



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 9 No. 4

2018 Newsletter of the Year • 2020 Newsletter of Excellence

April 2021

IN THIS EDITION:
MODEL A DOCTOR DAY
 Advantage of Using Good Tools

DRIVE BY SHOOTING OF KARL FURR

Gas & Go
 Bandit Turns
 Herself In



It was a cold & snowy day, but the club turned out to honor Karl Furr

Photographer, Gemma Eckstein



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

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SINCE ITS APRIL FOOLS TODAY, ALL PUNCTUATION AND SPELLING ERRORS ARE "INTENTIONAL."



President's Message

BY GREG MACK

Eight years ago a group of strangers gathered together for the first Model A-aholics Anonymous meeting in the valley. It did not take long before everyone at the meeting realized that they were all too far gone and an attempt at rehabilitation was a mute point. To make matters worse, there was just the right amount of foolish people required to start an official chapter. Thus the Utah Valley Model A club was born, a support group to provide assistance to fellow 'A' enthusiasts. It did not take long before more aficionados joined the group and we were off and running with no clue as to what lay ahead.

Each year our group has continued to grow, picking up enthusiasts here and there. Every time things seemed to plateau and we thought there could not possibly be any more individuals out there seeking help, more would come out of the wood work to join us in our foolish ways. There is something alluring about seeing that pack of wild Model A'ers out there tearing up the town that is helping others to have the courage to get their Model A out of the garage.

There is an old AA adage "If you don't take that first drink, then you cannot get drunk." This definitely applies to the Model A as well because if you never purchase that first Model A, then you will most likely not get addicted in the first place. There are a lot of us in the club that probably never would have

foreseen how addicted we would become just from having purchased/inherited that first Model A. Our club has been such an influence that a number of us have even advanced to the next stage of Model A ownership. Referring to another adage "One drink is too many, and a thousand is not enough", we are finding this statement hits close to home as we realize that one Model A may be too many, but two or three are still not enough.

Granted the majority of these cars have been here in the valley for some time, but it has been the influence and excitement of the club that is enticing people to finally get those Model A's back on the road. Knowing that we are not alone in our ways really helps give us the courage to take that next step. It has also helped some to finally take that 'first drink' of Model A ownership and make that long lost dream a reality.

As you go about your daily lives, keep your eye out for those who might be seeking help. Who knows, they could be your neighbor, your insurance agent, or even a fellow church member you have known for years. They may be lost or confused and just in need of some guidance, so do not be afraid to reach out. Whether it is your first, second or third Model A, we are here for you! You are not alone in this! My name is Greg and I am a Model A-aholic.

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March Club Meeting

BY AMBER MORRELL

Notice! *Because of the severity of the pandemic, there were months when we cancelled meetings/activities, so minutes looked like this:*

Attendance: no one attended

News: none

Club Business: none

Activities: none



Club Awards: no awards

MAFCA Awards: MAFCA office is closed

TechTalk: none

Refreshments: no refreshments? This is an outrage!



One way to keep the total number of pages in the newsletter the same, is to leave empty spaces. Saw this happen recently. But, our club is the exception, other than a couple months, we have been active all through 2020. 🍷

The “Real” March Club Meeting

BY AMBER MORRELL

Attendance:

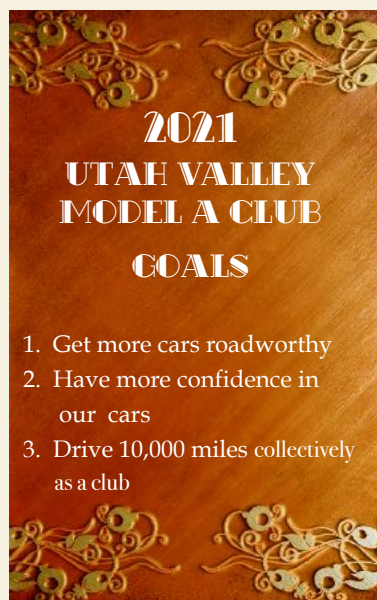
Diane Brimley, Reid Carlson, Brad Christofferson, Roger Davis, Buster Hansen, Tony Jacobs, Kenneth Johns, Greg, Nicholas and Robert Mack, John Magrath, Amber and Dave Morrell, Clyde Munson, Bob and Andrew Todd, Bill and Colette Thompson, Richard Tucker, and Carl Vernon.

