



# UTAH VALLEY

*- Model A Club -*

# MOTOMETER

Vol. 9 No. 5

2018 Newsletter of the Year • 2020 Newsletter of Excellence

May 2021

**IN THIS EDITION:**  
**GARAGE DAY**  
 Gasoline Sediment Bowls

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THE BEAUTY OF NATURE

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NINE MILE CANYON TOUR



*Photographer, Reid Carlson*



## 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	<a href="mailto:bjerg_menneskene@yahoo.com">bjerg_menneskene@yahoo.com</a>
President	Greg Mack	<a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a>
Vice President	Brad Christofferson	<a href="mailto:bdc.p51@gmail.com">bdc.p51@gmail.com</a>
Sec/Historian	Amber Morrell	<a href="mailto:mystuff@live.com">mystuff@live.com</a>
Treasurer	Diane Brimley	<a href="mailto:brimleydiane@gmail.com">brimleydiane@gmail.com</a>
Activities	Howard Eckstein	<a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a>

### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	<a href="mailto:kcam1999@yahoo.com">kcam1999@yahoo.com</a>
Facebook	Clyde Munson	<a href="mailto:bjerg_menneskene@yahoo.com">bjerg_menneskene@yahoo.com</a>
Photographers	Howard Eckstein	<a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a>
	Greg Mack	<a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a>
	Howard Eckstein	<a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a>
Newsletter	Amber Morrell	<a href="mailto:mystuff@live.com">mystuff@live.com</a>
	Robert Mack	<a href="mailto:mack4759@yahoo.com">mack4759@yahoo.com</a>





## Vice President's Message

BY BRAD CHRISTOFFERSON

When our family was young we wanted to enjoy some outdoor experiences together. We decided to go camping with some close friends who had children similar in age to ours. They had just purchased a used camp trailer and we tagged along, roughing-it in our tent. The trip was fun and our families enjoyed our time together swimming and playing in the cherry-orchard-turned-campground. After we got home and chatted about the experience, Lynne expressed how convenient it was that the Thayn's had a built-in bathroom, refrigerator and beds... and that having five kids in a tent was a little less of a vacation and more of a chore. I agreed, although it was a lot easier on me than on her. We made the mistake one evening, after the two of us had been out to dinner, of dropping by an RV lot that we just happened to see on our way home. We spotted some used trailers on the lot and thought it might be nice to stop and investigate. The used ones were nice but as we walked around we also noticed they had a few new trailers on the lot too. It couldn't hurt to take a look inside one of those, could it? As we stepped in the door of a brand new 1997 Terry 28J with a slide-out, I could tell I was going to have to crack open the wallet (or, in reality, have the bank help me with this) because Lynne's eyes lit right up and I knew we "needed" this. Being a remarkably frugal woman, she loved the idea, but also hesitated at

making such a large purchase. After considering it for a few days we both decided it would be a great investment in our family and we brought it home to the delight of excited kids dancing in the driveway.



Looking back on that decision of many years ago, we have concluded that we truly were right. Our kids are grown and out of the house now but at the time we bought the trailer our youngest was just a baby and we used the tub in the small bathroom as her bassinet - a very comfortable place to sleep. As kids got older they weren't able to share the beds as at first so they started spreading out on foam pads on the floor. During our first trip to Skyline Drive, I couldn't figure out how to adjust the trailer brakes and we made skid marks all the way from the top of the mountain down to the town of Fairview. The burnt rubber smell was awful. I soon

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# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Howard:**

“I drove through Pleasant Grove the other day and spied a Model A in a small used car lot. I swung around and drove onto the lot to have a look. It’s a late 1931 slant windshield Cabriolet, painted Bronson Yellow and Seal Brown. Knowing that Mike Carlton is looking for a car, I told him about it. He plans to take delivery on it tomorrow. This will add some class to our club. Only 6,600 of the 68C Cabriolets were built, so this will be a nice addition to our club fleet.”



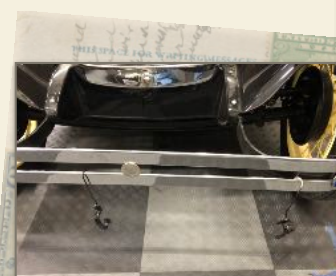
Photo #1

**Roger:**

“This has to fall into one of those really stupid things I’ve done.

Saturday, I painted three original handles I acquired that were missing on my mail truck. To dry, I hung them on hooks on the front bumper of my Fordor. (See photo 1).

Photo #2



Sunday afternoon, was pleasant and sunny so I decided to take Geena out for a ride in the Model A through the Spanish Fork river bottoms and down Main Street. We returned home having enjoyed the afternoon ride.

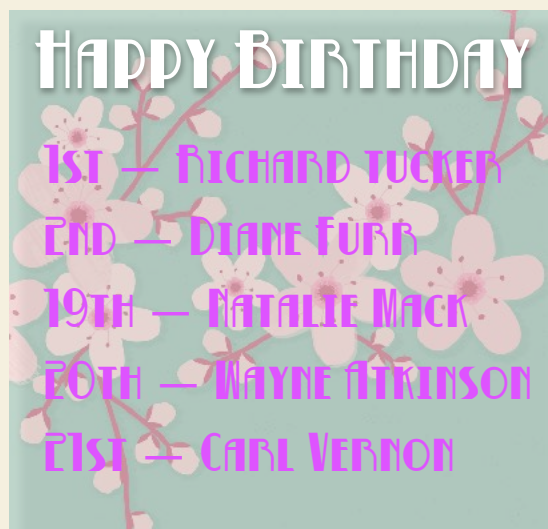


Photo #3

Sunday evening, I went to the garage and noticed just two handles hanging on my front bumper. I thought to myself, “Was I really stupid enough to forget those parts hanging on my bumper?” (See photo 2.) Yup! I was that stupid.

