



UTAH VALLEY

- Model A Club -

MOTOMETER

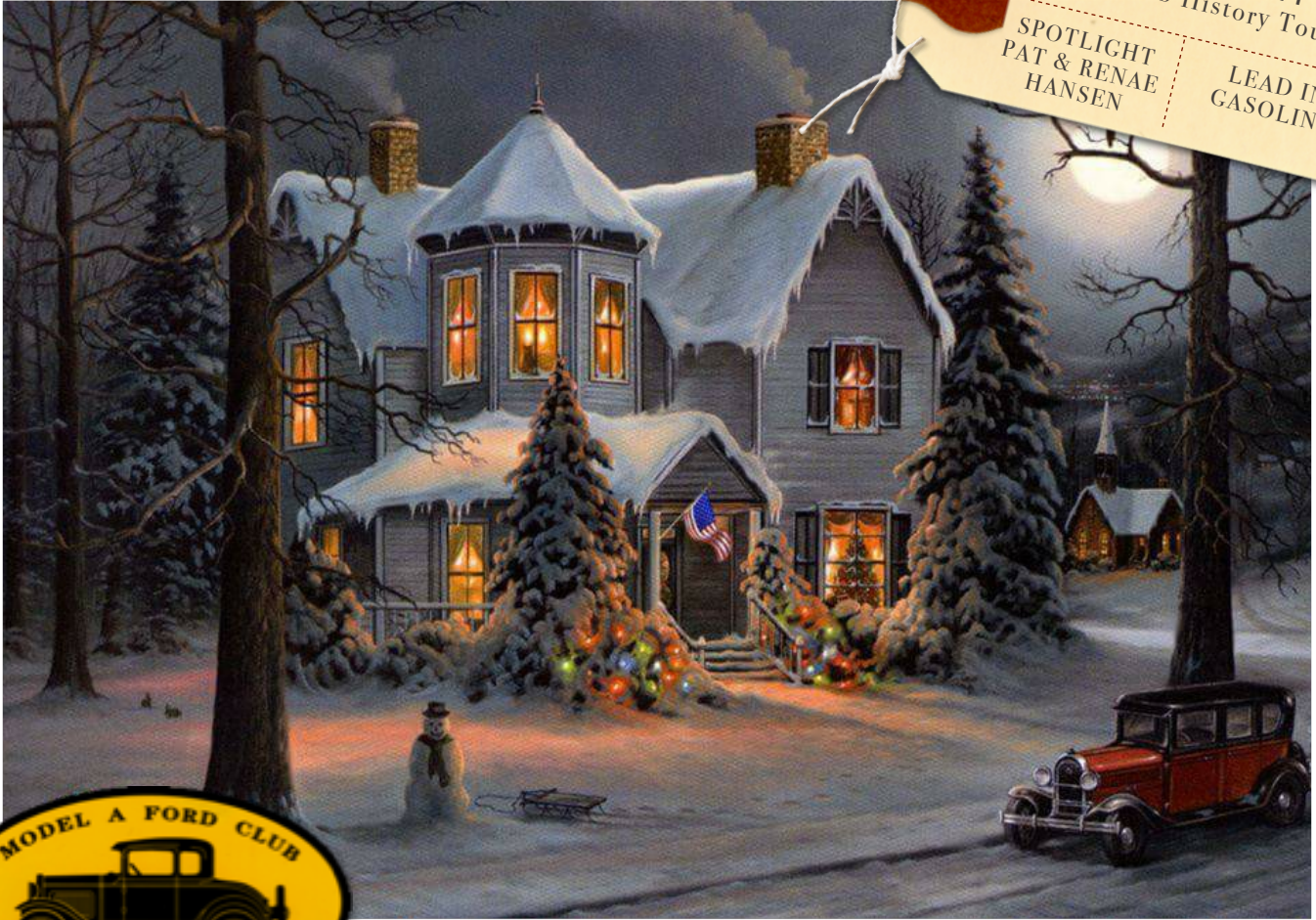
Vol. 9 No. 12 2018 Newsletter of the Year • 2020 Newsletter of Excellence December 2021



IN THIS EDITION:
CHRISTMAS PARTY
 Local Club History Tour

SPOTLIGHT
 PAT & RENAE
 HANSEN

LEAD IN
 GASOLINE



Artist unknown, artist's name illegible

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.

