



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 9 No. 3

2018 Newsletter of the Year • 2020 Newsletter of Excellence

March 2021

IN THIS EDITION:
NEITHER RAIN NOR SNOW...
 Great Gatsby, Move Over!

STARTER
GROUND

OIL FILLER
TUBE



Roger Davis with his 1931 Mail Truck

Photographer, Robert 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 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
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Vice President's Message

BY BRAD CHRISTOFFERSON

I don't remember the first time I felt the true independence of being at the controls of mechanized travel. It was probably at the age of three on a red tricycle in the driveway at my home. I do remember, however, receiving a green Murray pedal tractor for Christmas right after turning four and experiencing the freedom of cruising around neighborhood sidewalks, and steering that thing wherever there was concrete to support me. A couple of years later I graduated to a purple stingray bicycle with a shiny banana seat.



Riding a bike felt like total liberation from any constraints of distance or speed, opening up my world to new terrain and expanding my realm to several blocks.

As I grew older, I got to enjoy the thrill of newer or self-customized bicycles, go-carts and motorized mini-bikes. I drove my dad's Ford 8N tractor not only to till and plow, but — because no driver's license was needed to operate farm equipment — also to cruise the streets of

Lehi, and carry friends to good hunting grounds west of town, toting shotguns over our shoulders. The ultimate liberation came on my 16th birthday, my Mom checked me out of school, and we drove to the DMV to get the coveted Utah Driver's License. I was now able to go when and where I wanted with the autonomy that only a young teenage boy could relish — as I did. I loved to go driving, not just to get somewhere, but to truly take pleasure in the experience of operating a piece of machinery that enabled me to go places and see things that I had never experienced by myself. My excursions were usually behind the wheel of a '46 International pickup, but occasionally I was allowed to take the family car with its modern features and powerful engine.

For a lifetime I have had this affinity for driving, and have experienced being behind the wheel of many makes, models, types, and sizes of vehicles. From farm tractors and heavy construction



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equipment, to 4-wheel drive off-road vehicles, to high performance Mustangs on a professional racecourse, it really doesn't matter to me what I'm driving. I just like to drive.



When financial circumstances allowed, I wanted to buy a unique vehicle that was more than a tool for transportation – I desired a classic car that would be unique and fun to drive for driving sake. Once I got serious in my search, I had a hard time deciding which car to pursue. In the end, it boiled down to a 1960's Chevy Corvette or a Model A Ford. I loved the look and characteristics of both vehicles even though they were so different. Ultimately, the Model A won, and I purchased the 1930 pickup.

I wondered at the time if there were any other Model As in the area, because I hadn't seen any in my travels. I discovered online the Utah Valley Model A Club and was happy to learn that there were many other Model A owners in the area. I decided to show up at the next club meeting to see if I could learn more about my truck and to connect with others who had the same interest. I was welcomed warmly as I stepped into that first club meeting as a total stranger and have truly appreciated the friendship and camaraderie I have felt since day one.

There is no typical Model A owner. We come from different backgrounds, are different in age and education, have various motivations for owning a classic

car, and yet find a lot of common ground beginning with the love of Model As. As a member of the club, I have learned that we have much more in common than our vehicles, but that is usually the case when you spend time with someone and get to know them.

I observed quickly that you can't just sit on the sidelines in this club — you have to jump right in, participate in activities, join in the garage days to work on each other's vehicles and provide goodies at meetings. If you do these things, you might even get thrust into a leadership role. One common trait I have appreciated is the desire to learn and the willingness of members to share that knowledge. It keeps us engaged and interested. As Henry Ford said, "Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young."

I am grateful for so many "young" friends, and hope we will soon enjoy the chance to gather without the restrictions of the past year. Happy driving! 🚗

I'm having another birthday dear,
it's my 90th!
Do you think anybody will come?



A surprise drive-by
Saturday March 13
Meet at the Orem
Library Parking Lot
at 1:30 pm.

We'll have an afternoon snack at the Lehi Chuck-A-Rama

February Club Meeting

BY AMBER MORRELL

Attendance:

Diane Brimley, Reid Carlson, Brad Christofferson, Roger Davis, Buster Hansen, Tony Jacobs, Kenneth Johns, Greg, Nicholas and Robert Mack, John Magrath, Amber and Dave Morrell, Clyde Munson, Bob and Andrew Todd, Bill and Colette Thompson, Richard Tucker, and Carl Vernon.

Guests/New Members:

Paul Peterson visited our club meeting tonight to check us out. He has a 1930 Coupe and lives in Orem. He came as a visitor and left as a member. WELCOME PAUL!

News:

- No new news about Richard Burr's condition, he has contracted blood/bone cancer.
- We haven't been updated about Wayne's Atkinson. He also contracted bone cancer.
- Karl Furr broke his ankle and his leg in two places.
- Please keep Richard, Karl, and Wayne in your prayers.
- Brad Christofferson has recovered from COVID-19. In addition to Brad, we've had six members who have had COVID: Amber, Karen and Dave Morrell, Clyde Munson, Paul Peterson, and Buster Hansen.
- Howard is down with gout. He has been plagued with it for two weeks now.
- Roger and Geena weren't in the market for a new Model A, but when they weren't looking one crept into their garage. It isn't a common Model A but a 1931 Mail Truck. See photo in Out and About.

