of the night, Colette began to have very severe pain in her abdomen so we called our son to drive us to the ER in Mt. Pleasant again at 6:30 a.m. on Friday. She was admitted to the hospital and had

an endoscopy that afternoon showing Gastritis and a CT scan revealed Pancreatitis. She stayed in the hospital for five days and was discharged with two antibiotics to take for 10 days. Her pain has been reduced drastically but she is still a sick gal. Through some miracle I have had almost no pain from the surgery only taking Tylenol for four days and now am pain free. I am still having intestinal problems however and will be meeting with a GI doctor October 13th for further care. Colette goes to our family doctor tomorrow for more blood work and a CT scan.

We are very fortunate to have a son three blocks away and another son ½ block away. They have been a huge help. In addition, a son and his family who live in Liberty, Utah, spent a weekend with us. Another son from Farmington, NM rode his motorcycle up last Thursday and spent three days with us so we are being looked after very well.

We are looking forward to getting all our ills cleared up and getting back to normal. We are also looking forward to hearing about your trip to the national tour in New Hampshire. I enjoyed reading about it in the restorer. What a beautiful place.”

We wish them both a speedy recovery.





All Fun and Games

BY GREG MACK

Our club received an invitation from the Beehive A's to join them for car games and a picnic. This invitation came at short notice to our club as the event was put together at the last minute. My dad was eager to attend as he knew our Model A'ing days for the year were becoming limited. Being the good son that I am...I could not let him venture out in the Model A on his own, so I had to attend too!

When we got up that morning, things did not seem too promising as the skies were dark and a storm was looming. A quick call to Dennis Thompson yielded an enthusiastic "yes", the event was still on! As we loaded up the car the rain started coming down, thankfully it did lighten up as we reached Orem. We met a couple more showers as we proceeded up the Wasatch Front and after hitting more rain in Salt Lake, doubts were coming to my mind. "They were probably going to cancel the activity after all." "I should have stayed home, I could have gotten a lot accomplished." "They will probably only have three or four cars anyway." Since we were already half way there, it did not make sense to turn back ,so I brushed off my concerns.

As we came down the road to the park my fears were confirmed. We could only see about four cars in the parking lot. As we made our way around the hill that blocked the view of the whole parking lot, more cars started appearing. My dad started counting 6,7...11,12...15,16...18,19...20! Twenty Model As, a Model T, and a hot rod. Wow, we were definitely not expecting this many cars!

Dennis gave us a warm welcome and introduced us to some new faces. We were then directed to the potluck buffet, but feeling a bit out of place among all these new Model A'ers we were reluctant to dig in. A bag of chips seemed innocent enough, but as I approached the table, the plethora of food and goodies lured me in and I had to partake of the deliciousness.

After the picnic, we moved onto car games. It was a slow start as nobody wanted to look like a fool being the first, and some wanted to wait as to gain an action plan based on the performance of others. The games were a variation to those we have participated in with our club and at national conventions. They were setup in a linear fashion so you would move onto the next game immediately after finishing the previous game.

We started out with a beanbag toss trying to land the beanbags in the hole on both the left and right side of the car. Immediately after tossing the bags, we rolled up to a toilet plunger propped up on a block of wood. The goal was to stop as close to the plunger as possible without knocking it off of the block. After watching the first few participants knock it off its pedestal and get disqualified, I came to the conclusion that to win this I just had to keep the plunger standing and the distance would not be a concern since everyone else was getting disqualified. Unfortunately as the day progressed, my plan did not pan out as other drivers were successfully reaching the plunger without knocking it off.

From this point we attempted the most entertaining part of the games. We had to get out of the car, inflate a balloon, run to the passenger side running board, and pop the balloon by sitting on it. The time on the clock would only stop after we had re-entered the car and started the engine. It was quite amusing to see everyone running around their cars and jumping up and down on a balloon that sometimes refused to pop!

After becoming parched by all the running, we were treated to a glass of water. Well...not exactly! A wine glass filled to the brim with water was placed on the car's running board. The objective was to keep the glass full while doing a slalom around some cones. The person with the fastest time and most water in the glass wins. I felt bad for those participating in pickup trucks. Without a rubber mat on the running board, the



wineglasses slid right off the edge as the diamond plate provided no traction. My dad did pretty good at this game in the Phaeton, but in my excited attempt to jump out of the car to get pictures of the judge measuring the water, I managed to rock the car enough that it splashed more water out. This was actually part of my attempt to help my chances of winning, don't tell my dad though as I told him it was an accident.