After sharing my embarrassing moment with my wonderful wife, we decided to drive the route to see if we could find the missing handle. About a mile from home, we spotted the handle alongside the road.

Built to Henry’s high quality standards, the cast iron handle obviously had been run over several times but only the new paint was scuffed on it. (See photo 3.)





# April Club Meeting

BY AMBER MORRELL

## Attendance:

Diane Brimley, Richard and Olga Burr, Reid Carlson, Vern Cope, Dick and Aniece McCulloch, Roger Davis, Buster and Josh Hansen, Tony Jacobs, Kenneth Johns, Brian Lindenlauh, Greg, Nicholas and Robert Mack, Curt Martinson, Amber and Dave Morrell, Clyde Munson, Bill and Colette Thompson

## New Members:

Richard and Olga Burr brought their neighbors Dean and Janet Davis. We are glad they did. Dean and Janet joined our group tonight. **WELCOME!**

## News:

- We've heard it from Richard Burr himself. One doctor gave him three months to live. Thank goodness he was wrong. He had heart and kidney problems, but they have both been solved. He is good now.
- Good news! Wayne's cancer is in remission. Now his problem is trying to recuperate from the treatments. Currently, he has no energy and is using a walker.
- Ron Session's car sold and so did Tony Jacobs. Tony's gorgeous Phaeton is now in California.

## Club Business:

- **Introductions:** We had the club members introduce themselves so that Dean and Janet could start getting to know everyone.
- **Financial Report:** Diane reported that the club is fiscally sound.
- **Dues:** Thank You to all who have paid your dues. There are just a small number who haven't. The only revenue source is our dues. Our coffers are dwindling because of the cost of mailing the monthly activity cards out to everyone, so we thank every one for their help in this matter.
- **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 one 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.
- **MAFFI Bricks:** Last year members donated money to support the Model A Museum. We have two options in purchasing bricks: 1) purchase a brick



outright for \$150.00 or 2) have three members purchase MAFFI memberships for \$25.00 each which would earn the club a brick.

- **Mileage and Repair Log:** Greg passed out a few more logs to members who haven't received them yet. A few more club members have reported their mileages. Even if you aren't a MAFCA member, you can still participate in the mileage program.
- **Model A Doctor Day (Garage Day):** Brian reminded everyone that the Garage Day this Saturday at Roger Davis' home. The meeting starts at 10:00 a.m.

**Club Goals:** One of the club's goals is to have members become more confident with their cars. So, each month the club reviews the work members are doing on their cars:

1. Roger is working on a vacuum leak on his Mail Truck. Turns out the intake manifold was not plained so it was leaking bad.
2. Greg took everything off the head so he can pull the head and look for any wear markings on the under side of the head.
3. Amber changed the oil in her car.

### Club Awards:

Several members reported earning their mileage awards. Curt Martinson has traveled 537 miles since he restored his car. He has qualified for his 500 Mile Award. Roger Davis has earned his 13+ Award for the last three years. Clyde has earned his 13+ Award for two years. Thompsons reported that they have earned the 13+ two years in a row.

### Club Merchandise:

An order will be made soon for Model A splash apron signs. So far the Todds are the only one who placed an order. If you want a pair, call Clyde Munson as soon as possible.

### 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 be held on May 15th We will meet at Shirley's. Shirley's Bakery for appetizers (Provo), and R&R BBQ for the main course (Pleasant Grove). We will finish up at Sweet Rolled Tacos (Orem) for dessert.
- **June** — Unfortunately we won't be able to tour the LDS movie set in Goshen so the month's activity is still up in the air.
- **July** — We will be driving in the Provo Freedom Festival Parade. Howard has invited the Salty As. He is hoping to fill two blocks with Model As. Howard will provide more information when it becomes available.



*This scraggly bunch of club members model the UVMAC apparel.*



*This motley crew are modeling their best side.*

#### Club apparel includes:

1. Ball cap with your car on the hat
2. T-shirt w/ your name on the front and your car on the club logo on the back
3. Jacket w/ your name on the front and your car on the club logo on the back



- **August** — Our first overnighter of the year. This exciting trip will take us to Helper, and Price, Utah, visiting museums in both communities. The next day we will drive up Nine-Mile Canyon. The canyon is home to abundant prehistoric rock art. See article on page 13.
  - **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** have invited us to join their tour to Ely, Nevada. Curt Martinson will provide us will details as they become available.

**TechTalk:**

Buster's TechTalk this month was on electrical connections, wire, connectors, crimping and soldering. Here are a few notes from that presentation. Wires, the smaller the wire, the more resistance, the larger wire has less resistance. The same thing applies for the length of the wire. Nothing less than 14 gage wire should be used in a Model A. When it comes to wire strippers, buy only the ones that have multi-wire notches. Harbor Freight's strippers are not very good. There is a difference between solid vs. stranded wire when it comes to stripping.

We care more about amps than volts.

Do not use wire nuts or Quick Splice. Lucas Bullets, used by Ford, have a high resistance, so be cautious. Use quality connectors, especially if you use crimp-on connectors. Ratchet crimpers are the best.

Soldering tools should heat up to at least 500 degrees. A soldering iron or soldering station are better than a soldering gun. For electrical connections, don't use metal or plumbing solder. There are two types of electrical solder: non-lead and lead. If you can, get lead solder.

**Refreshments:** We enjoyed Krispy Kreme donuts, compliments of Clyde Munson.



**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



# Garage Day

BY BRIAN LINDENLAUB

The club held a Garage Day on Saturday, April 17, 2021 at Roger Davis's house in Spanish Fork. The first thing we realized upon arrival is that calling his work space a "garage" is a vast understatement. With a two-post lift and composite tile floor, his well-lit, heated, three-car facility provided an excellent venue for the Garage Day. Six Model As and approximately 16 people attended.