Club Business:

- **Club Goals:** Because the Coronavirus hampered our activities in 2020, the 2021 goals will be the same as last year. It is our hope that we can accomplish all three goals this year. Last year the only goal we accomplished is #1, Get more cars roadworthy.
- **Financial Report:** Diane reported that funds are down slightly because of purchases made for the Valentine's party. She said that our finances are in good shape however.
- **Leadership:** The club board members will stay the same this year. We appreciate their willingness to devote their time and talents to the club. Some board members have been on the board for five years. Please consider



Paul Christensen's 1930 Coupe



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



stepping up to the plate next year. At some point they will want to step down from their positions. We don't want them to "burn-out."

- **Dues:** Membership dues should be paid by the end of this month, otherwise a late fee of \$5.00 will be assessed.
- **MAFCA Membership:** The Model A Ford Club of America is again offering a free one-year membership to any club member who has never been a member of MAFCA. Contact a member of the club board of directors and they can tell you how to join. The benefits of joining are many and benefit not only the member but also UVMAC. Even if you have been a member in the past and are not a current member, we encourage you to consider rejoining.
- **Refreshment and Sign-up Sheet:** Both were passed around again trying to get each sheet filled up.

Club Awards:

The Thompsons willingly (well, Colette wasn't very happy about having to dust it for a month) volunteered to display the the Broken Rod Award. While on a drive they both heard a "thunk" sound, but didn't think much about it until the radiator blew a geyser. Turns out that the "thunk" sound was the fan belt breaking.

Clyde Munson and Howard Eckstein earned another Golden Wrench Award for their research and testing of carburetor jet flow.

MAFCA Awards:

This year we are gearing up to win the MAFCA mileage award. To win this, all the cars (who are MAFCA members) need to accumulate an average of 500 miles per car. The miles can be shared between cars. Please send your current odometer reading to Robert Mack (mack4759@yahoo.com). We would like all members to participate whether you are a MAFCA member or not. Club goal #3 is to drive 10,000 miles collectively as a club. That is a lot of miles so we would like everyone to participate.

Greg is putting the final touches on a mileage and maintenance log that will help everyone keep track of their miles. This will be passed out at the next meeting. If you want a "leather bound version," check with Brad Christofferson.

Activities:

- **March** — Initially we were going to tour Karl's plastic injection company, but because of Karl's injury, we will be doing a drive-by tour on his 90th birthday. Please see announcement on page four.





- **April** — Progressive Luncheon, TBA.
- **May** — Howard says that the Kirkham Motorsports tour is back on. Their mission is to build "... the finest replicas in the world." More details will follow.
- **June** — There are two possibilities. Bill Thompson suggested a tour of the movie set in Goshen, or Howard recommended "Wild Wonders," a rehabilitation facility for exotic and wild animals. It is also in Goshen.
- **July** — We are still waiting to see what the Freedom Festival committee in Provo is going to do. In the past, they have asked us to participate in Provo's Freedom Festival Parade on July 4th.
- **August** — Our first overnigher of the year. This exciting trip will take us to Helper, Utah and up Nine-Mile Canyon to Vernal. The canyon is home to abundant prehistoric rock art. This will be a combination of historic and prehistoric discovery. We will also be exploring Dinosaur National Monument.
- **September** — We will continue with the annual Vintage Iron Chef that corresponds with National Model A Day.
- **October** — In the past we have had historic tours of Provo, Orem, and Spanish Fork. This year, Clyde and Diane are working on an historic tour of American Fork. The club has enjoyed previous tours, so please consider getting together with another club member(s) that lives in your area to come up with an historic tour of your community. We would like to continue this popular tradition for years to come.
- **November** — We will tour 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.
- **December** — Annual Christmas Party

Alternate Activities:

- Various dates for Garage Days as proposed by Brian.
 - Unscheduled day trip to Copperton, the smelter and Tooele with the Salty As.
- If you have any ideas, please contact Howard Eckstein or any member of the board.

TechTalk:

Roger gave tonight's TechTalk. He covered the basics of carburetors, the flow of gasoline through the carburetor, what each jet does and why they need to be clean. It was a detailed treatise. Thanks, Roger, for a great presentation.

Thank You:

- We appreciated the refreshments Nicholas Mack provided. Can't go wrong with homemade treats. 🍪





Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Roger and Geena Davis bought themselves their private mail truck. Now their mail will always be on time. It is a 1931 Minnesota vehicle. At the meeting someone said that Karl Malone should step down, Roger is the new “Mail Man.”

The lure of owning a second Model A in the family has hit **Dave Morrell**. He and Howard Eckstein went to Perry, Utah to check out a 1930 pickup. The truck has some mechanical issues and is in need of some body work. Howard said, “All in all, it is a good truck with a lot of potential. It runs smoothly and drives well.”

Nicholas Mack has found a kindred spirit. According to Howard, “Of course it ran out of gas at the bottom of the hill. The seller put gas in it and Dave drove it back to the house.” Dave decided to buy the truck, “That’s when the seller told us the title was locked in his wife’s office and that she was at work and couldn’t come to sign off the title!” Needless to say, Dave drove home with an empty trailer.