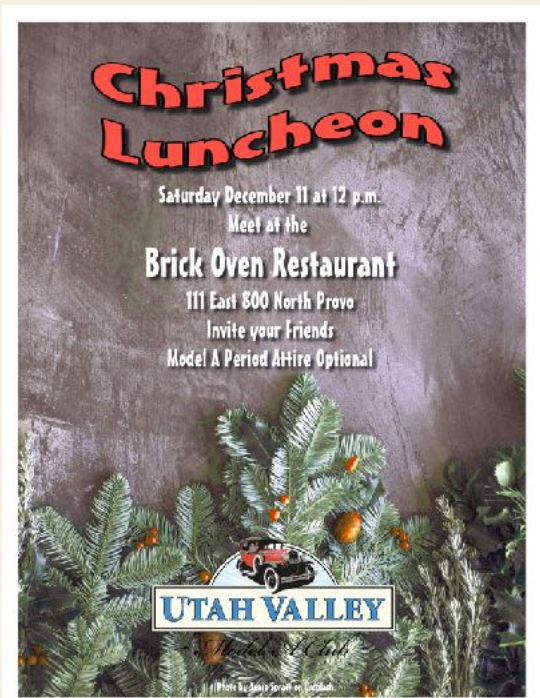
2021 Club Officers

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

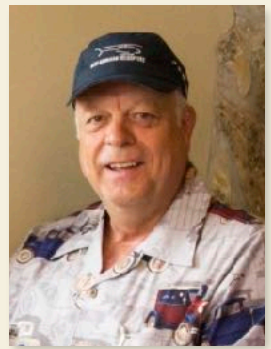
APPOINTED POSITIONS

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



Vice President's Message

BY BRAD CHRISTOFFERSON



Brad Christofferson

I have recently been reading the book *A Brief History of Motion* by Tom Standage where he chronicles the use of personal transportation, from the invention of the wheel to the love affair we have with cars, to predicting the death of the car as a primary mode of travel. His telling of the past, present and future of mobility is laced with tidbits of information that I have wondered about but have never known. Such as the question as to why most countries drive on the right side of the road and have steering wheels on the left of the car. He answers the question by saying that the preference was most practical in nature.

“Most people are right-handed, and when driving a cart or wagon being pulled by two or four horses, a right-handed person will prefer to sit on the left-hand side of the vehicle, or the rearmost, left-hand horse, to be able to reach all the animals with a whip held in the right hand. And when sitting on the left, it is easier to

drive on the right because it puts the driver close to the center of the road, providing better visibility of oncoming traffic and of vehicles passing on the other side of the road.”

As the “horseless carriage” came into being many of the characteristics of the horse drawn vehicles remained and only changed over time as the need or preference arose.

Another fascinating (or disgusting) aspect of transportation in the later part of the 1800's had to do with the accumulation of horse manure in the streets of large cities and the associated stench and disease. Even though horses had been used for thousands of years to pull carts, wagons, chariots and coaches, the concentration of people to larger



Horse Manure on side of the road - London, England

Continued on page 17

WHAT'S INSIDE

2 Mission Statement	12 Centerfold —	20 Exercise Mats for Comfort
Club Officers	Dean & Janet Davi	21 The Perfect Bow
3 Vice President's Message	13 Club Christmas Party!	23 The Kid's Corner
4 Heard it Through the Grapevine	14 Election Results	24 MAFCA News
5 Rumors From the Grapevine	15 Our Club's Local History Tour	
6 November Club Meeting	18 Parties, Tours, Awards & Fun	
9 Member Spotlight — Hansens	20 Lead in Gasoline	

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

We have a new member! He has been on several of our extended trips (Tinic Mining District Tour and Nine-mile Canyon). He enjoys pre-war cars. He has a Model A (1929 Roadster) as well as a Model T. His name is **Bruce Boggess**. Bruce lives in the Salt Lake Valley. Welcome Bruce!

Jeff Nevin joined UVMAC at last month's club meeting. Welcome (officially) to the group. He doesn't have a car at the moment, but is looking for one with the help of Andrew, owner of Watson Motor Works.

Howard Eckstein will have to move to a larger home with more wall space. He is heading, again, to the MAFCA National Awards Banquet. He won **another** Bill Reeder Award.

The newest information from **Brian Lindenlaub**, "I want to update you on the status of my car. I received a replacement cylinder head from Bert's, but C&T Machine found a crack in it too, a small tight crack between a stud hole and the adjacent water jacket. This was the fourth head I had tested. I now believe that modern inspection methods can find cracks in just about any 90-year-old casting. The last head was the best of the lot so I decided to take my chances with it. After installing it I discovered that the threaded hole for the distributor lock screw was stripped. I ordered a thread repair kit and another week went by while waiting for it to arrive. That was the final hurdle and the engine is running now. The car will be ready for a road test after I adjust the timing and take care of a few other small items.

If you remember from last month's newsletter e-mail, **Diane Brimley** is OLD! She is now a great-grandmother. It was quite the surprise. The mother didn't even know she was pregnant. After a quick drive to the hospital, the (premature) baby "just fell out." How many mothers wish they could have that kind of delivery?



Rumors from the Grapevine

WAY OUT & ABOUT

Howard Eckstein sent in these pictures. They are of a repurposed Singer sewing machine. His daughter, who is studying abroad took these pictures. Vehicle created by a French artist.



What the heck? It's a prototype vehicle with safety in mind. It was created in 1958 by Walter C. Jerome.

Standard equipment included: seat belts, a roll cage, sliding side doors, rubber bumpers, and side lights. The most obvious feature was a two part



Early motorcycle ambulance operated by St. John's Hospital



construction that separates the engine and front wheels from the passenger compartment.



Model T mobile church



Howard, flying over death gulch.

