



UTAH VALLEY

- Model A Club -

MOTOMETER

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• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

April 2022

IN THIS EDITION:
A SHORT HISTORY, LAVA HOT SPRINGS
 Garage Day, March 12th
 Brian & Sharon Lindenlaub

TOUR OF T&C
 AUTOMOTIVE
 MACHINE

DREAM MINE
 TOUR



Garage Day, engine installation — Howard Eckstein photographer



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

2022 Club Officers

CLUB OFFICERS

Board Chairman	Greg Mack	gregmack02@yahoo.com
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APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson Howard Eckstein	bjerg_menneskene@yahoo.com h_eckstein@hotmail.com
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April Activity

Visit the Dream Mine in Salem and Brough's Antique Autos in Nephi

**Saturday
April 16th**

Meet at 9 a.m.
at the old Shopko parking lot
955 North Main
Spanish Fork

The Dream Mine & Points Beyond Tour



UTAH VALLEY

- Model A Club -

President's Message

BY BRAD CHRISOFFERSON

I don't know about you, but I am ready to put winter behind me and get out on a sunny warm day to do just about anything but hibernate indoors. My problem is that when spring springs, I have way too much to do. During the cold months I am confined to the house and shop, usually watching TV, reading, or working on miscellaneous projects, but once it warms up the work really begins. I need to prune the fruit trees, clean out the flower beds, rake up old leaves that I missed in the fall, fix the sprinklers and get them set for the season, and prepare the garden for planting. Oh yeah, and get out and drive a couple Model A's.

Why does it seem that the fun things get pushed to the bottom of the list? I guess it is because of my upbringing. My parents taught me that once the work was done then the play could begin. I had to clean my bedroom on Saturday mornings before I could go play with my friends, get homework done before watching TV and eat my dinner before I could have dessert. This is the responsible way to do things – right?

Well, I have been enlightened. In a 2017 article in *Inc. Magazine*, Jessica Stillman wrote about a study done by the University of Chicago that concluded that “you really don't do yourself any harm if you sometimes gobble dessert before dinner or leave a pile of work sitting on your desk while you head out to play. In fact,

reversing the usual order of things actually makes us just as happy and perhaps also more productive.” The professor who did the study, Ed O'Brien, even said, "People have this strong intuition that the good stuff will be better if it comes after these difficult things, but cashing in now feels just as good. What they're missing is that they could have it any time and good stuff will be good, regardless." O'Brien went on to suggest “that sometimes goofing off first actually is the wiser choice. "If I first have fun, I'm now in a good mood, more relaxed, I have energy, and work may seem easier."

As Ms. Stillman ended her article, she concludes, “Banning yourself from pleasure before you've cleared your plate at work isn't being responsible, according to this latest science, it's just your brain playing tricks on you. Ignore the guilt long enough to start having fun, and this study suggests you really won't regret it.”

So here is my take-away – work will always be waiting, no matter what, so go dust off your Model A and enjoy it on a warm, dry day in April (and for the rest of the spring, summer and fall for that matter), so you will be in a better mood to tackle the yard work when you get back!

Happy April!

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March Club Meeting

BY ELAINE CARLSON



Attendance:

Jason Beadle, Diane Brimley, Mike Carlton, Brad Christofferson, Dean & Janet Davis, Howard & Gemma Eckstein, Buster Hansen, Tim Isacksen, Tony Jacobs, Sam Korologos, Brian Lindenlaub, Greg, & Robert Mack, Amber Morrell, Par Palmer (long enough to drop off refreshments, then he returned to SLC for a meeting — see “Refreshments” for details), and Andrew Watson.

New Member:

We have a new comrade in arms in our midst. Alan Barnes found a 1930 Model A Pickup at Andrew Watson’s Watson Motor Works lot. Alan was lucky to be there at the right time. A day or two later, there was a waiting list of buyers who wanted the truck if Alan didn’t go through with the purchase. Actually Julie, his wife, was the one who saw the pickup first and told Alan that she was going to buy it. Alan’s lucky to have that kind of wife. GOOD JOB JULIE! They just moved back to Utah after being in Alaska for 10 years.