The story continues, here’s more from Howard, “**Dave, Amber and Karen** drove up to Perry Utah a few days later to load up his 1930 pickup truck. The seller's wife ran the battery down trying to start it, so it took six women to help push it onto the trailer. I think Dave is going to get a lot of enjoyment out of working on this Model A.”

Nicholas checked up on the **Bakers** and found that **Lloyd** has been hospitalized several times since the club did a “drive-by” on his 90th birthday. **Kelly** is recuperating from a hernia repair.

After a meeting with **Howard Eckstein, Curt Martinson** (VP of Salty As and fellow UVMAC member) as well as other Salty A members, it was found that the Salty As wanted to join several of our 2021 activities. 🍷



- 10th - Karl Furr
- 10th - Meryll Prawitt
- 12th - Doug Prawitt
- 24th - Tim Crockett
- 29th - Syd Crockett
- 25th - Mark Layton
- 30th - Chris Tucker
- 31st - Nicholas Mack



Great Gatsby, Move Over!

BY ROBERT MACK

It's **PARTY** time! We've been patient long enough. Let's take a short reprieve from the pandemic and let our hair down. And, that is exactly what we did on February 20th. Howard Eckstein made reservations at Carrabba's Restaurant; ahh, already images of 1920s Italian Mafia and Gatsby come to mind. This is going to be fun!

So, on the 20th, a Saturday, Carrabba's patrons started seeing people in Model A era fashions arriving. They were mysteriously escorted into a private room. The looks on patron's faces, showed that they knew something was up and to be on their guard. What they didn't know was that the Utah Valley Model A Club was having their ChristmasNewYearMartinLutherKing GroundHogValentine'sDay Party. Since we couldn't celebrate during the Christmas season, we celebrated all the holidays between Christmas and Valentine's Day in one party.

The attendance was overwhelming. Instead of having a dozen or so participants, over 30 members came to enjoy good food and great company. This not only surprised us, but it also surprised the restaurant staff. The room wasn't big enough for everyone. They brought in more tables and we made due with what we had.

It was great to see everyone again, including new members that many club members had never seen.

Of course, we kept our priorities straight. We ate first then carried on with ~~Mafia~~ club business (sorry, with everyone wearing period dress, it looked like a Mafia meeting. Luckily, members were told to leave their violin cases at home).

As we were finishing our meals, Howard "Baby Face" Eckstein was setting up for "The Liar's Club." After all, any Mafia member worth their salt knows how to tell a convincing lie.

The liars tested were, Dave Morrell, Colette and Bill Thompson and Clyde Munson. The liar that fooled the most club members past the test. The "judges" were divided into four groups and



Item 3

- Hair Curler Heater. Heated hair curlers will shorten curling time. For professional use only.
- Bottle Rocket launcher. Used during legal fireworks holidays to launch aerial displays from the safety of just pushing a button.
- Egg Roll Fryer. Used to fry egg rolls vertically.



Item 3


Egg Roll Fryer.
Used to fry egg rolls vertically.



EGG SAUSAGE ROLL MAKER
10 pcs 1400w

Item 12

- Adjustable powder horn. Choose the grain count of gunpowder desired for reloading shotgun shells.
- A dog whistle. Adjust the pitch for your dog's personal taste.
- Boatswain's pipo. Used by the first mate to relay orders from the captain to the crew.



Item 12

A dog whistle. Adjust the pitch for your dog's personal taste.





given points for correct guesses to the lies given. It was much harder than most people imagined. To the right are some of the slides used for the “test.” Kudos go to “Baby Face” for all his hard work creating this game for us.

Up next, our Mafia Boss, “Machine Gun Kelly” (President Greg Mack) gave out awards to those gangsters who carried out the missions given them. The awards were very impressive. Of course I say that because Greg is the my son. Not only did he come up with the idea for awards, but knowing the club has a tight budget, he shelled out a lot of clams of his own dough to create them. All current and past board members were given a clock nestled within a connecting rod and piston.

To conclude the meeting, gangster Clyde “Al Capone” Munson, gave out distributor kits from the “organization” to all hoodlums to use on their Model A getaway cars.

As we slipped out the front door, restaurant patrons still had inquisitive looks on their faces wondering who those mysterious people were.

Howard Eckstein adapted the game to fit our needs.

Item 5

- Celery Vase. This Victorian-era crystal vase was designed to hold celery in a cool dark area of the countertop.
- Bottom of a hurricane lamp. The burner, wick, and chimney are missing from this old kerosene lamp.
- Kaleidoscope lens. Used inside a circus kaleidoscope projector to create moving colored geometric patterns in a funhouse.

Item 5

Celery Vase

This Victorian-era crystal vase was designed to hold celery in a cool dark area of the countertop.




WANTED!



MORRELLS



MACKS



CHRISTOFFERS



ECKSTEINS

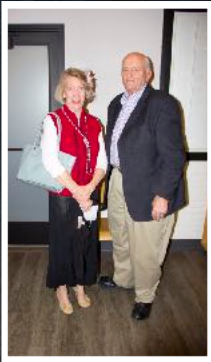


MUNSONS

AMERICA'S MOST WANTED MOB BOSSES



WANTED!