**My biggest fear is
 When I die
 my wife will sell
 my car and parts
 for what I told
 her they cost.**

November Club Meeting

BY AMBER MORRELL

Attendance:

Diane Brimley, Jason Beate, Reid Carlson, Brad Christofferson, Roger Davis, Gemma and Howard Eckstein, Buster Hansen, Tony Jacobs, Brian Lindenlaub, Greg, Nicholas, and Robert Mack, Kurt and Zach Martinson, Amber and David Morrell, Clyde Munson, Jeff Nevin, Bob and Janell Todd, Richard Tucker, Carl Vernon, and Andrew Watson.

New Members:

Jeff Nevin has been to a couple of club meetings, but tonight he made the commitment to join the club. Now let's hope that his wife will give the approval to proceed with a Model A purchase. Jeff was the newest member for a couple of weeks, then Jason Beetle joined. He has dived right in, working with Andrew at Watson Motor Works to find a car. He has also worked with Howard on one of the Model As at WMW. Finally, he spoke with Buster, who is now his mentor. We want to thank those members who have helped Jason get started with what we hope is a life-long hobby. We welcome both Jeff and Jason to the club!

News:

- Both Colette and Bill Thompson are gradually improving from their recent illnesses. We have not received any information as to Bill's driving capabilities but hope they will be back with us soon.
- Wayne Atkinson is still dealing with fatigue after his cancer treatments. On December first Jan and Wayne will head down to Logandale for with winter.
- Congratulations go to Roger Davis. He has RETIRED from Microsoft. Now he is wondering how he will fill all his free time. Guess what Roger, you don't have to work at keeping busy, it just happens naturally.
- Andrew, at Watson Motor Works, has sold 13 Model As as of this month! He is giving them the club's business card and encouraging them to join.

Club Business:

- **Financial Report:** Treasurer Diane Brimley reported that our finances are in good shape. This is because the board has spent money in a responsible manner. Please submit your 2022 dues in a promptly.
- **Mileage Report:** During the first part of December, Robert will be sending out an e-mail asking you to send him your mileage reading for 2021. If he doesn't get a return e-mail, he will call you. One of our club goals is to "Drive 10,000 miles collectively as a club". There are two components to this: 1) those members of MAFCA will have their mileages averaged to see if



2021
UTAH VALLEY
MODEL A CLUB
GOALS

1. Get more cars roadworthy
2. Have more confidence in our cars
3. Drive 10,000 miles collectively as a club

the club can win an award, 2) the more we drive our cars, the more confident we become with our vehicles.

Dues/Fund Raisers:

A discussion about raising dues ended up with an increase from \$20 to \$25 for 2022 dues. Other sources of funding included:

- Renting out cars for photo events, Eckstein earned \$200 doing this
- Swap meet, members donate unused (new and new old stock) Model A parts to sell, rent out vendor space, sell lunches
- 50/50 drawing each month at club meetings
- Adopting a cause such as Sub for Santa, Santa riding in a parade or to deliver presents. Ask sponsors to help with funding.

MAFCA Awards:

- Clyde Munson was awarded MAFCA's Chapter Service Award.
- Howard Eckstein has done it again. He will be traveling to the National Convention in San Antonio, TX to receive ANOTHER Bill Reeder Award. We don't expect anything less from Howard.

Club Awards:

Two individuals qualified for the Bent Rod Award this month (no one else confessed to eligibility.) They are:

- Curt Martinson for having a carburetor fire.
- Reid Carlson for losing a main bearing on the way home from the Mountain Man Rendezvous in Tooele.

Because Reid's incident was a more expensive repair, he earned the Bent Rod Award. Congratulations! It's about time you won it again.

Nicholas & Natalie Mack earned their 5,000 Mile Award. Curt Martinson attained his 1,500 Mile Award.

Volunteers:

Howard has done an excellent job as Activities Chairman. But, it is a big job to plan and carry out all the activities and tours. Last month, a sign-up was sent around asking members to pick a month in which they would be responsible for, plan, and carry-out a club activity. The board is extremely pleased at the willingness of the members to step up to the plate. Remember, Howard (or others) will help you in any way they can. Just ask.

Elections:

What an easy time we had electing officers for 2022. Preliminary discussions last month gave everyone a chance to think about the positions open and consider filling one of them. Brian made a provocative statement. He said, "Lately I have been feeling a little like a freeloader, benefiting from the time and effort that other members contribute to this

club without giving much back in return. I would welcome the opportunity to give back to the club that helped me so much in the last four years.” (To see the election results, see page 14.

Future Activities:

- **November, 20th** — this Saturday will be this month’s activity. We will meet at noon at Doc Brundy’s on Spanish Fork’s Main Street. There we will enjoy gourmet burgers while we play duck pin bowling.
- **December 11th** — the annual Christmas party will be held at The Brick Oven in Provo at noon until 2 p.m. Era attire is encouraged.

2022 Activities:

- **February** — Brian Lindenlaub will organize a tour of C&T Automotive Machine
- **March** — Nicholas Mack will take charge of this activity. Stay tune for details
- **April** — Amber Morrell will lead this month’s activity
- **May** — Buster Hansen is planning something special
- **June** — Lava Hot Springs, Idaho Three-day Tour
- **July** — Participate in the Freedom Festival 4th of July Parade
- **August** — Reid Carlson will develop a tour of Mapleton
- **September** — Greg and Robert Mack are planning an activity so see some of the historical places in Springville
- **October** — Robert Mack is working on a Halloween tour
- **October** — Curt Martinson discussed a joint activity with the northern Utah clubs at Wheeler Farm
- **November** — no activity planned as of yet
- **December** — Christmas party

Other possible activities include:

1. Plastic factory tour
2. Viking Days
3. History Tour of Midway
4. Dream Mine

Refreshments were provided by Brad Christofferson. Thank you Brad for your willingness to furnish these delectable delights.