News:

- Haven't been able to contact Richard Burr to find out about his latest cancer update.
- The latest we have about Wayne's battle with cancer is that he is making progress.. And, is facing quite a challenge, but he is up to it.
- Karl Furr is mending well. We will have a drive by on his 90th birthday.
- Ed Stilson, Allen Justesen and Bill Thompson went over to Session's home to start Ron's car and make final preparations for its sale.
- Dave Morrell bought a Model A pickup and is working on it now. He has replaced the gas line, and installed another distributor. It uses a lot of oil and leaves a large puddle under the truck. It looks like the leak was coming from the front main seal.
- Brad Christofferson installed new wiring, but kept blowing fuses.

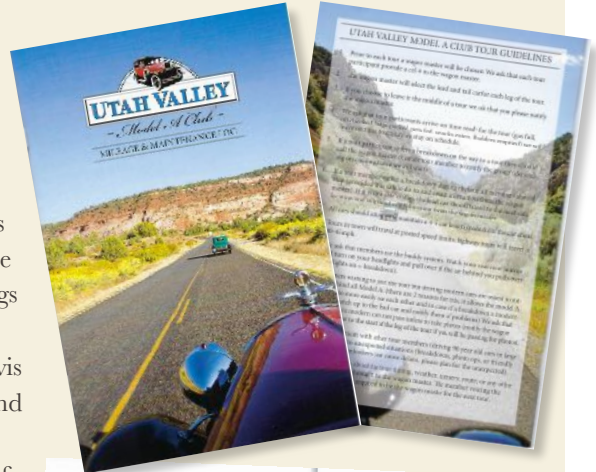
Club Business:

- **Correspondence:** Apparently we are well known across the country. Howard got a call from an individual who wants to have a Model A as a backdrop for wedding pictures. As it turns out, she is from Orange County, California. Needless to say, he turned down the gig, but provided nearby club names and phone numbers.
- Karl's daughter sent Howard a message, "Thank you so much for your hard work arranging the drive by. Dad is really lucky to have such great friends. He had a great time seeing all of you, and your cars! Thank you for the pictures, I will make sure he gets a copy of them."
Thank you again,
Kaylene Ollerton
- **Financial Report:** Diane reported that the club is fiscally sound.
- **Dues:** Membership dues have become PAST DUE. The \$5.00 late fee is now in force. Please remember, we don't do fund raisers like many clubs do, so we rely heavily on members paying their dues in a timely manner.
- **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.

- **Mileage and Repair Log:** Greg explained the purpose and contents of the log book and passed one out for each Model A. They will be able to help us reach one of the club's goals. The maintenance/mileage logs were a big hit.:
- **MAFCA Chapter Chatter Corespondent:** Kudos go to Roger Davis for his diligence in reporting the club's news. He does a fantastic job and never misses a month.
- **Model A Doctor Day (Garage Day):** Brian explained the purpose of Doctor Day and what other clubs have done. He said that some clubs meet for breakfast, then do a safety inspection and work on the various problems apparent with member's cars. It gets people driving the Model A more. They make "reservations" ahead of time for the work you want to do on your car. See page ten for more details.
- **Club Merchandise::** The club has a variety of "club branded" item. If you are interested in purchasing a baseball cap, jacket, shirt, contact Howard Eckstein. If you would like to buy license plate toppers, club stickers or splash apron magnets, now is the time. Contact Clyde Munson.



Club Awards:

Even though the Thompsons willingly accepted the Broken Rod Award last month, they were quick to give it to someone else this month.

Two candidates stepped up to confess their guilt. Brad Christofferson replaced the wires from his ignition switch to the distribution box on the firewall. After installation, he turned on the ignition, but instead of turning the engine over, he blew five fuses. It turns out the wiring conduit was shorting it out.

Roger Davis was the other guilty party. He used a ratcheting open ended wrench because he was working in a very tight area. But, when he loosened the bolt, it was too long and the wrench was stuck. Anything he did made the situation worse.

Drum roll... the winner is: ROGER DAVIS!