The last game tested our parking skills. We had to back into a stall and get the car as perfectly centered in the stall as we could. There were some Model A's with some excellent maneuvering skills that came pretty

close to being spot on, but my dad and I were definitely not one of them.

We represented our club well and managed to win the beanbag toss and the balloon pop, and brought home some Maverik gift cards to show our victory. I do feel a little guilty though for sneaking into their club activity and taking home some of their prizes. The fun time we had was enough of a prize for us!

We finished off the day talking about Model A's, club activities and sharing some crazy travel stories. We had a great time and really look forward to participating in future events with the Beehive A's.



1/2 of the Beehive Model A line-up



Touching the plunger



Water glass slalom



Balloon popping contest



AA Stake Truck enters the games



Bean bag toss



Greg in the midst of the Beehive A's line-up



Ladies compete in the games





Working With Jack Stands

BY JIM CANNON

The last few months Jim has been talking about safety issues while working on our Model As. This is a continuation of that theme.

We frequently put our vehicles up on jack stands, to change the oil, grease the chassis, or adjust the brakes. I have a hard time seeing under the car, to see if I have the two jack stands on an axle set to the same height. I sometimes end up with the car leaning to one side or the other when I get one jack stand set to a different height from the other.

Here's what I've done to help my poor eyes: Use a paint pen and number every other ratchet tooth on each jack stand, so that you can quickly set the pair on an axle to the same height.



Holly has a nice collection of these paint pens in her craft stuff, so I borrowed a white one for a few minutes and added some numbers to the teeth. As you can see, the contrast of the white paint makes them easy to read from a distance. I now quickly get them set where I want them.

Until next time, Have a Model A Day! Jim



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Ladies Fashion Journal

THE FORGOTTEN ACCESSORY

By Sherry Winkhofer
Northwest Missouri Model A
Ford Club

In the modern world, we think of corsages and boutonnieres as fresh flowers worn for formal occasions such as weddings or proms. But in the Model A days, they were a much more common sight. Fresh floral arrangements were still the thing for those formal occasions, but artificial flowers were very visible in day-to-day life.

Please note that in this article, we are going to focus only on the use of flowers for fashions other than hats. Flowers as ornamentation on hats was extensive and as such, should be the subject of an article all on its own.



-Sears Spring and Summer 1928

Imitation flowers were quite popular for home interior decoration in the Victorian era, and quickly made the transition to wearable art. Flowers were worn on hats, dresses, and coats. Both single blossoms and clusters of flowers were popular. These bouquets could be made from a vast variety of materials. Common textiles used were silk, cotton, organza, organdy, rayon, velvet, and even leather. Ribbon blossoms were also utilized.



- Montgomery Ward Fall and Winter 1928-29

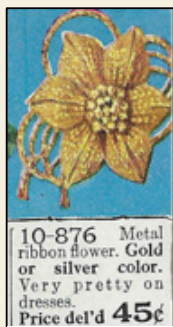
Corsages were a staple of the well-dressed woman. The word "corsage" is French and in the 19th-century it was a common term for a woman's bodice or jacket. Flowers pinned to the bodice were often referred to as "bouquet de corsage," and over time this phrase was shortened to just "corsage."



- Robert Simpson Fall and Winter 1928-29



10-877 Large double orchid, among the newest and most beautiful corsage flowers. Looks well on dress or coat. Orchid, lavender, red. Price delivered..... 50¢



10-876 Metal ribbon flower. Gold or silver color. Very pretty on dresses. Price del'd 45¢



10-872 Velvet camelia flower for corsage bouquet. Attractive and popular. Old rose, pink, white, red. Price delivered.. 29¢



10-878 Dainty silk flower and a silk crepe handkerchief to match. Maise, rose, pink, red. Price delivered in box... 75¢

"Looks well on dress or coat" says the text.

This one is of metallic ribbon.

Colorful flowers made of velvet.

A set with a handkerchief to match the silk flower.

- Items directly above are from The Robert Simpson Co. Catalog Fall and Winter 1928-29.

“Boutonniere” is also a French word, meaning buttonhole, and in most references, it is indicating a flower worn in the buttonhole on the lapel of a man’s suit. But I found floral women’s accessories titled boutonnières.