Christmas Word Scramble Solutions

Unscramble the letters to find words which have to do with Christmas. No peeking at this answer key until you've given it the good college try!

1. Gooceos	Serapee
2. Naching	Caroling
3. Rats	Star
4. Scuntsh	Chestnuts
5. Perdihl	Rudolph
6. Maet	Santa
7. Slegceap	Package
8. Dresseph	Shepherd
9. Gramen	Warper
10. Gaden	Angel
11. Limesote	Masterpie
12. Vanpitt	Nativity
13. Gotsenik	Stocking
14. Mirasou	Saviour
15. Traweh	Wreath
16. Gieelh	Sleigh
17. Mlansom	Sockmanon
18. Eluss	Jesus
19. Straneom	Ornaments
20. Scanshir	Christmas

© 2012 www.randersons.com

Key for puzzle on page 23.

DON'T CHEAT do the puzzle first, then look at the answers.

Originally printed in
the March 2016
issue

Member Spotlight

PAT AND RANAE HANSEN

Pat and RaNae live in Lindon and are celebrating their 25th wedding anniversary this month (March). They met country dancing or in a LDS student ward depending on who you ask. They have four children (Brian 23, Clark 20, Jessica 17, and Joshua 14). Pat works for a software company with a group of solutions engineers. He is lucky enough to work from home when he is not flying on a plane and sleeping in hotels. RaNae taught 3rd grade for over 10 years and has been able to stay at home

and herd the family for many years now.

Pat has always been interested in how things worked. From a young age he figured if it had a screw or bolt in it, then it was designed to

be torn apart, investigated, and nearly always put back together again successfully. His dad fed into that interest by buying him two International Scouts, a 1961 and a 1962, when he was 14 years old. The instructions were to make one that works. Many hours were spent reconfiguring the old Scout. Many more were spent investigating the foothills above Lindon in the all-wheel-drive wonder. Back in

those days it was a short drive to the foothills and the three police officers all turned a blind eye.

The single biggest weakness of a 1962 Scout is the hydraulic slave cylinder on the clutch. The fluid line looped down and was constantly torn off by off-road obstacles. It was soon discovered that without a functional clutch you could place the tranny in 1st gear and then kick the 4-wheel drive shifter from neutral to low. It was so low

geared that the Scout would start moving. You could then hold your mouth just right, grit your teeth, and ease through the three-speed gears without the clutch.

The next

project was a 1977 Ford F150. That was in the years when boys are drawn to fumes (perfume and gasoline). This project took on a life of its own. A perfectly good small block was replaced with a 429 from a 71 Thunderbird. Monster tires back then had to be special ordered and that was pre-Internet. They took several month's wages to purchase. The final modification can be blamed on a belt buckle. One day while at a friend's shop changing spark plugs by leaning way up and over the side of the tall truck, the



stool slipped and a nice scratch was added to the character of the left fender. Pat decided enough was enough and went in the shop, asked his friend for a jigsaw, and cut the fender in half. Two days later the hood and fenders were now out of the way and the spark plug job could be completed.

Pat also built up a cherry red 69' Ford Bronco after his LDS Mission. It was scary fast and was sold to save his pocketbook and probably his life. Together with RaNae they built a 79'

in the Lindon Car Show. Joe told him to come and get one. Three years ago Pat got enough courage to actually take Joe up on taking a car and entering it. Many in the club will enjoy this conversation. "Uncle Joe this is Pat. Should I bring my trailer down or do you want me to use yours?" Joe replies, "What are you talking about? Cars are meant to be driven," followed by a lecture on how his cars were not "trailer queens"..... So Pat packs up his family and heads from Lindon to Mapleton to pick up a car without a trailer. Thinking the whole way, "Dang it! It sounds



F150 when they were newlyweds. Life was simple before children came along.

The family has a 1954 Chev truck that was Pat's grandfathers. A frame off restoration (all original or stock parts) was started several years ago and was placed on hold while the oldest son, Brian, served a LDS mission in the Baltic States (former USSR). The idea was to get back on the project when he returned. Well days happen, then weeks, and the project needs some attention to get back on track.

So where do the Model A's come in? Pat is Joe Fazzio's nephew. That ought to say enough, but to put some color around it, with the obvious interest in cars, there is some common interest between the two. About four years ago Pat told Joe that he needed to put his cars

like we will have to take a Mustang because surely you would not drive a Model A that far." We arrive at Joe's and he says, "Well, which one do you want to take?" With an extra dose of courage Pat says "I'm partial to the old Model A". Joe's response was, "Well, let me teach you how to start and drive it." A couple of trips around the block and we were headed to Lindon on the old highway. The kids in the back using the Moonie doll on anyone that would look their way. We took a special detour through BYU just to find more people to strategically capture with a honk of the horn. RaNae was following in her car having an anxiety attack that we were borrowing the car in the first place.