Temperatures were in the 40s in the morning, making for a brisk journey for those who drove their Model As to the event. It warmed up nicely in the afternoon though, providing perfect weather to inspect the cars and perform some repairs and maintenance. The featured activity was a demonstration showing how to perform the periodic lubrication on a Model A. Additional work was done on three other projects.

**PERIODIC LUBRICATION (AND A FEW OTHER THINGS)**

Lubrication of a Model A requires constant attention. Unlike modern vehicles, many moving parts on the undercarriage of a Model A are exposed to the environment and thus require frequent lubrication. There are anywhere from 28 to 31 grease fittings on a stock Model A, depending on when it was manufactured. This number can vary depending on the modifications made to a car over the years. Additionally, other components in the engine compartment and elsewhere also require periodic lubrication. The recommended interval for most lubrication points is 500 miles.



I demonstrated some of the lubrication tasks on my 1929 roadster. Several people helped locate the grease fittings on the undercarriage and I gave each fitting a squirt of grease.



The laminated lubrication charts provided by the club helped us find the more challenging fittings. Even

so, at times it felt like we were on a grease fitting scavenger hunt. Like many Model As, my roadster has a mixture of original-style (cone-shaped) fittings and newer-style (Zerk) fittings due parts being replaced in the past. Greasing them was made easier by having two grease guns available, one with a nozzle for old-style fittings and one for new-style fittings. When the greasing was done, we topped off the transmission with 600W oil. We also oiled the brake rod clevises, emergency brake linkage, distributor, and throttle linkage.



While the car was on the lift, we inspected the underside and noticed several issues. The tail pipe showed signs of rubbing on the right rear radius rod.





Clyde Munson was able to give it more clearance by inverting the tail pipe support bracket. A number of people pointed out that the right rear wheel was missing a lug nut. I borrowed a lug nut from the spare tire to give me a full complement on the trip home. Dave Morrell noticed what looked like a broken fan belt. This was confirmed after getting the car back down on the ground. It also explained the loud fluttering noise my car made briefly on the way down to Spanish Fork. Dave, Howard Eckstein and Carl Vernon were able to pick up a replacement belt at a local auto parts store.

Installation of the new fan belt led to the discovery that the pulleys are not properly aligned. Howard helped me move the alternator further forward, but additional inspection revealed that the crankshaft pulley extends about 1/4" further forward than the generator and water pump pulleys. Additional verification of the crankshaft pulley misalignment was provided by comparing the pulley-to-timing-cover clearance with that on Roger's car. The consensus was that the pulley alignment is close enough to allow limited driving, but it should be corrected in the near future. I also intend to carry a spare fan belt in the car from now on. Scrutiny of the crankshaft pulley led to the observation that the springs for the front motor mount are missing. Another thing to add to my to-do list!



While I had some Model A experts at my disposal, I explained how my gas adjusting valve (GAV) is so loose that it rotates due to road vibration while driving. Clyde took a closer look and discovered that the knob was loose on the rod. So when I thought I was adjusting the mixture I was really just turning the knob on the shaft! The fix was easy enough - he applied

some Loctite and tightened the knob on the shaft. Once the mixture could be controlled with the GAV, Clyde and Howard took the opportunity to optimize it and the other adjustments on the carburetor. When they were done the engine was running smoother than ever.

**REPAIRING ELECTRICAL WIRING**

A few days before the Garage Day, Roger had a small electrical fire on his 1929 Ford sedan. The wiring to the terminal box caught fire while he was replacing the battery. Both the wire to the dash and the wire to the cut-out were damaged by the fire.



Roger concluded that the fire probably occurred because the steel conduit containing the cut-out wire was pushed too far into the terminal box. This caused it to touch the post in the terminal box and created a hard short. Roger had previously removed the fabric-covered 30-31-style cut-out wire and replaced it with the 28-29-style steel conduit for authenticity purposes.

At the Garage Day Roger and Clyde removed the instrument panel and replaced the wire to the dash with a spare that Clyde had. They also removed the damaged cut-out wire and the conduit and reinstalled the fabric-covered wire that Roger removed previously. After the repair Roger's sedan started and ran without further external combustion events.

**REBUILDING A DISTRIBUTOR**

Dave Morrell brought the distributor from his newly-acquired Model A pickup to the Garage Day for



rebuilding. He had the necessary parts, so Howard, Clyde, Dave, and Roger started on it after lunch. This expert team disassembled the distributor,

removed the bushings, new pressed new bushings into place, and reassembled it with new parts in a little over an hour. As usual I learned a few things. For example, Howard showed us that the distributor cam profile on a Model B distributor is different than the profile on a Model A distributor cam. He had an example of each in his tool box that we were able to compare them side by side while he pointed out the differences and explained the reasons for them.

### DIAGNOSING A CYLINDER HEAD CONDITION

Greg Mack brought a high-compression (5.5:1 compression ratio) cylinder head to the Garage Day for inspection. The head was removed from his 1930 Ford sedan. He had previously experienced a head gasket leak with the stock cylinder head that allowed combustion gases into the cooling system. Since the stock head was being removed, he decided this was a good time to upgrade to a high-compression head. After installing it the engine developed a knock. He replaced the two-piece crank pulley, checked the timing gear for play, and replaced the cam plunger and spring to rule out those possible sources of the knock. When this did not resolve the issue, he pulled the head back off to check whether the pistons were hitting the head due to improper clearance in the quench area.

The head was inspected by Clyde, Howard, and others at the Garage Day. They found no sign of impressions on the head or the pistons to indicate they were making contact. They observed that cylinders #s 1-3 were wet and oily, but cylinder #4 had the typical carbon coating the combustion chamber. At first their focus was on the wet cylinders, but upon closer inspection Howard identified a burn spot on #4 indicating the possibility of

detonation (a possible source of the knock). Howard theorizes that this could be indicative of a problem with the head casting and/or improper clearance in the quench area.

