



# UTAH VALLEY

- Model A Club -

# MOTOMETER

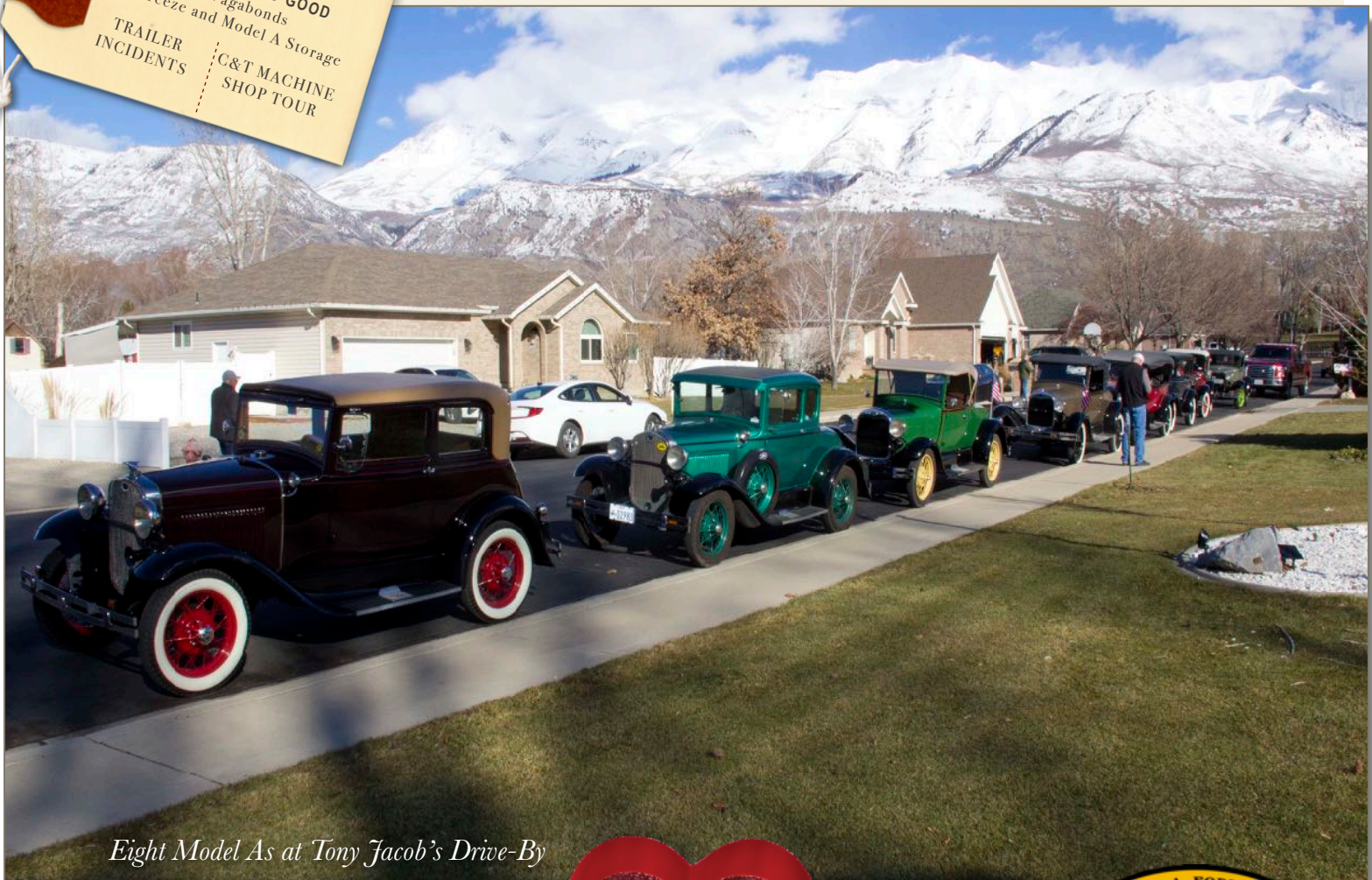
Vol. 10 No. 2

2013 Meritorious Achievement • 2018 Newsletter of the Year • 2020 Newsletter of Excellence

February 2022

**IN THIS EDITION:**  
**TURNING BAD TO GOOD**  
 Antifreeze and Model A Storage

**TRAILER INCIDENTS**     **C&T MACHINE SHOP TOUR**



*Eight Model As at Tony Jacob's Drive-By*





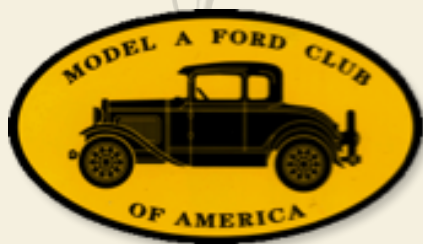
## UVMAC Mission Statement

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.



## 2022 Club Officers

### CLUB OFFICERS

Board Chairman	Greg Mack	gregmack02@yahoo.com
President	Brad Christofferson	bdc.p51@gmail.com
Vice President	Brian Lindenlaub	b.lindenlaub@gmail.com
Sec/Historian	Elaine Carlson	sewingbird@msn.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com

### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson Howard Eckstein	bjerg_menneskene@yahoo.com h_eckstein@hotmail.com
Photographers	Greg Mack Howard Eckstein Amber Morrell	gregmack02@yahoo.com h_eckstein@hotmail.com mystuff@live.com
Newsletter	Robert Mack	mack4759@yahoo.com

### Private Tour of an Automotive Machine Shop



Saturday February 26 at 9:00 a.m.

Meet at the 7 Eleven gas station on the NE corner of Center Street and 1200 West in Orem at 8:30 a.m.  
Our destination is C & T Machine 273 South Mountain Lands Drive Orem



Come see what it takes  
to rebuild an engine




# President's Message

BY BRAD CHRISTOFFERSON

As one of the newer members of the UVMAC, I was surprised to be nominated and then elected to be the president for 2022. I am grateful for your confidence and support. I appreciated the attitude and sentiment of Brian Lindenlaub as he was asked if he would be willing to run for an office in the club. Instead of being quite hesitant, like me, he replied that since he is getting the benefits of membership, he is willing to give his time and effort to help make it run. I guess that is true in every aspect of life – we can always sit back and watch other people do the work but to get the most out of any experience, and to have it be successful, we need to be an active participant.