Activities:

- **April** — Garage Day on Saturday, 9:00 a.m. on April 17th at 10:00 a.m. It will be at Roger Davis' Garage, 2169 East 900 North, Spanish Fork, UT
- **May** — Progressive Luncheon will start in Lehi at the Lehi Baker know s for pastry, then we will drive around Utah Lake and go to Cracker Barrel Springville and finish up in Orem for dessert. If you have any suggestions for a restaurant to enjoy dessert at, please let Howard know.
- **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** — It's official! The Provo Freedom Festival have asked us to participate in the Independence Day Parade. Howard will provide more information when it becomes available.
- **August** — Our first overnighter 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
- **The Beehive As** will have their spring dust-off this Saturday, 9:00 a.m. March 20th. Anyone from the club is invited to attend.
- **Garage Day** was discussed for the remainder of the meting. Each club member explained what work they wanted to complete on their Model As for this year. See details on page 10.



Club members checking out Roger & Geena Davis' Mail Truck

Thank You:

- We appreciated the refreshments Brian Lindenlaub brought.. We enjoyed milk and cookies. Takes me back to my childhood when mom and cookies and milk ready for us when we came home from school. 

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

The cliché you always hear is, if its a gas problem, you'll find it in the electrical system. If its an electrical problem, you'll find it in the fuel system. Well, **Brad Christofferson's** story that proves the cliché wrong. "I replaced the wires from my ignition switch to the distribution box on the firewall. When I would connect the battery the fuse on the starter motor would pop. After checking all the wiring for shorts and thinking things we ok I would try again and the same thing would happen. After blowing about 5 fuses I called Howard to the rescue. He did some diagnostics and within about 10 minutes we discovered that the conduit that holds the wires going from the distribution box to the starter and alternator (said conduit was not original to my car but was used in '28 and '29 models) was pushed into the distribution box and touching the wire terminal thus creating the short. The photo shows the conduit in its correct position in the box but before I took the photo the conduit was pushed into the box and was touching the wire. Thanks to Howard for helping me find the issue. I have since replaced the conduit and wires to the starter and generator with a sheathed harness that was similar to the original for my car. Ford probably had this happen in their early model A's and I assume that is why they made the change in the '30 and '31 models. 🍷



BEWARE

Your history is coming to a newsletter near you. We will be reposting past members "spotlights" and asking new members to write a story of your family and Model A.

HAPPY BIRTHDAY

1ST — RICHARD TUCKER

END — DIANE FURB

19TH — NATALIE MACK

20TH — WAYNE ATKINSON

21ST — CARL VERNON

1ST — RICHARD TUCKER

Model A Doctor Day

BY ROBERT MACK

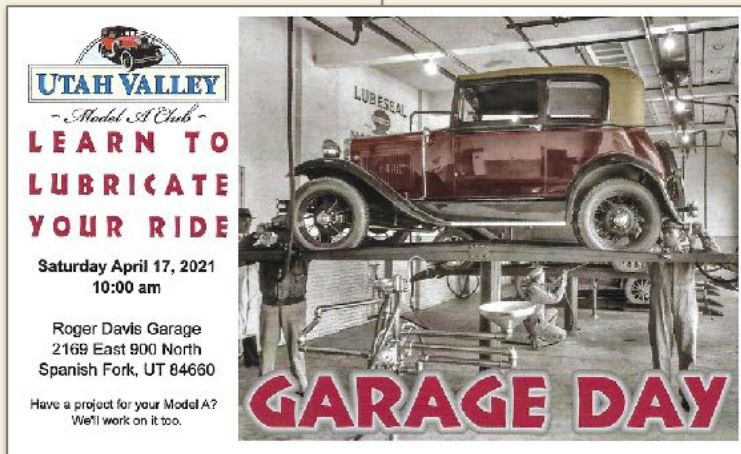
The “new and approved” Garage Day is coming soon to a member’s garage near you. That’s right, we are starting up the old program, but with a new twist.

Brian Lindenlaub and Howard Eckstein are both on the Restorer’s Committee at the Model A Ford

Club of America. In fact, Howard is the committee chairman. The committee’s goal is to get the cars as original as possible without the rigors of Fine Point Judging. In Fine Point Judging, cars lose points for safety or touring modifications. Whereas, the Restorer’s Class is a program for members who enjoy driving their cars. This means that safety belts, extra tail light, LED lights, fog lights, overdrive or engines modified to enhance touring etc. do not deduct from the overall points the car earns. The Restorer’s Class gives members the best of both worlds.