To test this theory, Greg plans to reinstall the original head to see if the knock persists. If the knock is gone, then the problem must be caused by the high compression head (considered most likely). If the knock persists, then he plans to remove the oil pan and check the bearing clearances.

### FUTURE GARAGE DAYS

Everyone who attended the Garage Day seemed to enjoy it. I went to the Garage Day expecting to lube my car. We did that, but we also identified a number of other issues and we were able to correct many of them on the spot. As a result my car is running better and safer than ever. I would like to thank everyone who helped at the event, and a special thanks to Roger Davis for hosting it and providing lunch. The club has already started planning the next Garage Day event. If you have a car or a topic that you would like to be featured at a future Garage Day, please contact Brian Lindenlaub or Howard Eckstein.

### *Referring to the Judging Standards*



*Checking out Roger's 1929 Model A tools*

### *Enjoying pizza, compliment of Roger*





## The Beauty of Spring

MODEL A PHOTOGRAPHY BY COLETTE THOMPSON & REID CARLSON

The West Mountain Tour was great



although a little windy. There were 4 Model As and one modern car. We left the ShopKo parking lot in Spanish Fork about 10:20am following Reid and Elaine in their coupe to 400 N and went west until we came to where the road turned north at which point we stopped for Reid to tell us about the property where his family used to raise chickens. Most of the buildings are no longer there but it was interesting to hear a little of his family's history in the chicken industry. There are still chickens being raised in the same area as evidenced by the smell at the 4 way stop by an egg processing plant. We then proceeded to Lincoln Beach Park for a short bathroom break (very nice, clean, well maintained restrooms; unusual for park restrooms) and to talk to some of the people camping there. We met a lady who was so happy to see the Fords because her son is some kind of VP at Ford. She took a bunch of pictures to send him. There were also a bunch of people unloading bikes there for a ride around the mountain. I told them to slow down when they went by us so they wouldn't blow our doors off.

We then proceeded around the west side of West Mountain. We were a little disappointed that the fruit tree blossoms really weren't out yet. Perhaps we need to do it again in a week or two. There was no traffic except for an occasional truckload of gravel coming towards us.

The road was in great shape most of the way to Genola where we turned west to Goshen. We turned south on 200 West in Goshen to connect up with a paved country lane that went on the west side of the Goshen valley. This is a fun road since it is winding with a lot of ups and downs. Reid and Elaine turned back at this point to get back home for some reason. We eventually turned to the east to intersect the

Goshen Canyon road. We decided to only drive to the top of this winding, picturesque canyon then turn around and go back to the east side of Goshen instead of proceeding to Mona as originally planned. We then headed north to Santaquin and the Red Barn for ice cream. Upon arriving there, Karl Pope, accompanied by his son, discovered he had a severe rear main oil leak which only seemed to start in the parking lot. He decided to leave us early also to get his car home as quickly as possible. Richard and Kris Tucker in their modern car left as soon as they got their ice cream. That left only Roger and Geena Davis to enjoy ice cream with us.



After eating our ice cream we decided to continue as planned even though we were down to only 2 cars. We proceeded back to Santaquin turning west on US 6 to find, with some difficulty, the road on the east side of West Mountain. After making a few wrong turns and traveling through some residential neighborhoods, Roger got us back to the right road which goes due north and back to 400 North and back to the ShopKo parking lot.

*Continued on page 16*

# CENTERFOLD OF THE MONTH 1931

KEVIN HOLLAND  
78-B PICKUP TRUCK





## Pictures and Petroglyphs — The Nine Mile Canyon Tour August 27 & 28th

BY HOWARD ECKSTEIN

Throughout the eight years of our club's existence, we've had a lot of great activities such as parades, car shows, era fashion dinners, and tours. All of these events have been one-day excursions, except for an overnight in Manti in 2015 and a multi-day trip to Kanab for the National tour in 2019. Coming up on the weekend of August 27th and 28th, 2021, we will again hold a two-day event.

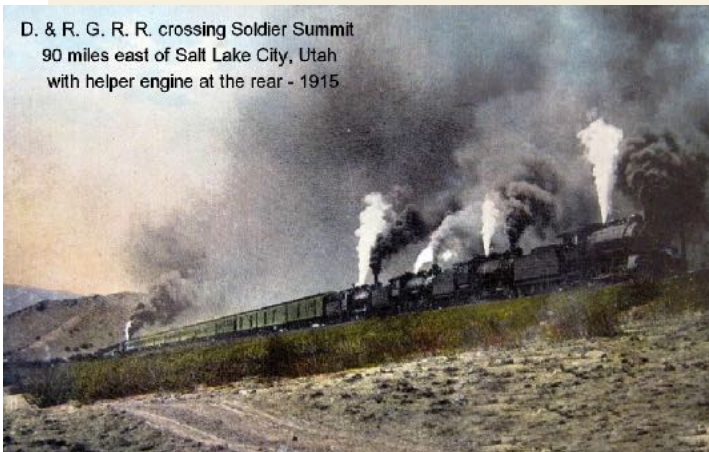
We'll meet on Friday, the 27th, at 10 am at the Sonic parking lot in Spanish Fork at 971 North Main Street. We'll go up Highway 6 and arrive in Helper at about noon. Those who trailer their cars may want to drive ahead to Price where they can unload at the Holiday Inn and leave their trailers there. It's a short drive back to Helper where they can meet the rest of the group as we pull in to town.

At 12:00, we'll gather behind the Western Mining and Railroad Museum where Tina Henrie from the Carbon County Tourism Office will greet us with gift bags containing maps and souvenirs. If available, the mayor will be there too.

We'll get lunch at one of the local restaurants which cater to our individual tastes, then possibly a parade at 1:30 up main street for the citizens of Helper to enjoy.