I have been perusing past issues of the Motometer that are now posted on the club website ([www.utahvalleymodelclub.org](http://www.utahvalleymodelclub.org)) and have been fascinated to learn about the back-story of the club and its current and past members. Wow, what a varied group of people who have a common interest in old cars. It has been fun to learn about how so many came to own their cars, why they like them, what they name them, and how they enjoy them. I am also amazed how much Model A

history, technical information, and fun trivia about the '20s and '30s is included in the pages of the *Motometer*. I first have to say a big thank you to the Macks' for documenting the club so well and to everyone else who were, and are, the characters in this unfolding story. I realize that there are many former or current members that I have never met. I know some of you better now having read your stories and seen pictures of you in action during club activities. To the newer members, I hope you will take the journey I have been taking to better know the club through this well-documented history.

I certainly am thankful to those who have spent a great deal of their time and effort to help me and others get the most out of the experience of owning and driving Model As. My fear is that I will mess up what has taken ten years to build. I know that there are too many people in the club that have too much invested in this organization to allow me to take us very far off the track. My hope is that we will help each other enjoy our vehicles in the way that brings us the most satisfaction and that we can continue to invite others to the family of Model A enthusiasts. 

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# February Club Meeting

BY GREG MACK

### Attendance:

Diane Brimley, Dean & Janette Davis, Karl Furr, Reid Carlson, Brad Christofferson, Brandon Beedle, Pat Hansen, Brian Lindenlaub, Greg Mack, Curt Martinson, Par Palmer, Richard Tucker, and Andrew Watson.

### Guest:

Sam. New member from the Salty As, and a machinist by trade.

### News:

- Clyde drove his Model A in the recreation of a family movie in Payson. They offered to pay him, but Clyde declined and suggested they make a donation to the club which they did. The family donated \$100. **Thanks Clyde!**
- Visit our website, we have newsletters and activities posted. You can also find information about future activities, more will be posted throughout the year so please become familiar with site.
- It would be greatly appreciated if you would consider joining MAFCA. Membership is \$50, but for first time MAFCA members, it's free. They are the ones who provide our club's liability insurance. You receive a bi-monthly copy of *The Restorer*, and are eligible to participate in MAFCA sponsored activities. We would like to support their efforts.
- Think about submitting something to Robert for the newsletter. He is continually looking for articles ranging from technical, to historic, to fun stories. Submissions to the monthly *Out and About* are greatly appreciated. *Out and About* features short paragraphs about the activities of club members. They don't have to be Model A related.
- Dean Davis is looking to have his engine rebuilt. He is looking for advice as to where to send it. Sam suggested Crankshaft Grinders in Salt Lake. They can rebuild engines, but does not do babbitt. Loves Machine in Salt Lake is doing Reid's engine. Has anyone heard about the Model A Medic or seen reviews on their work?





- Curt wants to change the head gasket on his car, as well as the oil pan gasket. He does not have a garage and does not want to do this in his driveway, so he is looking for a place to do the work.
- Pat is going to be doing the king pins on Syd's car. He is inviting anyone who wants to help and learn how to do it to call him.
- Pat is looking into LED headlights, they are \$50 a piece, are aimable, and made by Logo Lites. He sent out an email with a link to their site. There is an article that will be coming out about them. Reviews look really good. If you want a set, you probably want to get them before the article comes out as they will be hard to get after it is published. Brian wants to try some out, so he might be our ginny pig.

### Club Business:

- Brian would like to have a garage day to help drill holes in his fender for a second tail light. Mack's are also considering doing this as well.
- The club has been printing and mailing postcards for our monthly activities to each member. You have also been receiving an electronic version in your e-mail. The club spends about \$40 a month in printing and postage. In an effort to reduce costs we are going to continue sending the electronic version of the postcard, but not the printed and mailed copy unless the physical copy is a better reminder. If you would like to continue receiving the postcards please let Greg Mack know ([gregmack02@yahoo.com](mailto:gregmack02@yahoo.com)).

**Finances:** Diane reports that our finances are stable. We thank those who have already paid their dues, but request that those who haven't submit them as soon as possible.

**Dues:** Dues are \$25. Bylaws call for a late fee after February. The board is reviewing this policy to see if a late fee is valid or not.

### Awards:

**Annual Club Awards** — Please refer to January newsletter for the awards given at the Christmas party.



**Bent Rod Award** – No one fessed up to any mishaps they or others have had with their car. We came to the conclusion that nobody was driving their cars during this cold season. Pat suggested instead that it was due to Roger not being around to accept it.

**Golden Wrench Award** — Remember, while you work on your car, keep notes and take pictures. Then write an article about it for the Motometer.

**MAFCA Touring Award** — We met the MAFCA requirements for this award. The club also beat its goal of driving 10,000 miles and acquired 14,062 miles.

### Possible Club Goals For 2022:

- Get one of Greg's cars going.
- Drive 17,000 miles as a club.
- Recruit more members.
- Activate less active members.
- Do more service related events, helping others get their cars going, promoting our hobby to others, and/or participate in Sub for Santa.

### Past Activities:

**Christmas Party** – It was fun, but not as well attended as in the past. We enjoyed a salad bar, garlic bread, and a wide variety of pizza. The meal ended with delicious brownies. The night also included whimsical awards and gifts for everyone. Many people dressed up in their era attire. Throughout the year everyone should keep an eye out for clothes to build up their era appropriate wardrobe.

**Tony's Drive By** – Tony was disappointed that he was not able to drive his new Vicky to the club Christmas party due to spending a couple of weeks in the hospital. He was thrilled to see us drive-by his home. He really looked forward to seeing us and be able to show off his new Vicky. It ran when he brought it home, but is not running now. He is go to swap engines and then rebuild the Vicky engine.