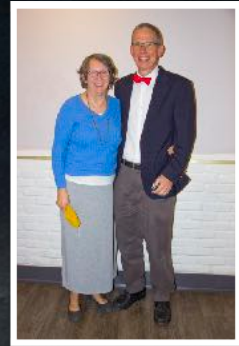
PETERSON



CARLSONS



THOMPSONS

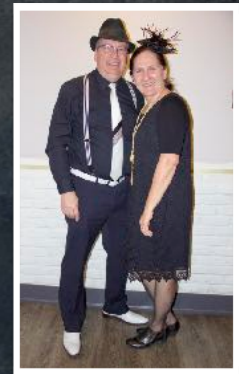


LINDENLAUBS



MACKS

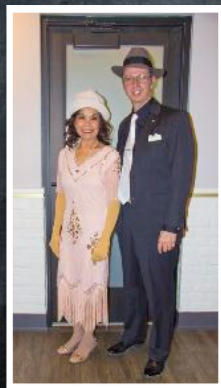
AMERICA'S MOST WANTED GANGSTERS



HANSONS



TUCKER & JACOBS



IUS



MARTINSONS



MAGRATHS



CENTERFOLD OF THE MONTH 1931

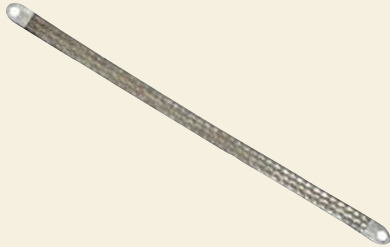


BEN & KAYLEE CROUCH
155-D TOWN SEDAN



Jims' Tech Tip - Starter Ground

BY JIM CANNON



Starter Ground

I've had several people ask me why their starter seems to crank the engine over rather slowly. For the most part, this is because that's what our starters do, they did not spin as fast as on a modern car. So there is nothing wrong.

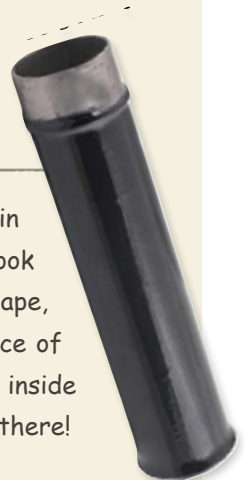
However, I will mention that you need to make sure that the starter has a really good ground when you mount it to the flywheel housing. Fresh paint on the engine combined with fresh paint on a newly rebuilt starter can result in you not having a very good ground connection between starter and engine. Over time you can also get a buildup of rust on the mounting surfaces, or a film of oil and dirt accumulation that interferes with the ground.



So if you think your starter is cranking a bit slowly, it would not hurt to pull it off, clean up the mounting surfaces with a degreaser followed by some fine sandpaper, and reinstall it. See if that gets it turning at a better speed again.

Have a Model A Day!

copywrite Frisco illustrationsOf.com/89401 Jim



Many Model A owners experience excessive oil leaks when driving their car, often out the rear main seal. One simple thing that can cause this is a restriction in the oil filler pipe. Take the cap off and look down the pipe with a good light. You should only see a series of little metal baffles, half-moon in shape, inside the filler pipe. If you find where someone has covered the pipe with a sock, or stuffed a piece of cloth down in the filler pipe to stop oil from coming out the filler when driving, this will put pressure inside the crankcase and force oil out the rear main seal while you drive. Easy to fix — get that stuff out of there!

While you have it off, also inspect the inside of the oil filler cap. It, too, needs to be clean inside. No pieces of steel wool, pot scrubber, or old sock in the cap. Look for evidence of someone accidentally pushing the oil filler cap on too far. When you do, you bend the little tabs inside the cap and mash it all the way down on the pipe. This blocks the engine's ability to vent the crankcase, builds up pressure, and causes a bad leak out the rear main seal.





“Neither Snow nor Rain nor Heat...”

BY ROGER DAVIS

I've really come to love my Model A. And, more importantly, I've come to love the Model A community: our club, good friends, kind people, and technical competence.

Over the last couple of years, I'd had random thoughts about getting a Model A pickup. When I saw Brad's 30 pickup, I really started to think about getting a Model A pickup. I wasn't in a pinch—I had lots of time to find the right pickup. So over the months, I looked for Model A pickups.

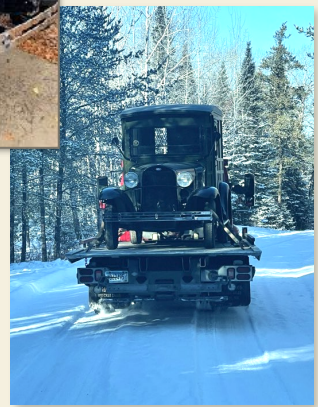
The first thing I had to do was to understand the pickup vernacular. I learned that RPU stands for Roadster Pickup, basically a pickup convertible. I learned that CCP or CCPU stands for Closed Cab Pickup. I learned that Model A pickups are small, and I read about a lot of taller men who regretted getting a CCPU. But, being a small guy, that didn't seem an issue for me.

As I watched various internet sites, I saw a bright yellow pickup in Kansas but that was too bright. I found an RPU in Eagle Mountain but didn't feel I could drive it much in the winter. I found another RPU in eastern Utah that was beautifully restored but at a premium price. I found another RPU that ran well and had lots of gadgets, including a wolf whistle, but had an awful paint job.

I finally found a 31 CCPU on the east shore of North Carolina that looked in decent shape. Good paint job, no rust, and seemed to run well.