News:

- Beehive A’s have invited us to two of their activities:
 1. The Erickson Power Show and Museum in Walsburg on June 18th. All the clubs on the Wasatch Front are invited. Russ Baker will give us a tour of the property as well as lunch. More details will be provided as the time gets closer.
 2. The Beehive A’s will be celebrating their 40th anniversary on MAFCA’s Model A Day, September 17th. They are planning an event with a car show, dinner, and cake. It will be at Dean Murray’s home in West Haven.
- Brad Christofferson was inspired by the Garage Day. He went home and worked on his Model As.
- Dave and Karen Morrell will return home from their winter home in Quartzite, Arizona next week.
- Brian Lindenlaub and Howard and Gemma Eckstein will be going to this year’s MAFCA Convention in Texas. Howard and Brian will be participating in the Restorers Class Evaluation.

Club Business

Finances and Dues: According to Treasurer, Diane Brimley, the incoming membership dues are giving the club’s treasury a big boost. Since we don’t have any fundraisers to augment our club funds, we rely heavily on membership dues.





The Model A Ford Youth Scholarship Fund (YSF): The club received correspondence from the YSF asking for a donation. The board will be discussing the possibility of donating to the cause. Meanwhile, the club decided to explore the idea of having Jason Beadle apply for the scholarship. Andrew Watson is willing to donate a frame and engine. That would get Jason started. Jason is committed to do it.

Awards:

Bent Rod Award – It finally happened! Howard Eckstein earned the Bent Rod Award. He pulled a Brian Lindenlaub stunt. His radiator on his Model A recreated an “Old Faithful” eruption. Imagine that. Howard got his engine to heat up in the middle of winter. Brian sent me a photo to document this rare event and preserve it for posterity.

Past Activities:

Through the efforts of Nicholas Mack and Howard we had a good turnout for the March Garage Day. We worked on Tony Jacobs’s engine installation, Mike Carlton’s carburetor float, and Brian Lindenlaubs and Tonys second tail light installation. Brian was very nervous about drilling holes in his fender, but when he drilled holes in Tony’s fender, he didn’t seem the least bit concerned.

Future Activities:

- **April 16th** — We will be visiting the Dream Mine and other interesting Spanish Fork sites. Amber is heading up this tour. More details will follow as they become available.
- **May 14th** — The car show at Highland Cove Senior Living Center will be held at either 10 a.m. or 11 a.m., future information will pin down the time. This is a Salty A’s event hosted by Curt Martinson’s work place (the Highland Cove Senior Living Center). The Salty A’s have invited our club to join with them. Last year, both clubs had an equal amount of cars. We need cars as possible. One of the nice things about this car show is — they furnish lunch.
- **May 21st** — Progressive luncheon – this will be a dust-off tour to work out any bugs in our cars and to help us prepare for our June trip to Lava Hot Springs.
- **June 12th - 17th** — MAFCA National Convention, Kerrville, Texas.
- **June 18th** — The Beehive A’s have invited us to join with them at the Antique Power Show in Walsburg. There is a lot to see there.
- **June 23rd - 25th** — **Three-day trip to Lava Hot Springs and the surrounding area. Plan to bring your swimming suit, so you can enjoy the hot springs.** Various clubs will be attending.
- **July 4th (Monday)** — Provo Freedom Festival 4th of July Independence Parade. In the past, they have asked us to be there around 6:30 a.m. at the parking lot north of the University Avenue



The Model A Ford Youth Scholarship Fund, Inc. was established as a 501 (c)(3) tax exempt organization to assist children and/or grandchildren of any MAFCA/MARC member in pursuing their undergraduate education, whether it be a state university, college or technical school. The scholarships awarded are for up to four years. The funds come from financial contributions and various fundraising efforts from MAFCA/ MARC members and chapters.



Zions Bank building. Howard will provide specific details when the event draws closer.