The text for the boutonnières to the right clearly indicates that these are meant for ladies' fashion. The first says “...made for coat or dress” and the one to the far right is “...flowers for coats, furs or dresses.” And I can’t imagine the below boutonnières being worn by a gentleman.



- Sears Spring and Summer 1930.



A unique boutonniere made from “Genuine Kid Leather”.
 - The Chicago Mail Order Company Winter 1929-30



For a more unusual type of flower, you could buy this kit for a crystal beaded boutonniere.
 - January 1929 edition of Modern Priscilla magazine



- The Chicago Mail Order Company Winter 1929-30



These accessories were not always small; for example, this velvet and organdy bunch measures about 6 x 8 inches.

- Montgomery Ward Spring and Summer 1931



Other styles of bouquets include “crescents” and “sprays.”
 - Montgomery Ward Fall and Winter 1929-30

*conclusion of The Forgotten Accessory
 next month*



The Kid's Corner

FOR KIDS YOUNG AND OLD

Can you find 17 items that relate to the Model A?

R E T S D A O R E X U L E D Q
 C L O S E D C A B P I C K U P
 F F I T U D O R H J C A A T L
 T T O J Z R L S D A O I N X Z
 E A W R Z T N C B R L U T H Q
 D H E O D A A R B K E T L E P
 S M S S A O I I R I K R N N P
 E F H X E O R H I I C U A R H
 L R R D L L N S G S A C D Y A
 F A Q E L B B X G V B K E F E
 O C T V R Z C M S T D I S O T
 R N C O U P E D U F N L N R O
 D W M U R R A Y S R I S W D N
 M O V G O M G B A I L S O T K
 K T T H T I N E Z O B F T G K

FORDOR

TOWNSEDAN

COUPE

PHAETON

CLOSEDCABPICKUP

DELUXEROADSTER

TUDOR

BLINDBACK

ZENITH

TOWNCAR

HENRYFORD

QUAIL

RUMBLESEAT

BRIGGS

MURRAY

CABRIOLET

EDSELFORD

AA TRUCK 



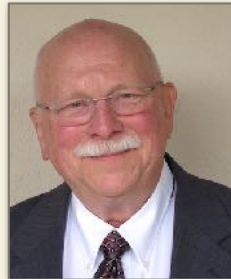
Model A Ford Club of America

Established 1957

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



MAFCA News



Bill Truesdell

October is traditionally the month folks hop on the roads to enjoy the changing of color across the countryside. In the Northeast, what we used to know as Columbus Day was the busiest tourist weekend of the year. There is no reason Model As can't join the parade and enjoy all that beauty. When we lived in New Jersey, we looked


forward to the Fall season as our last enjoyment before winter set in and snow covered the ground.

Pumpkins are collected and hay rides are high on the list of "can we?" requests from the young folks. Halloween costumes are being constructed and school costume parades are the order of the day. Be sure you use your Model A at least one day in the season to transport your children or grandchildren to school so their friends can see what a "real car" looks like.


When you have a chance, why not visit your local pumpkin farm and get some grand orange spheres for carving? While you are at it, a caramel apple or two might just hit the spot. You can eat them as you drive to your next destination in your Model A. (Pay no attention to the sticky seats or steering wheel.) Some communities have parade celebrations around this time and they are always seeking antique cars for parade visitors to see. Model A ahooga horns are a favorite among the crowds. Your local club may offer a chance to participate.

This month is the Hershey swap meet in Hershey, Pennsylvania. It offers the opportunity to find just the right part for your restoration or maintenance project. While there, please stop by the MAFCA booth and

say, "Hi." And, now is the time to make your reservation for the National Awards Banquet in Fort Worth, Texas. From December 2nd through the 4th there will be wonderful tours through the Texas countryside. And, the awards banquet will see presentations for literary awards, volunteer of the year, and introduction of the new 2022 MAFCA Board of Directors.

I hope to see you along the Model A roads. 

Share the Joy of the Season
with One of these Special Holiday Gifts & Cards



The Coupe Book
1928 to 1931

MODEL A & AA FORD
PAINT & FINISH
GUIDE
800 EDITION, REVISED
HARVEY BERRY

Merry Christmas

Check out all of the Holiday Cards
and Gift Ideas
visit
MAFCA.com. To order, call
MAFCA 866-379-3619

Only 92 Days Until Christmas. Get Your
Order In Before It's Too Late