### Future Activities:

**February** – Visit C&T Machine. Brian is heading it up. See page seven for details.

**March** – Nicholas and Natalie will be the tour guides for March's activity.




**April** – Dream Mine and other Spanish Fork sites, Amber is heading up this tour.

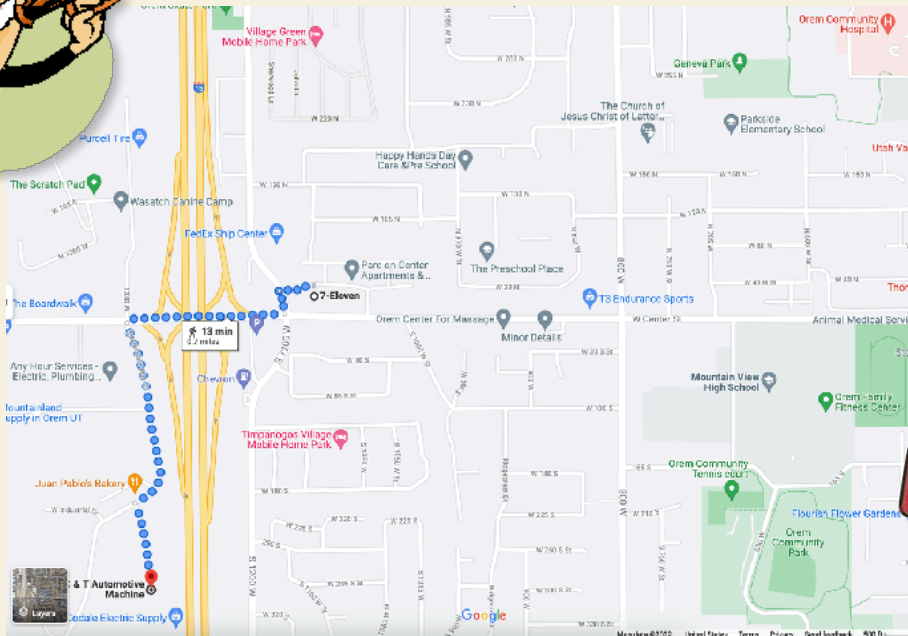
**May** – Progressive luncheon – this will be a dust off tour to work out any bugs in our cars to help us prepare for our June trip to Lava Hot Springs.

**May 13<sup>th</sup>** – Car show at Curt's place of work. They will provide us a lunch.

**Garage days** – We would like to utilize these when the need arises.

Robert is sick and not able to make it for the tech talk. He will be doing a mini series in the newsletter about the Vagabonds. 

**Late Breaking News:** Finally, a date and time for the February activity, the tour of the shop at C&T Machine. It will be Saturday, February 26, at 9 am. Meet at the 7-11 (1120 W Center St, Orem) at 8:30 a.m.





Originally printed  
in the July 2017  
issue

# Member Spotlight

KARL AND CONNIE LUNDELL POPE

We were both born in Vernal, Utah, within a few hundred yard of each other—Connie in the local hospital, Karl in a clinic. After Karl and his mother had their six week checkups (following his birth), his mother took him to join his father, who had left a month earlier to begin drilling an oil well in Wyoming. Then, for the next seven years, the family lived in various parts in Wyoming and Montana, as his father continued in a variety of jobs: driller, welder, refrigeration repairman, and finally, as the foreman of the welding shop at the East Air Base (heavy bombers) in Great Falls, Montana.

Connie, on the other hand, grew up in Vernal, where her mother was an English teacher at the Uintah High School, and where her father was also a teacher of agriculture, and several other disciplines. (He once commented that he had taught everything except girls PE.) He later became the high school principal, and eventually Superintendent of the Uintah School District.

Just prior to Karl's seventh birthday, the family moved back to Vernal (actually Naples, on the outskirts of town), and he attended Naples Elementary School. Connie attended Central Elementary School in Vernal, and while the two don't remember any interaction with

each other, they both attended the same junior high school. (Karl does remember, however, that during elementary school, he excitedly told his mother one day, that he had seen Margaret O'Brien in town. His mother was sure that the child movie actress had not come to Vernal, but assured her son that it must have been Harold Lundell's daughter, Connie.)

During high school, the two ran around with the same crowd of boys and girls. The cars were wider then, with bench seats both fore and aft, (and no seat belts), so there were typically two couples in the front, and two in the back (with girls in big, flouncy petticoats), as they headed off to a school dance or a party at someone's house. While they didn't date each other, they were usually in the same car—either in the front or the rear—so they have fond memories of the same activities.

Getting to the dance was the thing. Once there, between dances, the couples often exchanged partners as they danced the night away.

After high school graduation, in 1955, the "gang" split up, with some attending the three Utah universities: Utah State, Utah, and BYU. Karl and

Connie were at the "Y"; Connie lived in the new, brick Broadbent Hall of the Heritage Halls complex (girls only back then), while Karl was in D-2, one of the WWII wooden barracks buildings. (Both were razed—





Building — and more recently, the Heritage Halls were leveled to construct the new, multi-storied Heritage Halls.

The couple had always been very close friends. But that was it. However, after attending the “Y” for a quarter, they began to date each other (between dates with other BYU students, of course). However, over time, they found themselves dating each other more and more, and eventually a romance evolved. In January, 1957, the two became engaged, in May, Karl took the bus to Salt Lake City, for an interview with Elder Harold B. Lee (at that time, all prospective missionaries were interviewed by a General Authority of the Church), but he wasn’t able to make it, so Elder Bruce R. McConkie did the interview. As they visited, Karl mentioned that he and Connie were engaged. (At that time, English-speaking missions were 24 months, foreign-speaking were 30, and Asian were 36).

When the letter from Salt Lake arrived, the couple quickly opened it. After fumbling around through several pages of information, and seeing some Oriental-looking characters, they finally found the destination: Japan! Connie committed to wait for her missionary. And she was true to her word (and still is, after 57 years)!

Connie continued her studies, graduated in Elementary Education, in 1959, and was hired by the Uintah School District, and was still teaching at Central School when Karl returned home.

Sometime in the summer or early fall of 1959, the brethren decided to shorten the length of Japanese missions (no extensions and no exceptions), so Karl was released the end of January, 1960, and they were married eleven days later. (Three years seemed long enough to be engaged.)

Karl continued his education at BYU, received a Bachelor’s degree from that institution in 1962, and a Master’s degree in 1963. (Majors were in Speech and Theatre,

with minors in art.) The family, including a boy and a girl, then headed to Detroit, Michigan, where twin boys were born, and in 1965, a Ph.D. was awarded by Wayne State University. The chair of the BYU Theatre Department then invited Karl to consider joining the faculty there (which he accepted), but since the paper-work would likely not be completed soon enough, the Chair suggested that he accept the position at KSC (now the University of Nebraska at Kearney). The following year, 1966, the family traveled to Provo, where Karl would teach theatre courses and design sets, lighting, and properties for BYU productions for the next 30 plus years. (Three more girls were born during that time).

The old car bug probably bit Karl sometime during our stint in Nebraska, as he noticed the remains of rusting hulks of vehicles slowly decaying among the weeds and bushes in local farmer’s fields. However, with all the pressures and deadlines on a young graduate, Karl hardly had time to tinker with another project. It wasn’t until sometime in the 1970’s that the venom from the old car bug—that bit him in Nebraska—finally took hold.

In addition to Franklins, a Star, a Detroit Electric, and some Model Ts, we’ve also had a couple of Model A Tudor sedans, and we currently own a 1928 Model A roadster that was restored by Robert Todd. Incredibly, through it all, Connie has been extremely patient, and what’s more, mercifully forgiving.