Well the love affair with the Model A had been born within our family. Joe now mentors Pat and Josh in Model A mechanics. We have done water pumps, lights/switches, distributor rebuilds, oil pumps, and many other things. A complete brake replacement on

quite fit six in it. So it becomes a dad and kids thing many times. She has enjoyed some of the club events like the Murder Mystery night and a few early evening drives with Pat to get a break. We have not quite convinced her that an open Slant Window



the Town Sedan is next on the project list.

replaces the air conditioner on a modern car. But she is supportive and enjoys it when she can participate.



We have enjoyed driving the car in parades and shows and participating with the club. It is a great organization with wonderful people. RaNae typically has not joined in some of the events not because she doesn't want to, but because even the large town sedan doesn't

CENTERFOLD OF THE MONTH 1928



DEAN & JANET DAVIS
40-A ROADSTER



Club Christmas Party!

Saturday December 11th

12:00 Noon

Brick Oven Restaurant

111 E 800 N, Provo, UT

Don your gay Model A apparel and join us for a fun-filled Christmas luncheon at the Brick Oven Restaurant.

Rather than a dinner this year, we will enjoy a Christmas luncheon with plenty of pizza, salad bar, brownies, and their famous house root beer. We will qualify for the "Sampler," a dining special for groups of 40 or more. The price for this special is \$16 each. Those who would like to add the pasta bar to their meal may do so for \$1 extra.

There is plenty of space in the banquet room, so invite your friends who may enjoy a lunch with the club.



ELECTION RESULTS

This year's elections were not as traumatic for members as it has been in previous years. In the past, members would come to the election club meeting just to make sure that they could stay off the nomination list. Okay, it wasn't really that bad, but there seemed to be a little apprehension in the air.

This year was completely different. Because we (inadvertently) started the board elections a month early, that gave people time to consider whether or not they were willing to take on the job. In November when the actual election process commenced, individuals who had been brought to the forefront were again (in a more formal manner) asked if they were willing to take on the job. Everyone who was asked, accepted the challenge! So, the 2022 board members are as follows:



2022 UVMAC Board of Directors

- Chairman Greg
- President Brad Christofferson
- Vice Pres Brian Lindenlaub
- Secretary Elaine Carlson (with help from Reid)
- Treasurer Diane Brimley
- Activity Chair Howard Eckstein

Good luck 2022 board. We look forward to a new and exciting year full of camaraderie and Model A fun!

The club would also like to thank the 2020 through 2021 board for all they have done. COVID-19 made 2020 a difficult year, yet the board kept the club active and alive. Then, they served for a second year in 2021. Thank you for your diligence and for all of the time you've given to the club. 🙏

Our Club Local History Tour of Ford Dealerships in Spanish Fork Utah

BY ROGER DAVIS

It seems that good things often start with what appears to be a small inconsequential act. Our November activity started small and ended great! For our November activity we had a wonderful day with eleven Model As and 35 Club members and friends. We enjoyed duckpin bowling over a wonderful lunch at Doc Brundy’s Café and Luxury Lanes in Spanish Fork.

It was wonderful to spend time together on a pleasant late Fall day with friends. Most of us were disappointed in our bowling scores with only three or four breaking 75 points. Back when I was growing up, we called 75 points the “dummy score” at the local bowling alley, Duke’s Lanes, which was just across Main Street and a block north of Doc’s place. Further research into duckpin bowling shows that the size of the duckpin bowling balls and pins makes getting a strike much harder than the familiar tenpin bowling. Even the best bowlers barely score 75 on their first try at the game.

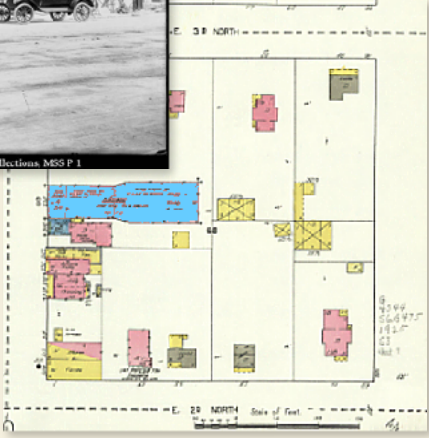
Doc Brundy’s has a reputation for large, tasty burgers and we weren’t disappointed. I recall Reid Carlson’s astonishment with his burger something like this, “How do you eat this thing?”

This activity was especially memorable because we welcomed several new members and first-timers. It was great to see Paul and Eileen Prior’s ’30 pickup functioning after a lot of work by Howard Eckstein to get it in running condition. Paul, who is a more senior member in age, purchased that truck when he was 16 and the truck has never been fully functional nor safe until the last few weeks. And, guess who drove them to and from the activity? Eileen! Patrick and RaNae Hansen brought a neighbor and friend from England.

Going back to the small thing that ended in this wonderful activity: several months ago, I was mindlessly



surfing the web and ran across this 1915 photo of the Spanish Fork Ford Motor Company. This was the first time



I’d known about a Ford dealer in the Model T/A era in Spanish Fork. Outreach to our club members led to Greg Mack finding a 1925 Fire map that showed the address of the Spanish Fork Ford Motor Company. Further research led us to identify that the Spanish Fork Ford Motor Company building has survived over a century of time, weather, and modernization and now hosts Doc Brundy’s.