I found a beautiful, highly polished, red pickup in Washington but it was sold. And I found a beautiful 56 T-bird with original paint that looked really nice.

Then I found a posting that said ISO Model A truck, meaning, "In search of a Model A truck?" One guy





responded with a photo saying, “mine is still available.” I had never seen his truck so I contacted him. It ends up he had a 1931 Mail Truck.

I had never considered a mail truck. I can’t say that I recall seeing one at any of the events I’ve attended. So, what did I do? I got on the internet to see what I could learn.

I learned that there were 1500 Model A pickups purchased by the U.S. Mail. There were also some Model AAs. In the 1970s there was a lot of effort to learn about the Model A Mail Trucks and to faithfully restore them. There are about 50 known to still exist.

Now, I knew I had found something unique. Questions raced through my mind: Was it real? Was it authentic? Did it run? Was it well-restored? What is its history? I asked the seller dozens of questions.

The seller remembered riding in it as a kid. It had run the mail routes in northern Minnesota to Lake Itasca, Park Rapids, Emmaville, Two Inlets, Laporte, Benedict, and Lake George, MN from the early 1930s through the mid 1950s.

I found the entire genealogy of the truck:

Vehicle Ownership	
1931-1957	Post Office
1957-12/23/2010	Jim Reichling
12/23/2010 - 2/15/2019	Gary Warmbold
2/15/2019 - 1/28/21	Richard Hinrichs
1/28/2021 - present	Roger Davis



We settled on terms and conditions — that was the easy part. Now I had a 1931 Model A Mail Truck in northern Minnesota that I needed to get to Utah during January in the heart of winter. I checked with Mecum's, Hemmings, RoadRunner, and several other auto transporters. Finally, a dispatcher from Twin Falls, recommended by a friend, came through and would deliver it within a couple miles of my house.

The driver loaded my truck on a Conestoga style enclosed semi-trailer in Park Rapids, MN, on 25 Jan. My new truck arrived here on 28 Jan. As bad luck would have it, we couldn't get it started on the truck so Geena pushed it off the truck while I made sure I could stop it from rolling down the ramp.


I pushed the starter, nothing. I looked at the sediment bowl and it was full of a pink color fluid like Stabil. I took the starter switch apart, flexed it a bit, put it back on, and got it to turn over—still wouldn't start—it had no gas in it. Now my joy was being eroded by reality.

As usual with the Model A, I reached out for a lifeline—Clyde. It ends up he was in Payson and agreed to stop by on his way back to his office. I ran home got some gas, a replacement battery, and a jump starter power pack.

We put the gas in and tried again, the battery was dead. We hooked up the 12-volt power pack and with that bit of extra juice, it started right up, belching out a ton of white smoke — I was worried. We couldn't tell the engine noise from the rattle of the three sliding doors. I got in and headed for home. The transmission worked very nice — better than my sedan. We got it in the garage with only 2-3 inches clearance between the truck top and the garage door — it's 7.5 feet high. And, then it promptly piddled about a quarter cup of oil on the garage floor.

Well, I changed out the sludge in the crankcase, fixed a gas leak, lubed up the dry grease zerks, put a pint of oil in the rear end and a bit in the transmission, tightened up the head bolts, and it's running really nice now!

The family loves riding in it! It has a great horn! The wood body is sound. I think I was lucky to successfully consummate a long-distance purchase, sight-unseen. We're looking forward to a great adventure.

Photographers, Roger Davis, Howard Eckstein, Robert Mack and the previous Mail Truck Owner. 

TRIVIA

- Q: What car first referred to itself as a convertible?
A: The 1904 Thomas Flyer, which had a removable hard top.
- Q: What car was the first to have its radio antenna embedded in the windshield?
A: The 1969 Pontiac Grand Prix.
- Q: What car used the first successful series-production hydraulic valve lifters?
A: The 1930 Cadillac 452, the first production V16
- Q: Where was the World's first three-color traffic lights installed?
A: Detroit, Michigan in 1919. Two years later they experimented with synchronized lights.
- Q: What type of car had the distinction of being GM's 100 millionth car built in the U.S.?
A: March 16, 1966 saw an Olds Tornado rollout of Lansing, Michigan with that honor.
- Q: Where was the first drive-in movie theater opened, and when?
A: Camden, NJ in 1933
- Q: What autos were the first to use a standardized production key-start system?
A: The 1949 Chryslers

Key on page 18



Annual Tour Preparation

COURTESY OF MAFCA AND THE DIABLO As

KEEPING YOUR MODEL A ON THE ROAD

Editor's note: now that we are starting touring season, it is wise to follow this checklist before you find yourselves along the road stranded.