Roger gave a TalkTech a couple of months ago that focused on the little things we can do to our cars to make them more authentic. It doesn’t take much to make these changes once we know what alterations need to be done.

This is the purpose of the Model A Doctor Day, or Garage Day as it used to be called. The club members will be polled to see what areas members need work in. Then, Howard and Brian will tell us how to work on these things keeping the components as original (looking) as possible. They will be using MAFCA’s “Restorer’s Evaluation Form” to do this. This way we accomplish

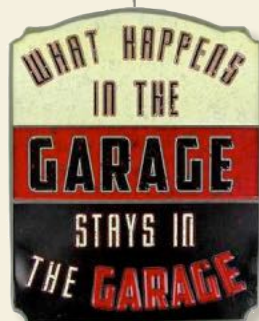


three things: 1) hands-on experience working on our cars, 2) learn what parts are correct for our car, 3) get an opportunity to socialize with like-minded individuals.

A poll was taken at the last meeting to see what goals members had set for themselves and their cars:

•Greg / Robert —

- Phaeton, rebuild the rear brakes,
- Sedan — take off head and pan to see where engine knock is coming from
- Clyde — replace roller tracks for rear backing plates.
- Pickup, work on anything to make progress
- Nicholas — install engine after it returns from builder
- Dave — a lot of stuff on truck, rebuild distributor. Get the lights working, look at the condition of the electrical system
- Amber — Put pan back on, new tires, directional signals
- Bill — car is good right now, will deal with issues as they come
- Howard — change brake shaft crossmember
- Tony — Tudor, taking out the windows of his Tudor. new interior and new roof. Doesn’t want to change the patina. Someone is coming to look at the Phaeton
- Roger — Fordor — drive it to get the 5,000 mile award.
- Mail Truck — letting on the truck, getting parts to replace door hardware. Exhaust manifold gasket is messed up. Will need a new gasket.



Continued on page 18

The “Gas & Dash” Bandit Turns Herself In

BY REID CARLSON

(Disclaimer, this story may not be entirely accurate. It is a story, but much of it is true.)

On an overcast and rainy Saturday (March 13, 2021), our Model A Club members were bringing their cars to a birthday celebration drive-by for one of our most faithful members, Karl Furr. As we all know, Syd Crockett loves to drive her Model A while Tim is a happy tag-a-long passenger. Syd noticed that the fluctuating gas float indicator was bouncing around on the lower side of the gas tank, so they pulled over for fuel.

Inside the gas station, the clerk noticed them and started admiring the cute little Model A that had pulled up. The clerk was surprised to see a distinguished silver haired lady jump out of the Model A and start to remove the gas cap. About this time, Syd pulled out her credit card and inserted it in the pump for the fuel. The clerk, while watching this, noticed that the pump didn't read the card information. Out of kindness and compassion, the clerk cleared the pump so Syd could pump the gas. Syd just assumed that her card was read and filled the tank.

Upon completion, Syd quickly replaced the nozzle, put on the gas cap and headed for Karl Furr's event. There

were a several people in the gas station looking at the Model A as they normally do when the clerk screamed, “That sweet old lady in the Model A just stole my gas and I'm in trouble now with the till!” A gentleman in the store was laughing and said, “Do not call the police on that ‘Bonnie & Clyde’ couple, I'll pay for her.” And he did.



Syd Crockett “gas theft”

Now the story doesn't end there. About five minutes later Clyde pulled up in Henry (green Model A coupe) for fuel. The clerk asked Clyde if he knew of an older silver haired lady that drives a light green Model A similar to his. Clyde put on his thinking cap and said, “I think it was Syd Crockett, did you like her car?” The clerk said “No, that lady stole my gas!” Clyde offered to pay for Syd, but the clerk said that a Model A car admirer paid for her. Clyde wasn't sure he had seen this side of the Crockett's before and was a little puzzled.

After the festivities at Karl Furr's, Clyde was thinking of how to approach Syd about stealing gas, so he just came out and asked her. Syd was shocked, thinking that she had done everything right and assumed the receipt paper in the pump was empty so she just recorded the amount and drove off. She was embarrassed and after our activity, she drove to the gas station, apologized to the clerk and tried to find out who the kind person that paid for her, but to no avail. Syd may pay it forward now.