It was quite nostalgic to bowl and socialize in this historic building. We could see the original ceiling, walls, and



bricked up doors and windows of the original Spanish Fork Ford Motor Company. One could almost hear the voices of the mechanics, drivers, tools banging, and the singular putter of the many Fords that have come and gone through those doors for a century. As we departed

in our Model As, heading down old Highway 91—the main route from California to Salt Lake and Denver—maybe we were like the cars and drivers that once passed every day.






*Horse manure piled on streets-sides —
New York City*

cities and their need to move people and goods created a problem in the extreme. A newspaper editor in New York City declared in 1857 that “with the exception of a very few thoroughfares, all the streets are one mass of reeking, disgusting filth, which in some places is piled to such a height as to render them almost impassible to vehicles.” In 1888 a stable in New York housed 2,500 horses on four floors and was said to be the largest in the world and in the 1890’s around 300,000 horses were working the streets of London, and more than 150,000 in New York City.

It is intriguing to learn how new technologies in vehicles have transformed cultures and laid out suburbia, how cars meet the needs of both the commuter and teenager, and how fast-food and malls exist because of modern vehicles. It will be exciting to see what future technologies bring - autonomous driving, drones, ride sharing, scooters or a combination of all these and some modes we don’t even know about yet. Electric? Hydrogen? Fusion? Maybe we will all be cruising around in 1980’s DeLorean’s transformed into garbage-fueled nuclear reactors capable of traveling through the sky – as Doc Brown says in *Back to the Future*, “Roads...where we’re going we don’t need roads.”



As Christmas is coming and people ask you for gift hints, I suggest you tell them to buy this (*A Brief History of Motion*) or another book regarding the history of transportation, cars, or specifically the Model A. You will be able to fill your winter months on dark, cold evenings immersing yourself in new information and dreaming of getting out on the open road on a sunny, warm day.

Have a wonderful and merry Christmas and enjoy the holidays surrounded by family and those you love! 



Parties, Tours, Awards, Eating and Fun!



How in the world are parties and membership renewals related? I'm glad you asked. The Utah Valley Model A Club has used dues to fund club business (mailing activity reminder cards, postage stamps, MAFCA liability insurance and others), printing (touring and activity booklets, spreadsheet rosters, posters, and banners), awards (mileage awards, end of year awards, etc.), purchasing food (for activities, refreshments, garage days) and patches (13+ awards, club patches, and golden wrench awards).

Thus far in our 13 year history, we have been able to make ends meet with a \$20 membership fee. But! We would like to do more! Having the club pay for parties (such as the bowling fees the club paid at Brundy's). It would be nice if we could offer more club merchandise, pay for entry fees, and cover the cost of Christmas party banquets etc. The board has looked at several ideas to do this, some of which include: **1.** Sponsor a swap meet. It could be an all Ford, pre-war, all inclusive swap meet. The club keeps the proceeds from the meet. **2.** Advertise for Model A rides, or to provide backdrops for weddings an other similar types of events. Asking for a donation for the club's services. **3.** Another alternative would be to raise dues.

The club board has recommended an increase in membership dues, and the club voted to approve the increase. So, in order to maintain the same quality club events, please submit your \$25 membership renewals as soon as you can.

Thank You!



Lead in Gasoline

BY LYNN SONDENAA

In November of 2013 I gave a seminar of fuel additives and made a statement that gasoline in the 20's, 30's, and 40's. 50's, 60's and early 70's had lead added to it from the oil companies. That statement was meant with resistances and some people said that lead was not in the gasoline during the Model A time period. I offer the following information for your study. This was printed from Wikipedia which is an on line encyclopedia, <http://en.wikipedia.org>.

History

The first automotive combustion engines, so-called Otto engines, were developed in the last quarter of the 19th century in Germany. The fuel was a relatively volatile hydrocarbon obtained from coal gas. With a boiling point near 85 °C (octanes boil about 40 °C higher), it was well suited for early carburetors (evaporators). The development of a "spray nozzle" carburetor enabled the use of less volatile fuels. Further improvements in engine efficiency were attempted at higher compression ratios, but early attempts were blocked by knocking (premature explosion of fuel). In the 1920s, antiknock compounds were introduced by Migley and Boyd, specifically tetraethyl lead (TEL).

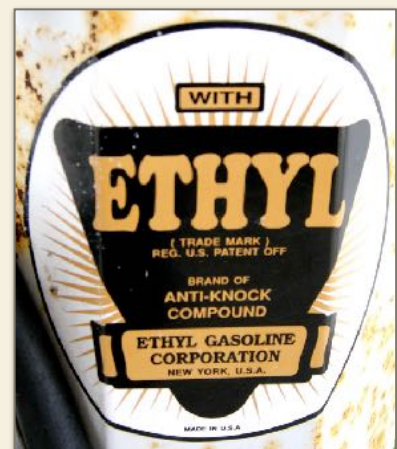
This innovation started a cycle of improvements in fuel efficiency that coincided with the large-scale development of oil refining to provide more products in the boiling range of gasoline's. In the 1950s oil refineries started to focus on high octane fuels, and then detergents were added to gasoline to clean the jets and carburetors. The 1970s witnessed greater attention to the environmental consequences of burning gasoline. These considerations led to the phasing out of TEL and its replacement by other antiknock compounds. Subsequently, low-sulfur gasoline was introduced, in part to preserve the catalysts in modern exhaust systems.