Simple Inspections

- a. *Radiator Hose* – cracks, clamps
- b. *Fan Belt* – adjust tension if needed
- c. *Fan* – cracks
- d. *Engine Compartment* – grease, oil, rusty water, other signs of mechanical problems
- e. *Fuel Sediment Bowl* – clean if needed
- f. *Fuel System Leaks* – carburetor drips, fuel line fittings.
- g. *Windshield Wiper* – replace if rubber worn, test for proper operation
- h. *Check Headlights* – high and low beams operate properly, check bolt tightness on light bar
- i. *Check Tail Lights/Stop Lights* – operate properly,
 - i. check mounting screws for tightness
- j. *Tire Pressure* – 32 PSI in all tires including spares
- k. *Examine Tires* for cracks, wear, damage
- l. *Check Safety Fuse* for corrosion – clean if needed
- m. *Check Wiring Harness* for frayed or pinched wires
- n. *Check Turn Signals* if equipped
- o. *Check Horn Operation* – clean commutator if needed, oil bearings, adjust
- p. *Change Engine Oil*
- q. *Transmission Oil* – add if needed
- r. *Differential Oil* – add if needed

Battery Inspection-remove floor boards

- a. Check for terminal corrosion –clean as needed
- b. Check ground connection –tighten as needed
- c. Check battery box tie down –tighten as needed
- d. Check battery electrolyte level – add distilled water as needed

Distributor/Spark Plugs/Compression

- a. *Set Point Gap* -.018” to .022”
- b. *Oil Distributor Shaft Filler*
- c. *Check Points for Wear/Pitting* – replace if needed
- d. *Grease Cam Shaft*
- e. *Clean/Re-Gap Spark Plugs* -.035”
- f. *Clean Distributor Body, Rotor, Cap* – check for cracks
- g. *Check Coil Polarity/Output*
- h. *Re-set Engine Timing* – as needed
- i. *Test Cylinder Compression* – 65 lbs. or more each

Check Bolt Tightness

- a. *Carburetor Bolts*
- b. *Exhaust/Manifold Clamp*
- c. *Exhaust Pipe Clamp*

Torque Wrench Checks

- a. *Tighten Tire Lug Nuts* – 55 lbs torque
- b. *Tighten Rear Axle Nuts* – 100 lbs torque minimum
- c. *Tighten Manifold Bolts* – 45 lbs. torque

Steering and Alignment

- a. *Check Toe-In* – adjust as needed



- b. *Inspect Front Wheel Bearings* – looseness, spin
- c. *Inspect King Pin*

Brakes

- a. *Inspect Cotter Pins*
- b. *Inspect Service Brake/Emergency Cross Shaft*
- c. *Inspect All Linkages, Rods and Return Springs*
- d. *Check Brakes for Shoe and Drum Wear*
- e. *Adjust Brakes* as needed

Lubrication

- a. While floor boards are removed:
 - i. *Lube Service Brake Cross Shaft*
 - ii. *Lube Emergency Brake Cross Shaft*
 - iii. *Lube Brake/Clutch Pedal Bushing*
 - iv. *Lube Throw Out Bearing*
- b. *Water Pump*
- c. *Steering Box* –check oil level

- d. *Overdrive Fluid Level* – add if needed
- e. *Accelerator Control Linkage*
- f. *Door Strike Plates/Dovetails*
- g. *Front End Assembly*
 - i. *Front Spindles* – upper/lower
 - ii. *Steering Tie-Rod/Drag Link*
 - iii. *Front Brake Camshafts*
 - iv. *Front Spring Shackles* – check tightness
 - v. *Front Shock Links*
 - vi. *Front Wheel Bearings*
- h. *Rear End Assembly*
 - i. *Rear Spring Shackles* – check tightness
 - ii. *Rear Shock Links*
 - iii. *Rear Brake Camshafts*
 - iv. *Rear Brake Wheel Bearings*
- i. *U-Joint on Drive Shaft* 

TRIVIA

Q: What car was reportedly designed on the back of a Northwest Airlines airsickness bag and released on April Fool's Day, 1970?

A: 1970 Gremlin, (AMC)

Q : Who opened the first drive-in gas station?

A: Gulf opened up the first station in Pittsburgh in 1913.

Q: What city was the first to use parking meters?

A: Oklahoma City, on July 16, 1935.

Q: Where was the first drive-in restaurant?

A: Royce Hailey's Pig Stand opened in Dallas in 1921.

Q: True or False? The 1953 Corvette came in white, red and black.

A: False. The 1953 'Vett's were available in one color, Polo White.

Q: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?

A: Carroll Shelby's Mustang GT350.

Q: What was the first car fitted with an alternator, rather than a direct current dynamo?

A: The 1960 Plymouth Valiant

Q: What was the first car fitted with a replaceable cartridge oil filter?

A: The 1924 Chrysler.

Q: What was the first car to be offered with a "perpetual guarantee"?

A: The 1904 Acme, from Reading, PA. Perpetuity was disturbing in this case, as Acme closed down in 1911.