CENTERFOLD OF THE MONTH 1931



**BUSTER & RAN HANSEN
168-B TOWN SEDAN**

Drive by “Shooting” of Karl Furr

BY ROBERT MACK

Karl Furr has been around the block a few times. Because of this, he is very well known in the area. And, since he is such a noted individual, there was a long line of “acquaintances” waiting to get to him on March 8th.

Let me back up and set the stage for this incident. Howard Eckstein, the wagon master of the UVMAC, wanted to do something special for Karl Furr, whose 90th birthday was coming up. He contacted an “accomplice” to help him. A date was set and the word was spread. “If you want to ‘shoot’ Karl Furr, March 8th is the day.” Not only did Howard tell his “associates,” but so did his “accomplice.”

The day finally arrived, and at the designated hour a long line of vehicles waited to get at Karl. The hit job the job was a hit. Everyone was shooting Karl as they pulled up. Shooting photographs however. What type of shooting did you think I meant? The well wishers shouted such things as “Happy Birthday,” “We love you Karl,” and “How about another 90 years?”

Both Karl and Diane were having a great time. Both wore big smiles that lasted all morning. The line of cars full of admirers went all the way down the block and around the corner. Everyone enjoyed this drive-by, even the “target” of affection. Happy Birthday Karl, with many more to come!

Collage created by Syd Crockett





Photography by Gemma Eckstein, Sad Crockett and Robert Mack

Drawbacks to Acquiring A New Model A

BY HOWARD ECKSTEIN



New Model A acquisitions come with new things to fix. Dave's new pickup wouldn't keep running. We took a look and found the previous owner had installed a steel brake line between the sediment bowl and the carburetor. In making the last bend to the left for the carburetor, the hard tubing was kinked. I called Dave over to take a look. "See right there? That kink is not your friend!"

I had just ordered various small parts from Snyder's which I keep in my kit for moments like this and had two brand new gas line fittings. I sent Dave to the store to buy 1/4" copper tubing. When he returned, we fashioned a new gas line with the copper tubing and new fittings and solved his gas-starvation issue.

The truck ran consistently after that repair, but ran ragged. I noticed that the distributor was loose in the head. I took a screwdriver to the lock screw and discovered that the threads in the head are stripped. I also had a new





lock screw and nut, so we put that in and gingerly snugged it up against the distributor. It still runs ragged, but a little better.

I came back the next day to work on some burned wiring and to check out the lighting system. To our dismay, the battery was flat-out dead. What could it have drained all its power overnight? We put on a battery charger and while looking for loose connections, found that the terminal at the cutout was very hot. I've seen where stuck points in the cutout can cause the battery to drain through the generator windings when the engine is not running. We removed the cutout and discovered that someone had wired the points shut! This must have been an attempt to make sure the generator charged the battery. The battery would have to be disconnected whenever the truck was turned off. Dave has a new cutout on order.



Now we switch to Amber's car. They have been complaining of a prodigious oil leak for awhile now. Every time we go on a tour, Dave is checking the oil and adding more. Dave put the car on his lift so we could find the leak. The most common place for a Model A to leak oil is through the rear main bearing. The bottom of the pan showed evidence of an active leak coming from the front seal and blowing back across the bottom of the pan and dripping off the flywheel housing. We removed the half-moon cover from the flywheel housing to see if the flywheel was wet from a leaking rear main bearing. It was completely dry! There was no evidence of a rear main leak. Inspection of the front seal showed excessive wear and signs of leaking.

Dave pulled the pan and found a cotter pin in the splash tray. It was from the number one connecting rod cap bolt. More disturbing than this was the loose oil return pipe that was at an angle to the side as it emerged from the rear main bearing cap. Upon inspection we noticed that the rebuilder (we presume) tried to booger-weld the pipe in place. This little weld was broken, allowing the tube to float around in its mooring.

They're going to take advantage of having the pickup. They will swap the original headlamps on the truck for the sealed beams on Amber's car. Parts are on order, so we'll see where we go from here.



Jims' Tech Tip - Removing Rear Wheel Hub/Drum

BY JIM CANNON



Jim's Tech Tip by Jim Cannon

Removing Rear Wheel Hub/Drum

The rear hubs and drums are bolted on to the tapered axel shafts quite tightly. It is not always easy to get them off when you need to inspect the brakes or check the rear wheel bearings. Don't let this put you off.