Tetraethyl Lead

Gasoline, when used in high-compression internal combustion engines, tends to auto ignite (detonate) causing damaging "engine knocking" (also called "pinging" or "pinking") noise. To address this problem, tetraethyl lead (TEL) was widely adopted as an additive for gasoline in the 1920s. With the discovery of the extent of environmental and health damage caused by the lead, however, and the incompatibility of lead with catalytic converters, leaded gasoline was phased out beginning in 1973. By 1995, leaded fuel accounted for only 0.6% of total gasoline sales and less than 2000 short tons (1814 t) of lead per year. From 1 January 1996, the U.S. Clean Air Act banned the sale of leaded fuel for use in on-road vehicles. The use of TEL also necessitated other additives, such as dibromoethane.

Formulation of Ethyl Fluid

TEL was supplied for mixing with raw gasoline in the form of ethyl fluid which was TEL blended with the lead scavengers 1,2-dibromoethane and 1,2-dichloroethane. Ethyl fluid also contained a reddish dye to distinguish treated from untreated



Sign on an antique gasoline pump advertising tetraethyl lead by the Ethyl Corporation


gasoline and discourage the use of leaded gasoline for other purposes such as cleaning. Ethyl fluid was added to gasoline at a ratio of 1:1260, usually at the refinery.

Because of the widespread use and toxic nature of ethyl fluid, the Ethyl Corporation developed an expertise in its safe handling. In the 1920s before safety procedures were yet developed, 17 workers for the Ethyl Corporation, DuPont, and Standard Oil died from the effects of exposure to lead.

The formula for ethyl fluid is:

- Tetraethyl lead 61.45%
- 1,2-Dibromoethane 17.85%
- 1,2-Dichloroethane 18.80%
- Inerts & dye 1.90%

Dibromoethane and dichloroethane act in a synergistic manner, where a particular mixing ratio provides the

best lead scavenging ability. In the U.S. in 1972, the United States Environmental Protection Agency launched an initiative to phase out leaded gasoline based on a regulation under the authority of the Clean Air Act Extension of 1970. Ethyl Corp's response was to sue the EPA. Although the EPA's regulation was initially dismissed the EPA won the case on appeal, so the TEL phase out began in 1976 and was completed by 1986. A 1994 study indicated that the concentration of lead in the blood of the U.S. population had dropped 78% from 1976 to 1991. 

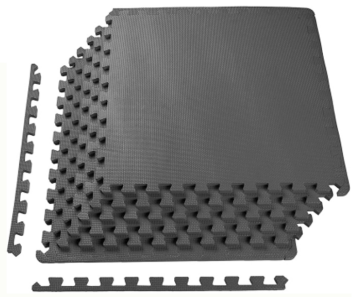



Exercise Mats for Comfort


BY JIM CANNON

I picked up a set of 6 foam exercise mats, about 1/2" thick and 2 feet square, at a yard sale a few months ago. I think I paid about \$5 for them. They have interlocking edges that allow you to join them to make larger mats.

These things have proven to be wonderful to sit on or kneel on, any time I need to work on something low on the car. I will join 2 or 3 of them and lay under the car on them. They are also very comfortable to stand on in front of a work bench.

I have seen these mats sold in a set of 6 on Amazon and similar places for about \$25. They are also sold in 3/4" and 1" thicknesses. If you can't find them easily near you at a yard sale, that is another option. Either way, they are well worth having on hand.

Be comfortable! Have a Model A Day! Jim 

Ladies Fashion Journal

THE PERFECT BOW



**George K. Arthur and Louise Lorraine in
Circus Rookies, MGM 1928.**

I overheard two Model A gentlemen who will remain nameless discussing their prowess at a recent event. "It went so slick," said one, "I got it the first time!" "Lucky you," replied the other. "I had to start from scratch three times, and it still doesn't feel right." Intrigued, I paused to listen closely. I turned my head just in time to see the first man grabbing his friend around the neck. "Maybe if you..." said the first man, as his hands twisted and tugged his friend's shirt collar and then at the loops on his bow tie to smooth the folds around his neck. Ahhh, so *that* is what they were discussing....the art of tying a bow tie!

For the Model A gentleman, one did not go out and about in public without a tie around his neck. A bow tie is a necessary accessory for formal wear, and can be a fun addition for casual fashions. However, tying the perfect bow takes practice to get it perfect. Some friends in the Model A hobby happened upon an expert who gave them the following step-by-step process in an effort to help their men "get it right." I thought I would share these steps for the rest of the men out there!



**From a Spur Tie advertisement in
The Saturday Evening Post 1928**

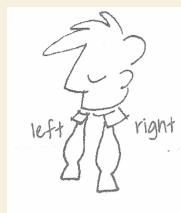
The following information comes from Carrot and Gibbs, a maker of fine bow ties, made in the USA. Carrot and Gibbs was founded in Boulder Colorado in 1987. For more information about them and their products, please visit their website at www.carrotandgibbs.com.