There are many great photo opportunities here. A nicely maintained Conoco gas station sits on a corner downtown. It is owned by Gary DeVincent and is part of an Air B&B. He also owns the motorcycle museum in town. Tina will make contact with him so we can visit his properties here and at the north end of town.

Some of our members may remember the old Sinclair station in American Fork with all the antique trucks on the property. Gary has moved and all those vehicles and signs are now on display in Helper.



D. & R. G. R. R. crossing Soldier Summit  
90 miles east of Salt Lake City, Utah  
with helper engine at the rear - 1915

The Denver and Rio Grande Railroad carried coal from the area up the grades to Soldier Summit; thus, a helper engine was coupled to the trains to add the needed power to make it over. This is how the town got its name.



Old buildings with early signage await a picture with your car in front of them.



crisscrossing each other for a couple of hours. We'll meet together later and head on out for Price where we'll stay the night.

In Price, the major attraction is the Utah State University Eastern - Prehistoric Museum. The entrance fee is \$6. It closes at 5 pm, so we should have time to visit there once we arrive in the city.

Helper's Western Mining and Railroad Museum on Main Street has interesting displays of mining relics and life from an earlier time, all arranged throughout galleries in the historic building. A suggested donation is \$8 per person. Bring correct change to slip into the collection box. There is also a free display of coal mining equipment in the park behind the museum.



Our hotel is the Holiday Inn Express just west of the highway at the north end of Price. They have blocked 10 single bed, double occupancy rooms for us at \$110. Reservations must be made by calling the hotel direct at 435-637-7700 before June 1st. Be sure to mention "Model A Group" to get the discount. We can check in after 3 pm. There is space at the hotel to park trailers for those who tow their cars. Although check out time is 10:00 the next morning, we can leave the trailers until later in the day.

We'll independently drive around Helper to view the town off the main road. It will be fun to see Model As





After a free breakfast buffet at the hotel, we'll travel south to Wellington where we can buy non-ethanol gas, snacks, etc. at Miller's truck stop. The turnoff for the canyon is at the truck stop. There are no services to and in Nine Mile Canyon, however there are toilets at public areas along the route.

An online map of the canyon is available by clicking on the QR code shown here:

iOS



Android



**Step 1.** In CarryMap App, tap on gallery to open

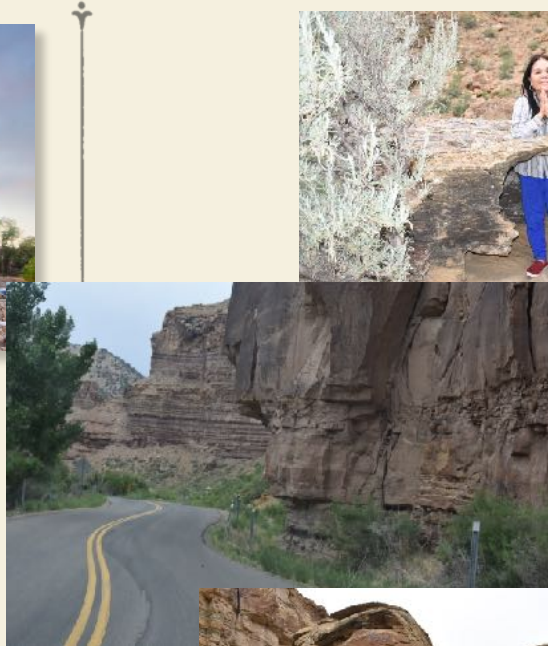
**Step 2.** Tap maps for outdoor activities

**Step 3.** Search for Nine Mile Canyon

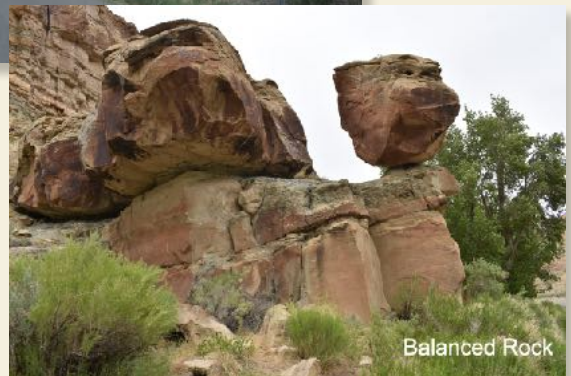
**Step 4.** For more information, please visit [www.carboncorridor.com](http://www.carboncorridor.com)

This will take you to Google Play where you download the CarryMap App. Follow the instructions above before leaving good cell reception. It's best to do this from home before the trip.

We'll drive the scenic byway for 22 miles before entering the canyon. Lots of beautiful views await you on this well-maintained road.



Once in Nine



Balanced Rock

Mile, sometimes called the "World's Longest Outdoor Art Gallery", you will be treated to many petroglyphs along the way. Some are on private property, so be sure to follow the booklet to see the best examples of this art created by the early Ute and Fremont Indians. The road in the canyon goes about 46 miles with many marked stops to the final piece de resistance which is the Great Hunt Panel.

We're asked to observe "Rock Art Etiquette" in Nine Mile Canyon. The petroglyphs are often near the road and at eye level, a temptation for us to want to touch the art. Please don't, as oil from our hands will hurt these ancient artifacts. Please respect the sacredness of these sites as they are venerated by today's Native People. Don't try to dig around the art at ground level that may be partially buried; that's a job for the professional





archaeologists. Don't take souvenirs from art sites, leave everything in its place.



Like anything else, advanced planning is paramount. "The early bird" admonition works here, too. Call the hotel right away to secure your room. I've blocked 10, but if more rooms are needed, our people should call in early enough so they can get the discount before the hotel is sold out. This isn't the only hotel in town, but it came highly recommended by the people in Helper.