You can buy a special "hub puller" that is designed to help get the hub off of the axle. It uses a large bolt that you screw in to press against the axle, and the puller pulls on the hub.

Some Model A hubs were made with a ridge that sticks up, away from the hub body. The puller connects with that ridge. Other hubs were made with a groove machined down into the hub. The puller goes down into that groove and pulls as you tighten the bolt.



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Some pullers are specific to the style hub you have (ridge up or groove down) so before getting a tool, you should remove a wheel to see what kind of hub you have to be sure to get the right puller. Other pullers are designed to work with either style hub, which is handy — so you might want to look for one of them.

When using the puller, it is hard to keep the drum from turning as you tighten the bolt on the puller. Put a wheel lug nut on the drum temporarily and put a 13/16" box-end wrench on it. Press down on that wrench while you lift up on (tighten) the big bolt in the puller. The wrench will jam against the hub and stop the drum from turning as you tighten the bolt.

[insert photo here]

When using the puller, tighten the big bolt, then tap the head of the bolt with a hammer. Tighten the bolt again, then tap with a hammer again. Repeat this until the hub pops free of the tapered axle.

Removing the rear drums is a pretty common task for servicing a Model A, so it is worth investing in a hub puller tool. It makes the job easier and helps you get back on the road quickly to Have a Model A Day! 🍷

Jim

The Advantage of Using Good Tools

BY HOWARD EPSTEIN

The other day I got a call from a frustrated club member who was having trouble getting carburetor mounting bolts to screw into the flange of an old carburetor he had cleaned up for his Model A. He correctly deduced that a tap would be needed to clear out the threads. He went to a popular tool supply store, where caveat emptor is the rule of the day, and bought a tap and die set.




Throughout Model A production, regardless of the version, the carburetor mounting bolts have always

been a 5/16-18 thread. Our friend couldn't get his new tap of that size to progress through the hole. All Model A Zenith carburetors are made of cast iron, one of the easiest metals to run a tap through, particularly if just to clean out threads.



Since I was in the area, I passed by our distressed member's place on the way home to see what he was talking about. Indeed, this new tap balked. It was like trying to stuff a grand piano through a 4-inch diameter hole. After a number of tries, I suggested that he go to the hardware store and buy a real tap. This he did, and when employed, cut easily through the threads.

The moral of the story is: buy real tools and leave the bargain brands on the store shelf. The argument most of us have with our pocketbooks is: "I'll only use this tool rarely, so I'll save money and buy the cheap one." Such self-deluding sophistry has its own rewards. 

Model A Doctor Day, continued from page 10

- Brad — Truck replace water pump, high compression head
- Victoria — work on brakes,
- Brian — change all the fluids, lubricate everything, radiator, brakes needs to be replaced
- Reid — Fix speedometer, it has never worked
- Diane — Driving the Model A more
- Buster — slant window Mitchell overdrive, transmission rattles, rear main leak
- Syd — needs new tires, throwout bearing needs to be fixed
- Bob — Jan says clean out the attic, sell the Tudor?

Nobody Will Use Gasoline When it is Taxed 32 Cents Per Gallon

OCTOBER 1933, AUTOMOBILE DIGEST MAGAZINE

The following figures on the relation between gasoline tax and drop in gasoline consumption are given by a prominent authority:

Gasoline Tax Per Gallon	Drop in Gasoline Consumption, Percent
2¢	3.5%
3¢	4.9%
4¢	9.1%
5¢	8.9%
6¢	11.2%
7¢	14.5%

Using this interesting and important data, the following empirical formula is obtained:

$$d = 1.19, t 1.28$$

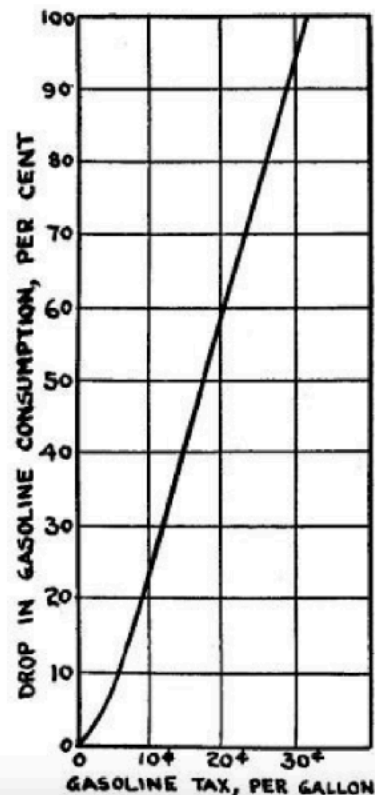
where

d = drop in gasoline consumption, percent,

t = gasoline tax, cents per gallon

The curve herewith shows visually the drop in gasoline consumption from 0 to 100%, based on the above formula. It demonstrates that at a continuation of the present rate of falling off in gasoline consumption no gasoline will be used at all when a tax of 32 cents per gallon is reached.

This diagram also lends itself nicely as a means for demonstrating the law of diminishing returns. Thus, let us say that when there is not tax at all 1,000,000 gallons of gasoline will be use per day. It is found that when a tax of 2 cents per gallon is imposed, 965,000 gallons are used, and the tax return is \$19,250. When the tax is 7 cents per gallon, 855 gallons are used, and the tax return becomes \$58,000. The return continues to rise until a tax of 16 cents per gallon is reached, which is the *peak*. At that point 590,000 gallons will be used per day and the tax return will be \$94,500. In other words, if law makers want "all the traffic will bear," 15 cents per gallon is the absolute limit. From that point any further increase in tax will *reduce* the tax return, and if an attempt should be made to make the tax as high as 32 cents on a gallon, there would then be not tax return whatever, because there would be no buyers of gasoline.



Courtesy of Script As





Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)



Take a minute and reminisce about the fun and informative Spanish Fork History Tour. Click on this link: <https://jigex.com/LYkc> complete this puzzle. This site lets you create your own puzzle for free. Got to: <https://www.jigsawexplorer.com/create-a-custom-jigsaw-puzzle/>. You can also put together a puzzle of Howard's Car entering Utah after traveling to Reno and back. This, and other photographs were submitted to the Model A Ford Club of America. Click this link for Howard's photo: <https://www.jigsawexplorer.com/online-jigsaw-puzzle->



Ladies Fashion Journal

USING BEADS TO ENHANCE ERA FASHIONS

By Rosie Cassou
courtesy of 'Cruisin' As of
Hemet, California

Early Bead History

Beads have been made by every culture and have been revealed in archaeology sites.

October 12, 1492, Columbus recorded in his logbook the natives of San Salvador Island were given glass beads. This is the earliest written record of glass beads in the Americas. His ships carried glass beads along with other European trade goods. The Spanish explorers in 1527 and in 1539 carried glass beads for trade with the native inhabitants of Florida.

Types of Beads

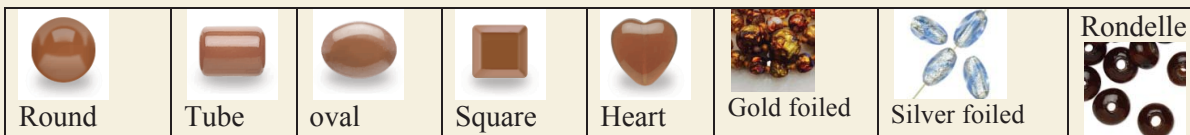
Most often, it was an old-fashioned stone drill bit pumped by hand or even an awl that created the hole in the natural bead or stone so that it could be strung.

Natural Beads are made from natural materials such as bone, teeth, stone, wood and fossilized bamboo, skeleton of sea creatures, shells, abalone, coral, mother -of-pearl, pearls, dentalium shells, horns of many animals, and ivory from tusk of elephants until it was banned.



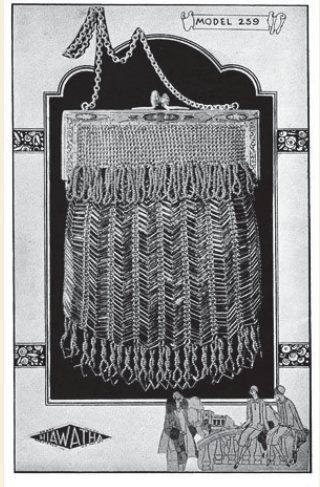
Man Made Beads made by hand from hollow tube of blown glass or wound beads from a heated glass rod to make glass beads, crystals, bugles, Swarovski crystals, cubes and Delica and seed beads. Beads come in imitation pearls, turquoise, steel, pewter, enameled metal, silver, gold and cloisonné. The AB (aurora borealis) beads were made after the model A Era.