## Turning Bad to Good

BY ROBERT MACK

Last December we received word that Tony Jacobs had COVID. The situation was so bad that he had been admitted to the hospital. A decision was made that we should do a drive by at the hospital and tell one of his daughters so that Tony would look out the window when we came by. (We had originally planned to honk our horns so he would know we were thinking about him. Then we decided that wouldn't be a good idea for all the other patients, so dropped the idea).

We kept batting dates back and forth trying to find a time between snow storms that would work for the majority of people. It turned out that Tony was released before we could drive by. So, that made matters easier for us. We picked a Saturday at noon. Relatively speaking, it was a warmer day than others we had recently experienced. But, Brian Lindenlaub, Par Palmer, and Greg and Robert Mack, in open cars, could vouch for the 30 degree temperature.

A park in Lindon was picked as where to meet. We waited and waited and waited but Diane Brimley still hadn't come. Finally Brad called her. She was lost in Orem someplace. Nicholas and Natalie volunteered to go get her. When they finally arrived, we had eight Model As in total.

When we arrived at Tony's home, his driveway was full of people who came to say "Hello." He also had a "new" 1931 Victoria in the driveway. He wanted to surprise us with his new car at the next club meeting. What he didn't realize is that the car wasn't the only thing he picked up in California. That is where he contracted COVID-19. What a surprise! He definitely got more than he bargained for.

The Vicky has its original patina. It is amazing how nice the paint is on this ninety-one year old car. With some care, he can polish it up quite nicely. It has a new mohair interior. It ran when he went to California to look at it, and it ran when they took it out of the trailer. But when he wanted to pull it out of the garage so everyone could see it, it wouldn't cooperate, so it was pushed out of.

Tony's wasn't the only "new" car at the drive-by. Par has an enclosed coupe already, but he bought an open car, a 1929 roadster and premiered it at this time.

We all had a good time wishing Tony well. After all, isn't this what Model A Ford clubs are for?







# UTAH VALLEY

*- Model A Club -*







# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

Got an e-mail message from **Kelly Barker** the other day. He said that **Lloyd Barker**, his dad, is doing better now. Kelly has changed jobs. He is very busy with his new job — working at Utah Valley Intermountain Medical Center. He said that once things slow down, he wants to get involved in the club again.

Kelly also informed us that **Bob Anderson**, who was the oldest member of the club, passed away in November. He had a lot of old Model A stories he could tell. He will be missed.

It took two



months,  
b u t  
**Diane**



**Brimley** finally got a new car. She is delighted with it and loves the color. Her great-grand-daughter is growing rapidly and is out of

intensive care.

**Wayne Atkinson** and a fellow Bonneville Salt Flat racer were going to race each other this winter. They are both 80 this year. But his friend came down with COVID and isn't doing well. Wayne thinks he and Jan got COVID from him, but after a month they are doing better. In fact Wayne brought the Model A into the shop to work on some small jobs.

**Jan Atkinson** got a message from the Church of Jesus Christ of Latter-day Saints thanking her for her work on indexing. She spends 30 hours (or more) each week indexing. They congratulated her because she is one of

the top 50 indexers in the world.

**Buster Hansen** is on the cutting edge of new Model A parts. He has been following the testing of LED focusable headlights. Buster said, "I'm hearing really good reports on these new LED headlight bulbs. They can be aimed and had a good pattern built in. I talked to someone testing several configurations and he says they work as well or better than the H-4 Halogens."



**Dave and Karen Morrell** have been spending the winter in Arizona, and are loving it (no more stoking the fire each morning)! **Amber Morrell** went down to visit them and sent these pictures. You never know what type of mischief she will get into. 🤪

*Karen, always one for adventure*



*Amber*



**CENTERFOLD OF THE MONTH**  
**1929**



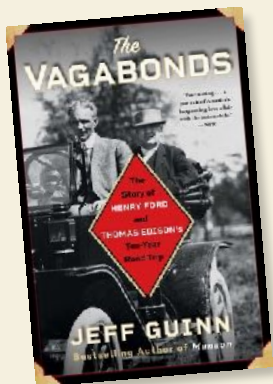
**ED STILSON**  
**50-A SPORT COUPE**





# The Vagabonds by Jeff Guinn

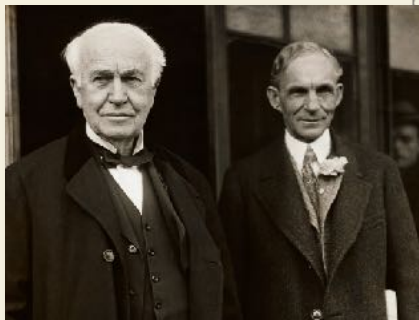
REVIEW BY ROBERT MACK



The Vagabonds, by Jeff Guinn is an excellent, in-depth look into some of the little known dealings of Henry Ford and his friends and their adventures in camping. This series of articles will review the material covered in Guinn's book. A little

background information is necessary to set the stage, however.

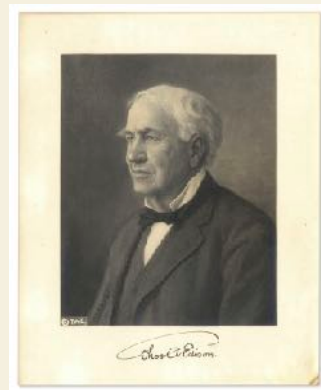
Even though Henry Ford worked as an engineer for Thomas Edison at the Edison Illuminating Company of Detroit, Edison did not know Henry until they had a chance to sit down at a corporate banquet together. Ford took this opportunity to tell Edison about the new gasoline fueled car he was working on. At the conclusion of this conversation, Thomas gave Henry encouragement to continue his work, even though Edison thought electric cars were the future and was currently working on the development of a storage battery that could be used to power cars. Eighteen years later, Ford, who was now just as well known,



Edison (L) Ford (R) <sup>1</sup>

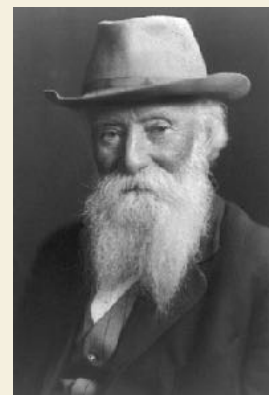
if not more, and much more wealthy, asked Edison for an autographed photo of Thomas. From this point on, the two became friends.

At this same time, an elderly, opinionated naturalist who despised modern technology, cars especially, said that cars, and their drivers would "...seek out even the most secluded nook or corner of the forest and befoul it with noise and smoke." To him the Model T was the beginning of the end. He even described the Model T as "a demon on wheels." This was none other than the well known naturalist and premier author of his time, John Burroughs.