Please let Howard know you have booked your room. Call or text 801-380-6989 or leave a message at [h\\_eckstein@hotmail.com](mailto:h_eckstein@hotmail.com)

### The Nine Mile Canyon Tour - August 27 & 28, 2021

- We are staying at the **Holiday Inn Express in Price**
- We have 10 rooms blocked for us at \$110 for Friday night August 27<sup>th</sup>.
- Single bed - double occupancy rate.
- Price includes buffet breakfast.
- Call the hotel direct at **435-637-7700**.
- Mention "Model A Club" to get the discount.
- **Book before June 1<sup>st</sup>**.
- Trailers can be parked on the property.



*Continued from page 11*

Upon arriving at the parking lot a man named Mike Hutchings who lives across the street to the south met us and said he has a lot of old cars. He used to be a friend of Roger's father and had been a member of the Utah County Old Car Club from its beginning days. He said he knew Karl Furr and Wayne Atkinson.

It was a fun drive and we would be glad to do it again with anyone wanting to drive it. In all, we travelled about 70 miles and with several stops we did it in about three hours.







# It Isn't a Truck But...

BY MIKE CARLTON

My wife and I had been looking for a Model A over the past several months. As many of you know, my father Wayne has a restored 1929 Tudor that we have enjoyed driving and going to the parades in, but we have wanted one of our own. We were most interested in finding a truck and would occasionally browse different internet classified sites looking for one. It seemed like maybe we had found one when Howard sent his email to the club a few weeks ago about the orange 1929 truck in Orem. We visited the dealership, had some conversations with Howard, and made an offer. After a couple days, I found myself on the phone bidding against someone on the lot. After a few times going back and forth, we felt we would be paying more than we wanted to and let it go. Over the next week, we had remorse that we did not keep bidding on the truck and started to look more intently for another truck.

To my surprise, I got another email from Howard with pictures of a late 1931 slant windshield cabriolet that he had found on a used car lot in Pleasant Grove. It wasn't a truck, but we went that night to look at it and was immediately intrigued.

According to the MAFCA website, this was a model 68-C and was one of 6,842 produced. This particular car had been titled in Arizona, but had been here in Utah over the past few years. It was fully restored and



was painted in Bronson yellow and Seal Brown with red wheels. It was entered into the March 2019 4th annual Salt Lake City Classic Car Auction, where the auction results listed it as "not sold." Between then and now, the story took a strange turn. According to the dealer, the owner had entered into an agreement to sell the car to an individual at a price consistent with its restoration and how rare of a vehicle it is. On the day before the car was to be delivered, the insurance was cancelled and the car was stored in a garage in the Ogden area. That night, the garage caught fire and the roof collapsed onto the car.



Although the car was not destroyed, there was significant damage to the restored car. The windshield glass cracked and bubbled from the heat. A piece of burning lumber had landed on the front fender near the back of the headlight and damaged a portion of the hood's paint finish. The canvas top had been down and in the boot, but was water damaged, as was the bench seat upholstery. There was melted asphalt bits (likely from the roofing materials) stuck all over the front half of the car and white streaks on a rear fender where it appears a section of the ceiling drywall struck the car. Portions of the seal brown paint finish on the trunk had "bleached" from the fire, but the rumble seat was untouched. Overall, the paint had a soot residue that would not easily wipe off.



Obviously, the buyer no longer wanted the car. The seller removed the top, door panels, and some other parts as if he planned to restore it again, but ended up selling it to a friend who turned around and sold it to the dealer.



Even though it had some outward issues, it appeared to be in very good shape mechanically. The restoration appeared to be well done and there were no signs of body rust. It did need a new starter, which the dealer had already ordered. All four tires appeared to be in good condition and the dealer told us he had driven around Pleasant Grove in it and the motor, transmission, and brakes worked well. We made an offer that the dealer accepted and just like that, we were new owners of a Model A. We push-started it and I drove it from the dealership in Pleasant Grove to my home in Lehi.



After getting it home, I replaced the starter and began working on the exterior. Using some detailing tools and chemicals, my son, nephew, and I started to clean up the painted areas and removed most of the asphalt tar spots. As of me writing this article, the car paint is about 2/3 cleaned. Our intention is to finish cleaning the exterior,

replace the windshield, assemble the top to see what else we are missing, and just enjoy it this summer. Starting in the fall, we will do more in-depth work, such as repainting the damaged fenders and hood, reupholstering the seat and door panels, and likely will need to replace the top. At this point, we intend to keep the current color scheme. We have taken it on some



short drives since owning it this weekend and have found out that filling the gas tank over 3/4 full will result in gas pouring out of the gas gauge....so that is another



issue to look into. Just tonight, we drove it to my parents house and parked the two Model A's head to head for a



picture. It isn't the truck we were looking for, but we definitely feel that we have found a jewel that will rise from the ashes.





## Tech Tips

### Gasoline Sediment Bowl




Red E. Power

Have you ever installed a new glass sediment bowl assembly or removed the glass bowl to clean out the sediment and found that it leaked after you put it back together, even though you used a new cork gasket? This is not an uncommon experience. The problem lies in the fact that the cork gaskets sold today are porous and the gasoline filters right through them. I recently encountered this problem on a customer's brand new assembly.

By removing the glass bowl and doing the following I was able to stop the leak.

Sit the glass bowl upright on a level surface; then fit the filter screen in the recess of the bowl. Using a little adhesive like silicone cement will help to keep it in place.

Now apply silicone adhesive either blue or clear to all surfaces of the cork gasket. Place the gasket on top of the glass bowl containing the filter screen. Wait a minute or two, then carefully install the assembly in the current place in the filter. Adjust the bale and tighten. 


### Painting Wheels

If you are painting your wheels and don't want to remove and reinstall the tires, here's a tip for masking the tires.