So...take the time to read through the directions on the following page. Practice *does* make perfect! And gentlemen...please, *please* be gentle when helping a friend straighten or smooth his tie. Egos are at play here.

“A Tying Guide for Tying Times”

Source: Carrot and Gibb

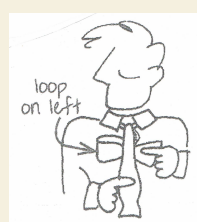
IF YOU LIKE, HANG THIS GUIDE NEXT TO YOUR MIRROR...Then match your movements to those seen below. The illustrations appear as you would see yourself in the mirror. So when we say “left,” we mean the “left” you see in the mirror.



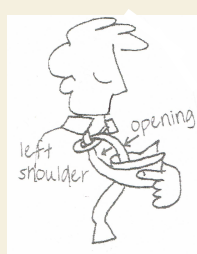
1. Slide the unformed tie under your collar. Extend the end of the right 1” further than the end on the left.



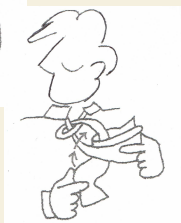
2. Cross the long end over the short end. Then pass it back and up through the loop at your neck, making a loose, overhand knot. Gently tighten the knot so it fits snugly around your neck.



3. Fold the lower hanging end up and to the left, as shown. Make sure the unfolded end is hanging down over the front of the bow.



4. Pull the bow ends forward and gently squeeze them together, forming an opening behind them. Now, turn to the right and notice the opening you’ve created.



5. With your left thumb or forefinger push the wide, middle part of the tie and your finger up through the opening from left to right, taking care not to let the end of the tie pass all the way through the opening. Use your right hand to help pull the back loop through.



6. Your bow tie will be uneven at this point. Although a few bow tie enthusiasts purport a preference for this look, we suggest that some tightening is in order. This is where you fashion your own unique style: with a large knot or a small one; with dimpled bows or smooth...

7. Gently maneuvering, pull the loops and watch the knot grow smaller. Then, pull both flat ends and loops, lightly tugging up and down to straighten. This tightens the knot...and will smooth out the bow...and viola! Your bow is tied!



With a bit of practice, you’ll give your bow tie the dash, the flair, the “je ne sais quoi” that is yours and yours alone. And always remember,

If at first you don’t succeed, tie, tie, again! 🍷

The Kid's Corner

FOR KIDS YOUNG AND OLD



Christmas Word Scramble

Unscramble the letters to find words which have to do with Christmas.
Some of the words have religious meanings, others are secular in nature.

1. Groceos _____
2. Naclorig _____
3. Rats _____
4. Scunttshe _____
5. Porduhl _____
6. Naast _____
7. Skagceap _____
8. Dressephh _____
9. Gramen _____
10. Galen _____
11. Limesotte _____
12. Vaniyitt _____
13. Gotscink _____
14. Virasou _____
15. Traweh _____
16. Gisehl _____
17. Wamsonn _____
18. Ejuss _____
19. Stranneom _____
20. Scamsthir _____

Key on page eight





Model A Ford Club of America

Established 1957

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



MAFCA News



Robert Bullard
Chapter Coordinator

As the year barrels headlong towards completion and things start to slow down, there is still an important laundry list of individual and chapter Model A related tasks to complete.

First, all chapters are finishing up their officer and directory ballots and voting on which officers will lead their chapter beginning in January. If you haven't served on your local Chapters' Board now would be a good time to volunteer. I guarantee that you will get a ton of satisfaction from helping lead your local chapter.

Second, sign up and join in on your local chapter's end of year Holiday Party/Dinner. It's a perfect time to sit down and give thanks along with your local chapter members for the safe and prosperous 2021. Think of all the miles driven without incident and give thanks that we all drove our A's safely in 2021. I personally drove in Maine, New Hampshire, Kentucky, Texas, Montana, Idaho, Washington and Oregon this past year. Over 7,000 miles driven with many other dedicated Model A enthusiasts without any traffic incidents. We were truly blessed.

Third, thinking of those miles, now is a good time for you as an individual or your chapter to submit

consideration for the various MAFCA driving awards available in recognition of individual or chapter driving records. Available on the MAFCA website is MAFCA Policy P2S05-G detailing all the specifics necessary to receive a driving recognition award. You still have time to submit your records.

And last, don't forget to send in your MAFCA chapter registration credentials necessary to maintain your Chapters' prime standing within MAFCA for 2022. We currently have 270 registered chapters and special interest groups. What a great resource MAFCA provides to us all. And, to my knowledge MAFCA remains the largest car club in the world dedicated to a single model and manufacturer of car.

That speaks volumes as to the popularity and enduring qualities of the Ford Model A and the strong cadre of individuals that keep that legacy alive. Elaine and I hope to see or meet you somewhere down the road in 2022. Lots of good stuffing coming next year and I can't wait to get going. I'll see you down the road and don't forget to pay your blessings forward. You will be helping to make the world a better place. 🍀