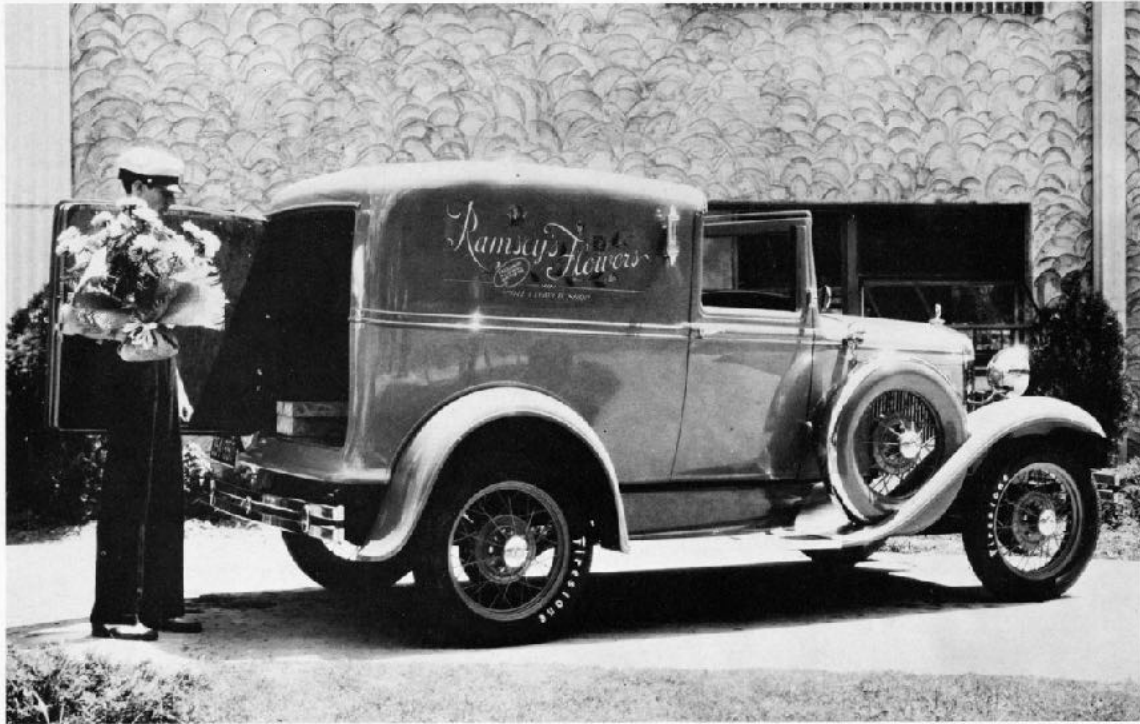
Q: What American luxury automaker began by making cages for birds and squirrels?

A: The George N. Pierce Co of Buffalo, who made the Pierce Arrow, also made iceboxes.

Trivia courtesy of *The Distributor*

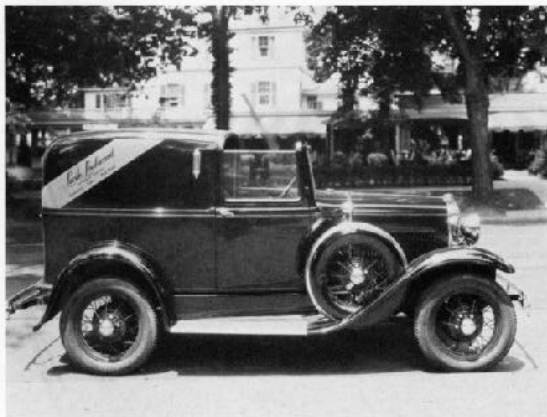


WORKING CLASS



The appearance of two Town Car Deliveries at the Reno National prompted us to dig through our Restorer photo files for some examples of this rare commercial model. We found about ten photos, all taken late in 1931 in the northeast states. The upper photo shows the delivery car for Ramsey's Flowers. Note the fenders and splash shields are painted the lower body color, including the underside. Looks like they also originated the idea of painting the lettering on the tires. Lucille Lockwood's gown shop in Greenwich, Connecticut owned the delivery at the lower left, which appears to be all Black. Note the chrome strip on the top edge of the door window glass. The chrome rimmed wheel cover seems to be nearly standard equipment on this vehicle. The New Jersey delivery at the lower right appears to be painted white with red trim and wheels. Note the special, matching, chrome plated horns (one of which is not even wired in). The partition and windshield posts are painted white, as are the undersides of the fenders and wheel wells.

[Photos courtesy of the Ford Archives, Dearborn, Michigan]