- Deflate the tube.
- Break the tire beads from the wheels.
- Cut a "donut" from a sheet of heavy-duty plastic. The center of the donut is an 18" diameter circle and the outside of the donut is 32" (for 19" wheels). For 21" wheels, add two inches to these dimensions.
- Stretch the donut over the wheel allowing the plastic to drop down into the drop center of the wheel. The donut will cover the tires and can be taped in place with masking tape.
- Now, do the same thing with another plastic donut on the other side of the wheel.

ONE CAUTION: Don't use the plastic donuts for priming and then for color coat painting (paint peels easily from the plastic and flaked paint will mess up your job). Make donuts for each paint procedure.

#### PREVENTING PAINT POPPING

If you have trouble with freshly painted wheels "popping the paint" when the lug nuts are tightened, "mask" the holes in the wheels with a set of lug nut spacers held in place with small strips of body caulking material. After the paint job, these spacers can be carefully removed. A light coating of lubricant on the tapered part of the lug nut will help prevent "popping the paint." 

*Submitted by Gene R Bassage, Palmyra, New York*





# The Magic of Daisy Pearl

BY LAURIE MORRIS, PRESIDENT OF THE SOONER MODEL A CLUB

**D**aisy Pearl is a 1928 Ford Model A Roadster. She was lovingly restored by my husband. He spends may hours caring for and rebuilding her. When she first arrived at you home she was literally in a “Basket.” Her body had been taken apart and ravaged by rust and time. Her engine had not run in many years. Every piece of her was disassembled, scraped, sanded, painted and reassembled. The engine was rebuild and rewired. It took many years to complete her, sifting through the piles of rust at swap meets and purchasing pieces from catalogues.

She is now a grand lady of 93 years. I always enjoyed riding in her, but for a long time I did not drive her. When I mastered driving her, I found the “Magic” of the elegant old car.

“Daisy Pearl” is a friendly car. Let me describe a typical journey out of our neighborhood. Daisy turns out onto the street and people in their yards wave at her. We wave back and honk. People roll down their car windows, ask questions, and tell me how beautiful she is. It is amazing how many people will wave. I smile and wave back. Some will ask me to honk the horn, and I do.

Daisy inspires the friendliness that so often gets lost in our hurried existence. No one is a stranger.get the once over in parking lots. I give rides to anyone who asks.

The sound of laughter from the rumble seat as children and adults enjoying her company is great medicine. In this high tech and fast paced world, she invites simplicity and casual care. No speeding in her; 45 MPH with a good tailwind. Daisy invites reminiscing and long conversations. We enjoy the tales of life experiences and tales of other Model A's riven or ridden long ago. The happy experiences of youth and adventure come alive again. She inspires conversations wherever she goes.

If you are having the worst day of your life, driving her will renew your faith and help you see the beauty in the world. Daisy inspires the lost art of conversation and human contact. She has no radio; I dare you to try to talk on the cell phone and shift.



*Editor's Note:* Does Laurie's experience sound familiar? I think it does. That is one experience

that is universal to all Model A owners whose car is on the road. Owning a Model A is a social encounter as much as it is a restorative experience.

Would owning a Model A be as enjoyable if there were no clubs, member camaraderie, parades and social activities? I think not.

*continued from page three*


found someone to help me figure out how to adjust the break controller and I subsequently became a pro at towing.

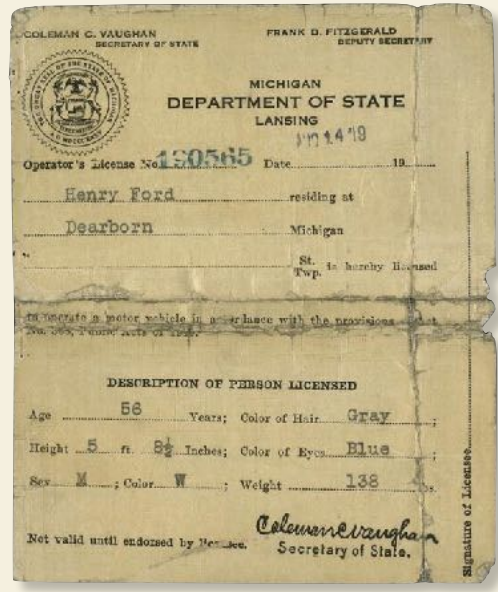
On one memorable trip to the Uintah's for a week of fishing and hiking we blew out one of the trailer tires a few miles East of Kamas. The spare was also flat so I had to unhook the trailer on the side of the road, jack it up, remove the wheel with the blown tire and take it back into Kamas to have it replaced. I left most of the family to stay with the trailer and I, and one of my sons, went to town. As we drove away I saw the sign on the road right next to the trailer that said "Beaver Creek Nudist Colony." My hope was that the family would still have all their clothes on when I got back. They did, and we still laugh about that as a family today.

We covered a lot of ground in that trailer and saw many of the National Parks, mountain lakes, red rock deserts and miles and miles of scenic roadways. I sometimes attribute all those wonderful memories to having the trailer but don't give much thought to what got the trailer from place to place. Most of the time it was a Ford truck. That white F-350 with a diesel engine didn't ever hesitate to pull the loaded trailer with seven people anywhere we wanted to go. It could run for hours up and down hills, at high elevations and across hot deserts. Never once did that truck give us trouble. All we had to do was stop once in a while to fill her up with fuel. At times I felt a little guilty thinking how easy it was for us to travel in such ease and comfort, in contrast to some of my family just a couple generations before who were relegated to real "horse" power.



As I have learned more about Henry Ford, I have been grateful for his vision and success in carrying it out. He said, "I will build a motor car for the great multitude...constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise...so low in price that no man making a good salary will be unable to own one-and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

Thanks to Henry and all who shared his vision and worked hard to make it a reality. Our family has truly been the benefactors. 