Thos. A. Edison<sup>2</sup>

Ford took on the challenge and sent John a letter where he thanked Burroughs for "the pleasure his books had given him." He offered Burroughs a shiny Model T in return. John's son, Julien, was eager to accept the car, so John grudgingly accepted (of course with the stipulation that Ford couldn't use this as a



John Burroughs<sup>3</sup>

publicity stunt.) Burroughs couldn't get the hang of driving an automobile, so Henry offered to drive John to New York and back. When Ford arrived it was not with just one car, but a fleet of cars, servants, waiters, camping equipment, and batteries from Edison to scare away the darkness of night. Needless to say, John Burroughs loved the trip. Their time together showed John, Henry's love of nature, especially ornithology, which Ford will later learn was a growing hobby of Edison's. After this they became fast friends.

Later, Burroughs confided in Ford that he worried about losing the family farm he grew up on. His relatives, living on the farm, were struggling with the mortgage payments. Ford bought the property and deeded it to Burroughs.

The first expedition of these intrepid individuals



*Edison at his winter retreat in Fort Myers, Florida* <sup>4</sup>

came about in 1914. Thomas and Mina Edison invited Henry and Clara

Ford to visit their Fort Myers, Florida retreat. Ford invited John Burroughs. Edison and Ford were looking forward to learning about the bird life in the Everglades from Burroughs.

Even though guides cautioned the new explorers about the dangers of the Everglades, they thought they were up to it. They were so confident that

Mina, Clara, their sons, and a few other family members decided they were coming too.

Early on Saturday morning, February 28, five cars — three Fords and two Cadillacs — set out from Fort Myers. Supplies were suitable for rugged exploring and camping — tents, guns, fishing rods — but not the clothing. With the exception of the guides, who knew better, but apparently hadn't warned their employers in a stern enough manner, the gentlemen wore coats and shirts, with stiff collars and ties. The women were fashionable in long dresses and bonnets. Adventure or not, this was still a public outing. The elegantly bedecked party set off gaily and rattled along for perhaps five or ten minutes before encountering the first obstacle to its very agenda.

Directly outside of town, what locals described as “wish to God” roads commenced — roads only in the sense that they were dirt paths scored on each side by two deep ruts from wagon wheels and occasional car tires, and drivers wished to God that the going was easier. Maneuvering to drive in the ruts meant risking tires getting wedged tight. If the ruts weren't sticky with mud after rain, they were usually clogged with sand. Driving around the ruts kept cars bouncing over stones and semi-exposed palmetto roots. Madeleine Edison, who kept a journal about the trip, compared the experience to enduring a wild carnival ride, only for many hours instead of a few measured minutes, but soon the jouncing became secondary. Recent rain in the area caused “ponding,” standing pools of water that were deceptively deep. Dirt became gluey mud. Tires stuck. Charles Edison, at the wheel of one of the cars, asked a guide how to tell the spots of highest ground beneath the water. He was informed, “You



just have to feel your way.’ Edsel Ford brought a camera and several of his snapshots showed male passengers gallantly walking through the water and mud alongside the cars so the vehicles would be lighter and less likely to bog down. In some places the water reached to their knees. It took much of the day just to reach LaBelle.



Edison, Ford and Burroughs on their first “glamping” trip <sup>5</sup>

A barely discernible trail reached the mushy curl of land that comprised the outer edge of the Everglades and then disappeared altogether. Openings appeared between clumps of trees. The three guides, who’d hunted and explored in the area, now had to move ahead and guide the cars from one safe spot to the next. Insects, many of them biting varieties, swarmed everywhere. There were flowers and plants that Burroughs identified, but it was difficult getting out of the cars to gather around him. Any misstep might result in sinking ankle deep in muck.

A sense of excitement remained. Everyone knew it was going to be hard going, and this place with its



Clara Ford <sup>6</sup>

earthy smells and eerie shadows was certainly more exotic than anything everyone but the guides had ever experienced before.



Copperhead <sup>7</sup>

Clara Ford looked less at sights described by Burroughs than the ground immediately around her. She knew snakes were everywhere, even if she didn’t see them. As the adventureres rode, the autos jostled along such uneven ground that Madeline Edison feared ‘being suddenly dashed into all this loveliness over the back of the car and not missed for several hours.’

The progress was very slow. They barely reached the Deep Lake area. They rushed to set up camp before dark. The guides put up tents, spreading palmetto leaves on the ground to keep blankets and sleeping bags dry. Mosquito netting was draped over tent flaps to keep sleepers as bite-free as possible.

Then the skies darkened from the presence of ominous clouds as well as night, and the croaking frogs and buzzing insects were drowned out by approaching thunder. The ladies in their fine clothes feared getting drenched. Burroughs, Ford, and Edison were concerned that the storm would drive wildlife back deeper into the Everglades. The guides hoped they were camped on sufficiently high ground for their employers to survive flooding. Then the storm struck, unleashing a savage deluge that crashed down in sheets. Madeline Edison, possessed of a descriptive bent, later wrote that ‘like rabbits before a hunting party, the members of the expedition came hurtling one by one into the tent’ initially reserved for the women. It was the biggest and most stout. All everyone could do was huddle under blankets and hope that rising water would’t gush over the tents’ palmetto leaf carpets, which it did within minutes.

Then a blast of wind blew the big tent over. There were valiant attempts to pin the sides to the ground while Charles Edison repositioned a critical ridge pole. But



one side of the tent still waved loose in the gale and everyone was soaked from head to foot. Water rose inside, and it took little imagination to mistake floating branches for snakes.



After a while, everyone in the tent tried to lay down in the least damp spots, Madeleine wrote that Edsel 'brought in one of the automobile cushions to act as a raft and after taking soundings all over the tent lay down where the water was shallowest.' The sodden gypsies fell into fitful dozes. They awoke to a gray morning and the possibility of more bad weather. The campers laughed at their bedraggled appearances — most were wrapped in dripping blankets."

To Clara Ford's dismay, snakes driven from their holes by floodwater slithered everywhere. Nearby splashing sounds might originate with small, harmless swamp creatures or alligators. The obvious alternative was to stay by the fire and gradually dry off. At that point they voted so see if they would continue on or return to Fort Myers. Regardless of the vote, the women won and they returned to the Edison home.