- **August** — Highland Strong Man Event. Things are coming together slowly, but as more information becomes available, Howard will let us know.
 - August —
 - **September 17th** — The Beehive A's are four times older than we are. They will be 40 years old in September. To honor this milestone, they've invited us to join in their celebration. They will have dinner and a car show in West Haven.
 - **September** — Fall Colors Iron Chef, or Walsburg
 - **October** — Cemetery Tour
 - **November** — TBD
 - **December** — Christmas Party
- **Garage Days** – We would like to utilize these when the need arises.

TechTalk: Howard Eckstein's presentation was a look at other newsletters that are put out by other Model A Clubs. The differences between the various newsletters was very enlightening. There are a lot of good ones out there.



Refreshments: The poor person who has to follow Par Palmer for refreshments. Par didn't just provide refreshments, he provided a whole meal. When he walked in the door, he had two arm-fulls of pizza and breadsticks! He has a chain of pizza restaurants in the Salt Lake Valley — "The Pie." If you are in SLC, look for one of his restaurants. The food was excellent! 🍕





The Members Voice Their Opinions

BY HOWARD ECKSTEIN

This was a blind survey, so nobody was influenced by their neighbor in a public canvassing that could have been done in a club meeting as has been done in the past.

Except for era fashions and multi-day tours, it seems that the other things we do are fairly uniform in popularity. That means we've been producing winning events. Not everyone voted for each category. This means that we have something for everyone.

Response	Activities
19	History Tours
18	Local Day Trips
18	Half-Day Trips
17	Garage Days
17	Car Shows
16	Picnics/Fairs
15	Museums
14	Industry Tours
14	Parades
14	Progressive Lunch
12	Manifold Cook-off
10	Multi-Day Tours
9	Era Fashions



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Received this e-mail from **Howard**, “Clyde, Brian and I went to a home in Alpine to work on a 1928 roadster. We found three intake valves stuck open due to old gas that had turned to goo inside the engine. We removed the head and valves, cleaned everything up and reassembled the engine and had it running by the end of the day.



While we were there, we took a walk around the back of the property to see two smiling camels, a kangaroo, black Australian swans, and a peacock. All the while we worked on the car, the swans were honking, which was a source of audio annoyance. Coming from someone with a hearing loss, that’s saying a lot.”



Roger and Geena Davis are missionaries in Argentina. They sent in this great story about their adventure down south, “Wow! Today was

quite the day. It was worse than a goat rope, it was roping goats, cats, pigs, and about 170 18-21 year olds.

We got 18 new missionaries from the states. They are seasoned missionaries coming from other Spanish speaking missions. What a great and marvelous site. The two missionaries that were training me and Genna are gone so we're on our own. It will be extremely challenging but at least we can start doing things more efficiently. The day was a hilarious situation.

So, to get all these missionaries moved, we had to rely on cabs and contract drivers. One companionship that lives with us didn't have a ride, but miraculously, some elder showed up at our apartments in a contract car and those needing the ride happened to come outside ready to go. This driver needs to take two elders and all their stuff, but, the car is rather small and the driver is rather large. The driver fills the trunk, crams one of those big suitcases in the front seat and then two more medium suitcases (this has filled all available space and the suitcases are touching the steering wheel), tells the elders to put a large suitcase #4 between them in the back seat, and then hikes up his britches, rolls up his sleeves, adjusts his pant legs, leans backwards and falls and wedges himself into the front seat.

Then... one of the elders asks him to wait while he goes to get his food! Upon return, he has a couple boxes and one of those flats of three dozen eggs (opened and flopping around) in his arms. I'm thinking, "Where's the rooster in the cage and the pig on a leash..." Then the other elder asks me if I have any matches... The elder says, Oh, I have some and heads back to the elevator with the eggs. He returns with a small package of half a dozen eggs and matches. Geena and I laughed for at least an hour. All they needed was a couch and a mattress tied on the top, and Jethro Clampett.



Roger and Geena aren't the only missionaries out there. **Bob and Janell Todd** continue their mission at the Nauvoo Temple in Illinois. In a recent letter this is what they had to say, "There is lots of preparation now at the temple to get us ready for summer that will hopefully be a busy one with COVID restrictions lifted.