*Henry Ford's first driver's license.*

State of Nervous Disorders and Anxiety	LICENSE NUMBER <b>27-1931</b> The Issuing Authority, THE MODEL A FORD CLUB of AMERICA, Have Assigned The Above Number Based On Whatever Insignificant Reason It Has
<b>RUMBLE SEAT DRIVER'S LICENSE</b>	
NAME _____	
ADDRESS _____	
CITY _____	STATE _____
SIGNATURE OF LICENSEE _____	
THIS LICENSE CERTIFIES THAT THE HEREIN NAMED PERSON HAS PASSED THE NECESSARY TESTS OF ANNOYING DRIVERS AND PASSENGERS TO THE EXTENT THAT HE/SHE IS HEREBY REGULATED TO THE RUMBLE SEAT ONLY AND SHALL NOT BE PERMITTED TO SIT INSIDE ANY MOVING MODEL A FORD. UNDER NO CIRCUMSTANCE SHALL THE LICENSEE DISTURB, CRITICIZE OR ANNOY THE VEHICLE'S PASSENGER AND ESPECIALLY THE OPERATOR.	
DATE ISSUED <b>1927-1931</b> LICENSE EXPIRES AT THE DISCRETION OF THE VEHICLE OPERATOR	ISSUED BY:  COMMISSIONER OF BACK SEAT and RUMBLE SEAT DRIVERS. DEPT. OF CONFUSION

*Popular license of the 1920s and 1930s.*



# Ladies Fashion Journal

## PLUS FOUR KNICKERS FOR FUN

*By Rosie Cassou  
courtesy of Cruisin' As  
& Era Fashion Committee*

Knicker or Plus Four trousers certainly set a style in the Model A Era. The look was one of fun and carefree activity. While the origin of knickers and Plus Fours came from the early 19<sup>th</sup> century, the practical use for men and women were on the sporting fields, shooting range, golf courses, and for a casual drive in a sporty Model A roadster.

They were called plus fours because they bagged below the knee and were 4" longer than knickerbockers. Plus fours were made in tweeds, linen, corduroy, flannel, and wool. Today women, men, or youth can wear a pair of Plus Fours either in the Original Category fashion judging or in the Era Image Category. Appropriate Coordinating Apparel would be a long sleeved shirt with a sweater vest, a patterned sweater, or a matching or contrasting suit jacket. A jacket belted in the back, made the outfit more "sporty" looking. The heavy argyle socks worn with tie shoes were often the first features noticed by others. Sometimes the socks and sweater were matching to add a daring flare to the ensemble. For accessories, a man, or woman might use a golf club, a road map, a suitcase, or a walking stick. For youth, accessories might be sporting or camping equipment or schoolbooks.



Fashion enthusiasts can make their own pair of Plus Fours from a pair of roomy trousers with or without front pleats, measure 10-12 inches from cuff and mark this line with safety pins. Try on pants, sit down, and make sure you have plenty of comfort room to bend your knees plus an extra 1/2 inch for the seam allowance. The safety pinned line should



not curve up your knee but be parallel to the floor. If necessary, adjust the whole line. You can always trim length, but not add it back on. When you are satisfied your knees will have plenty of bending (sitting) room, and then cut the excess lower leg fabric. Save the cuff cut off the trouser leg for making the band that will fit just below the knee. Fasteners on the band can ease putting the Plus Fours on and will help to hold the band in place below the knee.

Another option is to make a casing, inserting wide elastic that measures the circumference of your leg just below your knee. The extra length of fabric will fall over the band creating the ballooning of the fabric, which gives Plus Fours the characteristic style.

As more Model A enthusiasts are finding Era Image a comfortable way to travel, wearing a pair of Plus Fours while driving your Model A will add value to your experience and will certainly catch the eye of onlookers!

Enjoy driving all year long in your favorite pair of knickers or Plus Fours



MAFCA Fashion Guidelines, 2015 Edition  
Driving in Style, MARC August 2019  
December 2010 Phoenix Magazine, Phoenix in the 1920s



**Model A Ford Club of America**

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## MAFCA News



In the midst of Spring, we are beginning to thaw out and in California we are hoping for rain that other parts of the country are getting in abundance. The garden is tilled and ready for planting. Now it is on to the Model A and all of the annual checks that must be done before the first tour.

Believe it or not, this year we will be having tours, though they will still be with masks and social distancing. Remember, tours are not the place you should test your car. Be sure you have done all the normal maintenance routines before you embark on the first tour of the year. COVID-19 infection results are improving in California. We hope to open our MAFCA headquarters office by mid-year. In the meantime, we are still answering telephone calls and emails. If you wish to place an order for MAFCA merchandise, you can do that from the MAFCA website. [Go to the MAFCA Store.](#)

It is quite likely that you have seen several notes from our Board members suggesting that now is the time to begin collecting your application and recommendations for a run as a candidate for the Board of Directors. They are due by June 18th. I encourage you to consider throwing your hat in the ring. If you are interested in helping manage a corporation for the benefit of its members, we have just the opportunity for you. Terms are for two years. And, if you love your experience as much as I expect you will, you can run for re-election. [Click here for the Elections page.](#)

There is still time to register for the MAFCA National Tour in New Hampshire. You will find the registration form at [the tour website.](#)

Finally, if you are looking for a cute story about Model A's, I recommend you purchase a copy of [Model A](#) from the MAFCA store. It is a fictional account of two teenagers who find a Model A rusting in the field and decide to bring it back to life. Travel with them through the experience as they collect parts, advice and help from the unlikeliest sources and get the old car running again. It is a sweet story you can read with the whole family. It is only \$10.00 plus shipping and handling. Order by calling 562-697-2712.

I look forward to seeing you out on the Model A roads. 🚗



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September 17th & 18th 2021 9-5pm



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