#### Image sources:

1. The Henry Ford
2. Google Images
3. Library of Congress
- 4-6 Edison/Ford Winter Estates
7. [ondreicka.com](http://ondreicka.com)
8. [wtsp.com](http://wtsp.com)
9. Google Images

(More on the adventures of the Vagabonds next month. Jeff Guinn's book is available at most retail book stores, such as Barnes and Noble and Thriftbooks. Audible, Apple Books, and Amazon carry it on line.)

## THE DANGERS OF CIGARETTE SMOKING

Henry Ford was adamantly opposed to smoking. Edison, even though he smoked cigars and chewed tobacco, was against cigarettes. Because of this, Ford asked Edison "to send a special letter from you in your own writing" explaining the dangers of smoking cigarettes. Edison, eager to promote his viewpoint, readily replied. The following is a portion of his response,

*"The injurious agent in cigarettes come principally from the burning paper wrapper. The substance thereby formed is called "Acrolein." It has violent action on the nerve centers, producing degeneration of the cells of the brain.... Unlike most narcotics this degeneration is permanent and uncontrollable. I employ no person who smokes cigarettes.*

*Yours, Thos. A Edison*

Now we know why Edison said that he gauged his success by the number of failures it takes to perfect an invention.

# Antifreeze and Storage of the Model A

BY JIM TOWNSEND OF THE QUEEN CITY MODEL A CLUB

When Model As were built, the antifreeze of the day was a wood alcohol based product. A major defect in the use of alcohol was that it evaporates at 180 degrees and cooling systems lost protection from freezing with time as the alcohol evaporated. It was recommended that a rust inhibitor be added to the water and alcohol mix. The alcohol antifreeze products were replaced in the late 1940s with an ethylene glycol product, or as it was then referred to as permanent antifreeze. It had an additive added to prevent engine cast iron blocks from rusting.

With modern engines and aluminum radiators used today, antifreeze manufacturers have modified their products to best protect them. The Model A owner will find that the new formulations will attack silicone compounds (the most commonly used base for gasket sealants) and also lead-based products (solder and Babbit), some yellow metals (cam bearings, radiators) and conventional gaskets and packing materials. The warning here is to NOT use coolants with OAT (Organic Acid Technology) in your antique car. You should select a product with the label indicating IAT (Inorganic Additive Technology) inhibited antifreeze.

Here are a few tips for finding IAT coolants:

- **Prestone** says that all of its current antifreezes are OAT. Don't Use!
- **Peek** says that their antifreeze and coolant is an IAT formula. The container is blue. It is important that it NOT say "long life". Peak Sierra

brand is propylene glycol for those who prefer that. It, too, uses IAT formula.

- **Zerex** says that Zerex Original Green is an IAT formula. It comes in a white container. Do NOT use their G-05 formula in the gold jug. I don't drive my model A in freezing weather and store them in my shop where the temperature does not get below freezing. A full charge of antifreeze in a Model A will sometimes cause the coolant to foam and overflow. In addition, coolant can actually lower boiling point (modern cars have pressurized cooling systems) making overheating a more likely problem. The mix I put in my radiators is water with a quart of rust inhibitor, a bottle of Water Wetter and a very light charge of antifreeze. Most auto supply houses no longer sell rust inhibitor but NAPA does. It keeps the radiator water from turning red, an indication that the engine waterways are rusting. Water Wetter is a product name available at most auto supply stores and it reduces surface tension of the water producing a little better heat transfer both in the radiator and engine. The small shot of antifreeze is just in case I drive in moderately cold weather.

*(Above based on some information from Western Michigan Buick Chapter newsletter.)*

Haggerty also recommends looking at five other essentials for winter storage of longer than 3 months.

- **Fuel** – Consider draining the tank for extended storage. For shorter term, fill the tank if using gas with ethanol to limit condensation and use Stabil. For gasoline free of ethanol, add Stabil.
- **Battery** – Leave fully charged to extend life. Do not leave on trickle chargers as they can over charge and damage batteries.
- **Rodent Protection** – Leave bait in the area to kill rodents. Consider using Bounce dryer

sheets, Irish soap, or peppermint oil in the car as rodents do not like the odor.

- **Tires** - Keep fully inflated and for periods in excess of three months, consider placing on jack stands or rolling the car every so often to prevent flat spots.
- **Cover** – Covers protect against dust and the damage sunlight can do to the paint and upholstery. 🚗

**TEXAS HILL COUNTRY**

**June 12-17 2022**

*No Place Offers The Model A Experience Like The Texas Hill Country*

**MAFCA NATIONAL CONVENTION**  
**YO RANCH RESORT • KERRVILLE, TEXAS**

From its spectacular scenery to its beautiful two-lane country roads, here you will experience our hobby the way it is meant to be at the 31st National MAFCA Convention!

FIND CONVENTION INFORMATION ONLINE AT: [www.mafca.com](http://www.mafca.com)

Some of the week's highlights:

- San Antonio's Famous River Walk
- The Alamo - Birthplace of Texas
- Great Sightseeing & Restaurants!
- Fine Point Vehicle Judging
- Era Fashions & Judging
- Restorers Class

Hosted by **ALAMO AS**  
Model A Ford Club of San Antonio

THAT'S NOT WHAT I MEANT WHEN I SAID I WANTED TO GET A NEW SPEEDO...

*Haven't finished with your Christmas returns? You're Not alone. Model A News 2007*

*"Women are meant to be loved, not to be understood." – Oscar Wilde*

*"The trouble with some women is that they get all excited about nothing — and then marry him." — Cher*





# Trailer Incidents & Starter Ground

BY JIM CANNON



I have a car hauler trailer that comes in handy for some events far from home. I keep it in a storage yard away from the house.

There was an "incident" in the storage yard a few months ago and no one on the scene had any contact information to call me about it. I learned about it several weeks after the fact.

After that happened, I made up a weatherproof sticker with my phone number and name on it and attached it to the trailer.

After doing this, I have been thinking that this information would also be helpful any time I park the trailer somewhere while we are off driving the Model A at an event.

This might help you avoid a big hassle with your trailer. (We can hope.)