Speaking of preparing for the summer in Nauvoo. There are two pageants performed for most of the month of July. There are literally thousands of people who come to Nauvoo during these pageants.

This week, we have also been learning about a special attraction here in Nauvoo...Eagles! Janell went to scout out this tree where the Eagles built their nest previously. The nest was damaged by high tornado-like winds. Now, the Eagles are rebuilding. The Eagles fish in the cracks between the ice along the Mississippi River.



Another fun thing we learned about this week was the "fairy" doors around Nauvoo. Janell went on a little exploration trip and took some photos. This is a photo of one of them. Now we know about them, we will keep our eyes open to see them!

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It looks as though **Buster** made the best of his latest business trip. He, **RaNae, and Clark** went to Ford's



Garage while in Kissimmee, Florida. This



is proof of their visit.



The club sent their condolences to the **Burr Family** after the passing of Richard. Thanks to Diane for ordering such a beautiful arrangements. 🍀



I never the same mistake twice. I make is five or six times... just to make sure.



Member Spotlight

BRIAN & SHARON LINDENLAUB



Brian and Sharon Lindenlaub are both originally from Indiana. Brian grew up in West Lafayette, and Sharon grew up in the small town of Talma about 70 miles away. They met on a blind date in 1978 at Purdue University, where Brian was studying Mechanical Engineering and Sharon was studying Pharmacy. After graduating from Purdue in 1981, they got married and moved to Wisconsin where Brian worked for the Trane Company and later at the Point Beach Nuclear Plant. After eight years in Wisconsin they moved to Arizona where Brian worked at the Palo Verde Nuclear Generating Station and Sharon taught high school science. In 2017, after 26 years at Palo Verde, Brian retired and they moved to American Fork, Utah to be closer to their three children and nine grandchildren.



Brian has been interested in antique cars for as long as he can remember. His great-aunt had a 1930 Model A station wagon named "Tillie" on her farm in New Hampshire. One of the highlights of visits to the farm was going for a ride in Tillie. All of the cousins would pile in the back of Tillie and one of the grown-ups would

drive us through the woods and across the fields having a great time.

While a young teenager, Brian and his best friend, Donald, were acquainted with a man who owned several antique vehicles, including a 1931 Model A pickup. The star of his collection however was a 1927 American LaFrance fire truck. Brian and Donald spent many hours helping to maintain the fire truck and other vehicles. Every September a big antique auto show and swap meet was held in the infield of the Indianapolis 500 track. Donald and Brian would work for hours washing the fire engine and polishing the nickel and brass to get it ready for the show. During the vehicle judging they took advantage of some downtime to wander through the show and check out the other vehicles. Brian remembers many, many Model As that would come to the show every year.

When Brian was 15, he bought his first antique vehicle, a 1937 Dodge pickup. It had been disassembled by the previous owner, so it took several trailer-loads to get all the pieces home. The house where Brian's family lived at the time had just a small one-car garage, but his parents graciously agreed to let their car sit out in the



weather for one year while he got the truck together and running (which he did). He sold the truck in 1980 to help with college expenses. Later, it was used in a display at the Professional Rodeo Hall of Fame in Colorado Springs,



Colorado. Other interesting vehicles he has owned at various times include a 1963 Volvo

P1800, a 1966 Mustang convertible, and a 1970 Vespa scooter.

Brian and Sharon served a mission to the Philippines in 2019-2020. About six months after getting back from the Philippines, Brian finally found and bought his own Model A. When he's not in the garage tinkering with the 1929 roadster, Brian and Sharon enjoy traveling, gardening, and





Tour at C&T Automotive Machine & Performance

BY BRIAN LINDENLUB

Last fall, when I had some engine trouble with my Model A I took my cylinder head to C&T Automotive Machine and Performance in Orem for inspection. They discovered that my cylinder head was cracked. I brought three other used heads to them for inspection before finding one that was acceptable for re-use. During that experience, I became acquainted with the craftsmen at C&T. On one of my visits the co-owner, Rod, agreed to host our club for a tour. So on Saturday, February 26, approximately 14 members of the Utah Valley Model A Club had the opportunity to tour their facility and see how they work their magic.