THE RESTORER NOV/DEC 1980, COURTESY OF THE MODEL A FORD CLUB OF AMERICA

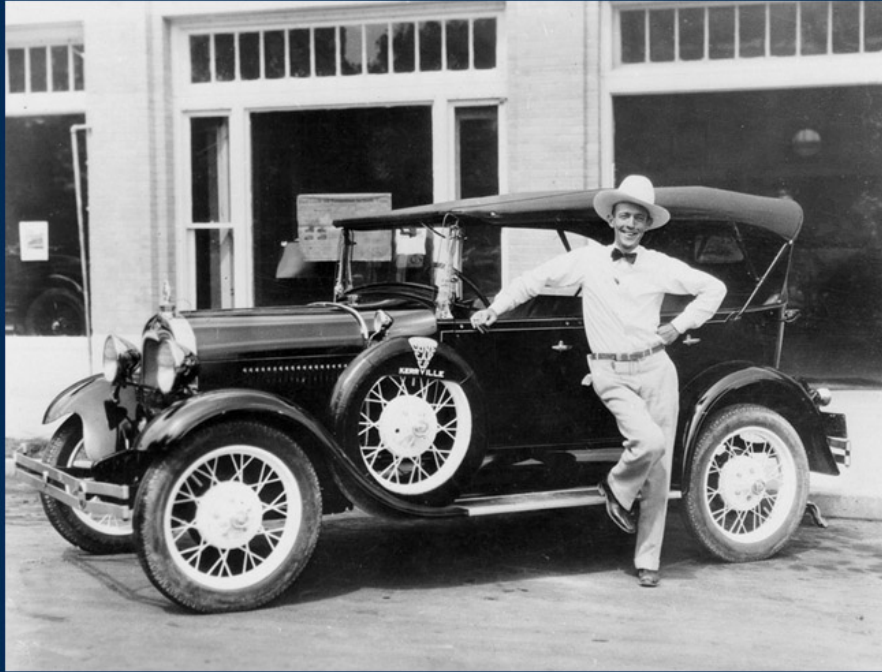




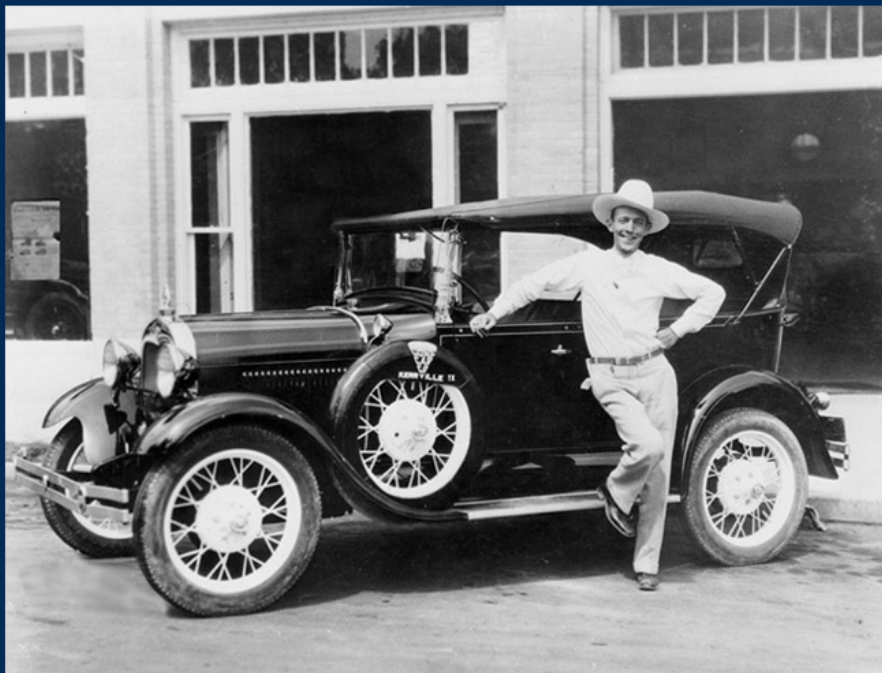
Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)

Jimmy Rogers at the Ford Delarship in Kerrville, TX



**Find
Nine
Things
Changed**



**Don't
forget the
2022
Convention
will be in
Kerrville**





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.

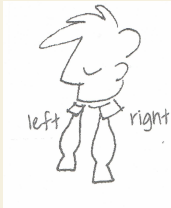
So...take the time to read through the directions on the following page. Practice *does* make perfect! And gentlemen...please, *please* be gentle when helping a friend straighten or smooth his tie. Egos are at play here.



“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 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! 🍷



Model A Ford Club of America

Established 1957

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MAFCA News



Bill Truesdell
MAFCA President

Happy St. Patrick's Day everyone. This is the month to celebrate with the wearing of the green. Spring is going to pop this month. Trees and flowers are beginning to bloom. And, Model As are eager to see the pavement again. Snow will be gone in most areas of the country. So now is a good time for an outing in your favorite car.

We are looking forward to the special MAFCA National Tour in the beautiful White Mountains of New Hampshire. If you haven't made your reservation yet, now is the time. The entire event will be outdoors. Your tour days will be spent in your own car.

The two banquets have been cancelled because of uncertainty about indoor dining requirements. Even so, you will be able to enjoy the daily drives to some of the greatest sights in the North East. Bring lots of storage cards for your digital cameras. If you are still using a film camera you will need a large supply of film. There are so many vistas you will want to capture for your enjoyment later.

You can find all the information you need about this great event at <https://www.2021mafcanationaltour.com/> Get the latest updates on the COVID-19 rules laid down by the Governor of New Hampshire and the plans for all the tour options at this one internet location. There is nothing like early summer in New England.

Please mark your calendar so you can join us from December 2nd to December 5th in Fort Worth, Texas for the MAFCA National Awards Banquet. This event is the one originally planned for last year. It offers many wonderful tours and events throughout the Texas countryside. More information will be on the Internet shortly. For now, just save the dates. 🍷

2021 National MAFCA Tour

MOUNTAIN ADVENTURE



June 20-25th, 2021

Hosts: New Hampshire Lakes Region Model A Club
<https://www.2021mafcanationaltour.com>
www.facebook.com/groups/94230639953378



Mount Washington Valley

Route 153 Museums and Wolfeboro, NH

Kennebunk Highlights

Registration form can be found in the Jan/Feb issue of *The Restorer* magazine.

There is still time to register, but hurry before all the motel rooms are gone.





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This is Ron Sessions Model A. We are asking \$17,000 for it, but will entertain all offers. It has a new engine with insert bearings instead of babbitt bearings. The rims are Kelsey Hayes rims. Ron took really good care of this car. Ron always kept it garaged. Let me know if you have any questions. My phone number is 707-529-1664. Thank you