Have a Model A Day! Jim



cupper@cs.Princeton\_Instructional@princeton.edu/29403



## 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!







# The Kid's Corner

FROM A-WORLD MAGAZINE

What kind of eagle eye do you have? Can you find the six differences between these two pictures? This puzzle is compliments of *A World*, a quarterly magazine on-line at [MAFCA.com](http://MAFCA.com)



answers on page 27



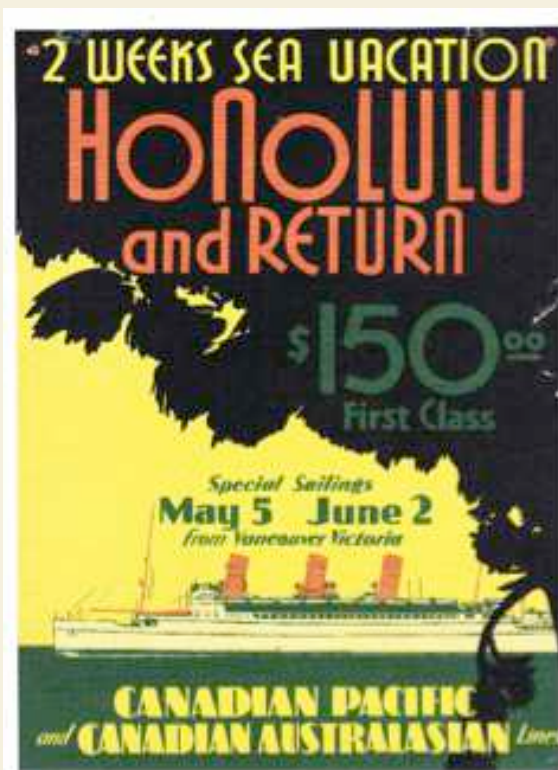
## Ladies Fashion Journal

GOING ON A WINTER VACATION TO HAWAII

By Mary Carlson  
courtesy of the MAFCA  
Fashion Committee

This is a three part series by Mary Carlson. Other articles such as this can be found at the MAFCA Fashion page on their website: [https://www.mafca.com/ef\\_articles.html](https://www.mafca.com/ef_articles.html)

It is a great resource if you are interested in fashions of the Model A era.



Note: this poster is from Mary Carlson's collection, and is dated 1932

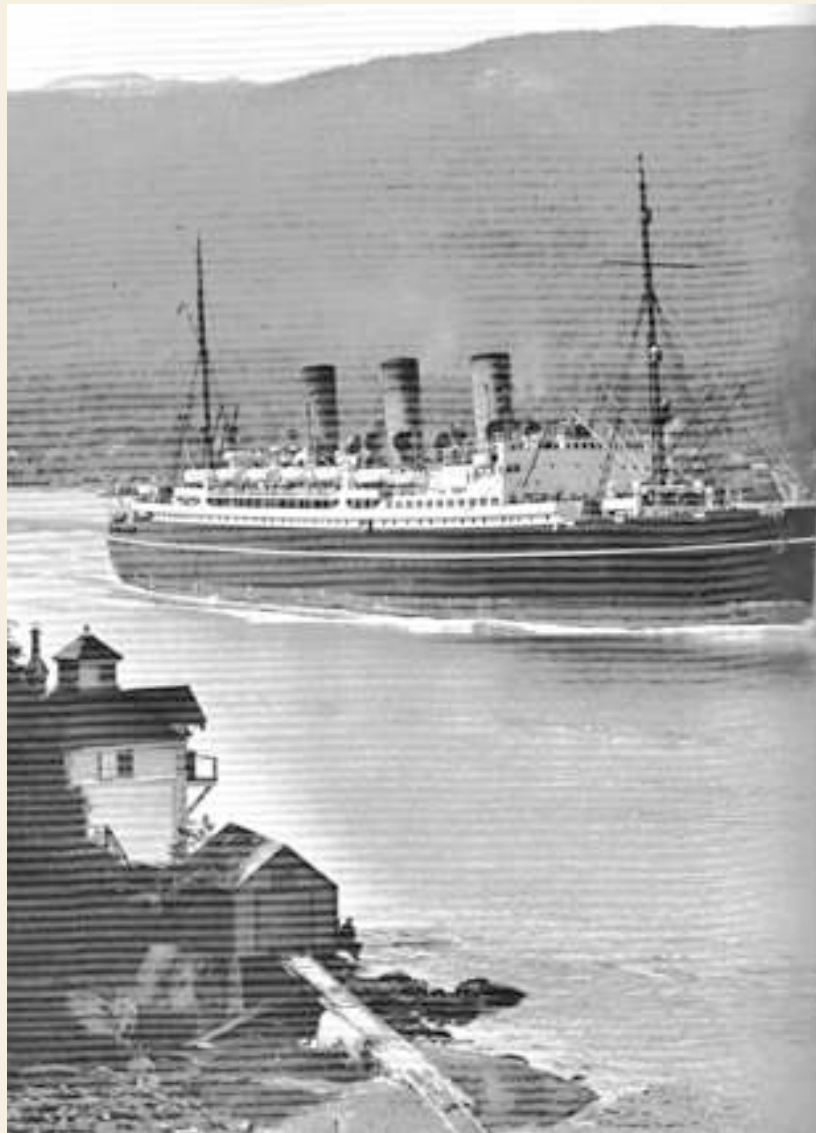
Something new and exciting in 1929! Canadian Pacific Railway is launching an expanded itinerary, on its Empress Liners. Unlike previous schedules from Vancouver, British Columbia to Yokohama, Japan, the ships will now make a call at Honolulu, Hawaii, on the westbound voyage. Until now, service to Honolulu existed only on the eastbound journeys, originating in Yokohama. Because of the growing popularity of tourist travel, and the speed of the Empress ships, this improved itinerary is being inaugurated in December 1929, by the *Empress of Canada*.





Imagine that it is late November of 1929 and that you are preparing to voyage on the beautiful and luxurious *Empress of Canada*. On Dec 1929 she will leave Vancouver, British Columbia, headed for Honolulu. will take 6 days, and on December 13<sup>th</sup>, 1929 you will disembark Honolulu, before the ship continues on its journey to Yokohama. As down the gangway, there will be music, hula dancers and floral leis. T start of your two weeks on the Island of Oahu, before boarding the sh return voyage to Vancouver.

A view of the *Empress of Canada*, coming into the Vancouver's beautiful





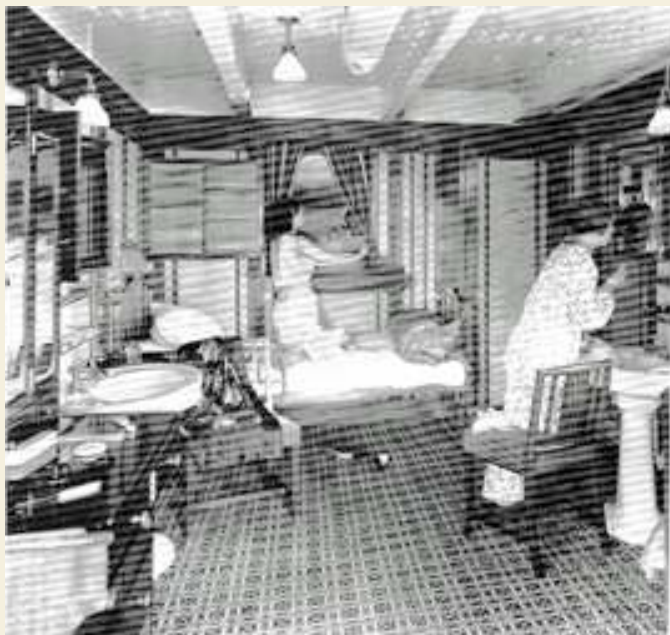
You will be travelling with your husband in a suite of first class accommodations, which include a bedroom, sitting room and bathroom. Scrumptious meals are served in the dining saloon, running the full width of the liner and two decks high. Six friends are travelling with you and sharing a table for eight. Musicians often perform in the gallery at the forward end of the dining saloon.