It was cold and windy at 8:30 a.m. when we gathered at the 7-11 convenience store in Orem. Several brave members drove their Model As, but most opted to use more modern transportation. One of the Model As arrived with a sizable steam plume emanating from the radiator overflow tube.



This was quickly rectified with a transfusion of coolant into the cooling system, but not before several members recognized the potential for a

Bent Rod award. Then we were off on the short drive to the machine shop.

After we arrived at the shop, several employees greeted us and we began the tour. Some of the machines or processes that the technicians show us or demonstrated for us included:

- The cylinder boring machine, which bores cylinders oversize to correct cylinder wall wear.



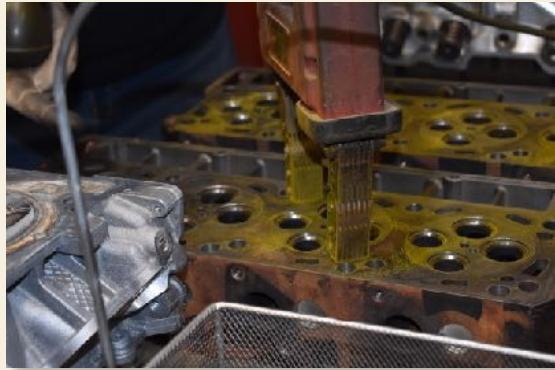
- The process used to renew valve seats.



- The large parts washer that sprays incoming engine parts with hot acid to remove dirt and grime.



- The inspection area where parts are checked for cracks using magnetic particle inspection (aka Magnaflux).



- The cylinder head assembly area. The cleanliness and lighting in the area resembled a hospital operating room. One entire bench held rows of valves, springs, and related hardware awaiting reassembly.
- A valve grinding machine that can cut two or even three different seat angles on a valve simultaneously.
- A large machine used to hone the cylinder walls in engine blocks. It simultaneously rotates the honing stones in the cylinder while, at the same time, rotating them in the cylinder, thus creating a cross-hatch pattern to promote proper oil migration up and down the cylinder wall.



During the tour, which lasted about two hours, we learned that most of C&T's business involves machine work on modern gas and diesel powered engines. They also do some machine work on high performance engines, motorcycle engines, and antique engines. I was very impressed with the precision of the large machines and the



technicians' skill to use them within tolerances of a thousandth of an inch (0.001") or less. When asked about their ability to rebuild Model A engines, Rod explained that they are not equipped to line bore crankshaft bearings or pour babbitt, so they are not set up to do a full rebuild on a Model A engine. But for crack inspection, cylinder head flattening, manifold grinding, or other Model A engine machine work, I would recommend them without hesitation.

C&T Machine is not normally open on weekends. Rod graciously agreed to open his shop for us on a Saturday so more members of our club could attend. I would like to thank Rod and the other technicians at C&T Machine for a very interesting tour and for sharing their knowledge and expertise with us.

*Brian Lindenlaub and Howard Eckstein,
Photographers*





Garage Day

BY ROBERT MACK

The best things about garage days (and roadside repairs) is the number of different ways “supervisors” tell you how to do the job. But at least you have a lot of helping hands to make up for it. We’ve been lucky in the past and at this garage day too. Club members seem to have very similar points of view. So that made it easy to get the jobs done.

On Saturday, March 12th we had three learning opportunities:

Tony Jacob’s Engine Installation

With 14 members in attendance, we had plenty of people lend a helping hand with this heavy project. At first there were problems getting the engine down below the firewall and lined up with the bell housing, but, with Tim Isaksen using a crowbar, and with the potential of pinched many fingers, it finally went. Then, with a crew in the engine compartment and Korologos and Brad Christofferson



inside the car, they were able to line up the transmission



with the engine. After bolting it together, it was ready to attach all the other accessorial equipment.