Glass beads were available with metal foil, known as silver or gold foiled lined. These were made with a thin layer of gold or silver leaf or foil sandwiched between two layers of clear glass. The first glass layer is usually drawn or wound, while the second layer of glass is folded around the metal leaf. In the early 1800s, the mercury glass beads were originally made with mercury to give them a metallic luster. By the 1900s, the mercury was replaced with a silver nitrate solution, made of silver nitrate, water and sugar, but the name stuck.





During the Model A Era, you would find beads hand sewn on evening dresses, lace, head gear, purses and in the jewelry worn for daytime and evening. Great care should be taken with the cleaning of any dress, lace, gloves or outfit that has vintage beads attached to it, to not ruin the color or appearance of these hard to find vintage items.



- Reference: The Beading Book by Julia Jones
- Antiquedress.com
- Indians.org/articles/beads.html
- Firemountain Gems Catalog
- Hiawatha Book of Bead Bags --1927 



Model A Ford Club of America

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MAFCA News

Last month I talked about the passage of winter and the eventuality of spring, getting our cars out on the road for a nice tour and making sure the cars are prepared and in shape to make those first/next tours. Well, in southeast Texas if you made it through the "Big Freeze" you are finally seeing some signs of warmer spring weather. If you live up north; God bless you and hang on. Spring is just over the horizon. With the warmer weather, Elaine and I recently joined up with the Brazos Valley As for a wonderful tour through some of east Texas' prime wildflower terrain. Unfortunately the wildflowers hadn't bloomed yet but the countryside was still beautiful. About a dozen cars made a 225 mile or so loop, complete with a lunch stop. The day was just lovely. Nothing like a drive in the "A" with old and new friends combined with lunch on an absolutely spectacular day. I hope I've made you jealous so that as soon as the opportunity presents itself you'll get a chance to do the same.

I'm sure I'm like any of you, working on my "A" to make sure she's ready for the trip to our National Tour in June. We'll end up trailering part of the way but we'll still put substantial miles on our touring "A". I started early doing the routine maintenance and checking out the many small details that can make the difference between a safe and happy tour and one that's not so safe and happy. The process of getting out cars ready for touring makes for a great club activity. Nothing like a bunch of old guys standing around a car offering their advice to the one poor guy doing all the work. Oh well, if it works don't change a thing.

I was reviewing some old chapter coordinator newsletters lately and ran

across some advice so good I think it bears repeating. Rick Black, Chapter Coordinator at the time wrote: "In the January/February issue of *The Restorer*, you should have located your 2003 Membership Card near the front of the magazine. Take at least one card out, remove your mailing label from the cover of *The Restorer*, and stick it to the back of your card. There are many times when you'll need to know your membership number, so having your card and our address label with you will come in handy." I know some are experiencing delayed delivery of the current *The Restorer* due to delays by the U.S. Postal Service. But eventually the mail will get through and what was sage advice in 2003 is sage advice now.

In these hectic times don't forget to count your many blessings and "Pay Them Forward"!

Robert Bullard
2021 Chapter Coordinator



MAFCA is looking for You.

Are you interested in the future of MAFCA? Yes you say! Then now is the time to consider being a candidate for the Board of Directors. As a member of the MAFCA board you will be able to put your organizational and operations skills to good use. MAFCA has four positions that will need to be filled and if you like to take on an assignment and get the job done, and enjoy working on a team of similarly minded people, please fill out the application found on page 20 of the March April issue of *The Restorer* and become a candidate.

Doug Linden Membership Director

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WANTED!

In need of someone who knows how patents work. I made a fly swatter that doubles as a spatula and don't know what to do next.

Today

Apr 17 6:27 PM

My curfew was the street lights, and my mom didn't call my cell, she yelled "time to come in". I played outside with friends, not online. If I didn't eat what my mom made me, then I didn't eat. Hand sanitizer didn't exist, but you **COULD** get your mouth washed out with soap. I rode a bike without a helmet. And getting dirty was OK. Click "Like" if you drank water from the garden hose and survived



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