A glimpse of a portion of the dining saloon





Some of your friends have booked a cabin with a different floor plan, such as the one shown here.



*Continued next month* 





Model A Ford Club of America

Established 1957

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



# MAFCA News

Model A Ford  Club of America

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*The Prez Sez...*

February 2022

I'd like to tell you about the great success we are having with our social media initiatives. The latest news revolves around our Technical Director, Ed Tolman. Ed and Paul Shinn of YouTube Fame have teamed up to create a technical help email to provide a quicker source of answers to your questions. You can send your requests to [moderatechquestions@gmail.com](mailto:moderatechquestions@gmail.com). We have established a team of experts to help provide the answers to your questions. If you are enjoying Paul's YouTube Channel, I'd like to invite you to subscribe to receive notices of the next show. You can do so at [www.paulshinn.us](http://www.paulshinn.us).

Our Facebook Page, Model A Ford Club of America continues to grow. We have been running very well under the direction of Happy Begg, our MAFCA Board Liaison, with Michael Eisenbise and Jay McCord as the Administrators. We are very happy to announce the addition of Melanie Whittington as the newest member of our admin team. I would like to encourage you to check this out. We have a fun topic of the day and would like to see you post pictures of your cars and projects.

I would like to thank you all for the work you put in to make your Chapters and MAFCA the strong club it is. I urge each of us to do what we can to promote the Model A Hobby. We are attracting many new members. Here are a few things you can do to help us retain these new people. Each new member needs a mentor-friend, a job or responsibility in the club and the good fellowship of the members. I am so grateful of those who have guided me through my Model A Adventures.

Remember that The Model A Ford Club of America is a national historical society dedicated to the restoration and preservation of the Model A Ford vehicle as manufactured from 1928 to 1931.

Happy Motoring,  
Jay McCord





## Model A Ford Foundation

Model "A" Owners and Hobbyists,

Thank you for your continued support of The Model A Foundation and of our museum, located on the grounds of The Gilmore. Through your membership and donations, we have been able to establish a world class museum exhibiting displays of vehicles, era fashions and memorabilia associated with the Ford Model "A". Over the last year we have set aside a few vehicles to participate in the "Ride the Classics" program at Gilmore. This was made possible by the generous donations of our members of some great vehicles. We are currently researching the possibility of creating a Learn to Drive class for the Model A as well. A local collector donated eight Model A's to help make this possible.

The Model A Ford Foundation has built and outfitted the museum without incurring debt. Your donations and contributions have allowed us to manage the Foundation in this way. The Foundation's income primarily comes from annual membership dues, the selling of museum items such as bricks, proceeds from our annual Model "A" Day and from club and individual donations. We ask that you consider giving an additional gift to help us support our operations. Your gifts allow us to continue supporting our hobby with one of the best museums anywhere in the world.

All of us associated with the Model A Ford Foundation wish you well and hope you remain safe during this difficult time. Thank you again for your generous donations. 🍷

Jerry Morrissey  
MAFFI President



A GUY KNOWS HE'S IN  
LOVE WHEN HE LOSES  
INTEREST IN HIS CAR FOR A  
COUPLE OF DAYS  
TIM ALLEN



## Model A Resources

As Model A owners, we have several organizations that stand by ready to help us with our cars. UVMAC is a chapter of the Model A Ford Club of American. It, like the Restorer's Club provide bi-monthly newsletters with technical articles, Q & A's, car stories, and spotlights on various club's activities. The Model A Ford Foundation (MAFFI) is an organization that supports both national clubs that in-turn help MAFFI with their Model A Museum, which is a must see if you are in Michigan. Below are membership applications if you would like to support these wonderful organizations.

### Model A Ford Club of America Membership Application

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

*I grant MAFCA permission to publish my name and contact information: Yes \_\_\_\_\_ No: \_\_\_\_\_*

U.S. Membership \$50 • Canada/Mexico Membership (U.S. Currency) \$60  
International Membership (U.S. Currency) \$70 • International Membership Digital Edition only \$50

**Includes six issues of The Restorer magazine!**

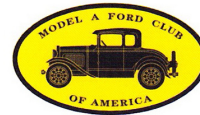
*Mail check payable to MAFCA or for Visa/Mastercard:*

Card Number: \_\_\_\_\_ Exp. Date: \_\_\_\_\_ CVV Code: \_\_\_\_\_

Signature: \_\_\_\_\_



Mail to:  
Model A Ford Club of America  
250 S. Cypress St.  
La Habra, CA 90631-5515



Rev 12/23/2019







**MAFFI Membership  
Application Form**

**Over Ninety Years Ago...** Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent. You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation. MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America. Your membership donation is tax deductible under the Internal Revenue Service rule 501 (c)3 and will help us with our many projects and worthwhile goals such as the Ford Parts Project and the building of research centers in many locations. Exciting new projects are on the horizon and you can be a part of them!

***Encourage your Friends to Join Today!***

**Yes! Count me in!**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Telephone: \_\_\_\_\_  
Chapter: \_\_\_\_\_ Email Address: \_\_\_\_\_  
 Check here if you prefer to receive our newsletter via email.

**Family Membership:**

Annual \$25.00     Three Year \$70.00     Life \$350.00

**Club Membership:**

\$ \_\_\_\_\_ A club membership consists of a donation every year to support the Model A Ford Museum operations. We appreciate every gift, large or small.

I wish to make an additional optional tax deductible contribution of: \$ \_\_\_\_\_  
Please apply addition contribution to: \_\_\_\_\_ Museum Displays    \_\_\_\_\_ Endowment Fund

Total Contribution Enclosed: \$ \_\_\_\_\_

**Please print and mail this form to: MAFFI, PO Box 28, Peotone, IL 60468-0028**