Adding a Second Tail Light

Several cars owners wanted to add a second tail light, but only two members showed up with enough courage to drill holes in their fenders.



After MUCH measuring, Brian Lindenlaub was ready to drill the holes. After



much angst, the project was done. Then it was time to turn their attention to Tony Jacob’s Victoria. Interesting enough Brian was not bothered about drilling holes in Tony’s car. It looks like practice makes perfect.

Rectifying a stuck float

Mike Carlton was having problems with his carb, so he brought some replacement parts and he, Howard, and Clyde eliminated the variables until they reached a satisfactory solution. More fine-tuning is still necessary however.

continued on page 21

CENTERFOLD OF THE MONTH
1931



TIM & JUDY ISAKSEN

45-B COUPE



The Dream Mine

BY HOWARD ECKSTEIN

Have you ever visited a failed prophecy? We have one here in the hillside above Salem.

I heard about this for the first time from Roger and Geena Davis when they pointed to a white building up on the side of the mountain near their home. I thought the story they told was incredulous; and to me, could only have happened in Utah!

We get to see the Dream Mine up close on Saturday April 16th. We'll meet at the old Shopko parking lot in Spanish Fork at 9:00. Our appointment at the Dream Mine is 10:00. Best be at the parking lot early; late-comers won't know where to go to catch up with us. The following excerpt from Wikipedia will help us know more about this fascinating bit of Utah history:

“On August 27, 1894, John Hyrum Koyle reportedly had a dream in which the Angel Moroni brought him to a Nephite mine on a nearby mountain, showing him nine caverns full of treasurers buried by the Nephites, including the sword of Laban, the Urim and Thummim, and the Golden Plates. The angel instructed him to reopen this mine and dig new tunnels, and said that it would provide financial aid during an economic collapse. The angel also told him that the mine's gold would help provide financial relief for the LDS Church, and fund the Gathering of Israel in the last days.

On September 17, 1894, Koyle and five of his friends started excavating the place on the mountain which he had seen in his dream. The mine is located east of Salem at the base of Knob Hill. It was incorporated on March 4, 1909, and 114,000 shares of stock were issued.



About 42,000 shares with a par value of \$1 were sold to the public for \$1.50 per share. By the end of 1913, the mine descended 1,400 feet, and a pump was installed to stop it from flooding. Koyle said that he was visited by two of the Three Nephites in a dream on January 10, 1914. These messengers told him that the Dream Mine would be a “Relief Mine” which would provide financial relief after the disasters leading up to the Second Coming. The mine would be the first “City of Refuge,” providing material survival until plural marriage and the United Order were reestablished. They also warned Koyle that the Dream Mine would face “false rumors” and experience opposition from leaders of the LDS Church.

In August 1913, The First Presidency of the church warned “...the Saints against investing in worthless stock, even if promoters allege that they are guided by dreams and revelations.... Almost everyone has heard stories of how such and such has found a rich mine by



following directions given in a dream, and many fondly hope for similar luck, but in most instances, it will be found on investigation, that such stories have little or no foundation in fact”.

In 1934, Koyle and his followers started constructing an ore mill called the “White Sentinel” just outside the Dream Mine. The mill was finished in 1936, and it processed one load of ore worth \$103.03 before being shut down the next year. On January 20, 1933, the geologist Frederick J. Pack published a review of mineral samples taken from the Dream Mine in the *Deseret News*, declaring them practically worthless. State prosecutors from the U.S. Securities and Exchange Commission investigated the mine, and found no evidence of fraud, as improvements to the mine were more valuable than the money taken in, and its stockholders were apparently satisfied. In May 2018, the company’s board reported it had more than 7,500 active stockholders.

—https://en.wikipedia.org/wiki/Dream_Mine

There are people today who hold out hope that the Dream Mine’s promise of riches will be realized. We will be the guests of Mike Brockbank, one of the mine’s board members at the property. We’ll learn more about the mine and its history from the

point of view of an owner. This is living history that we will be able to enjoy on this tour.

After our visit at the mine, we’ll get back in our cars and drive off of Knob Hill and on south to



Nephi where we will visit a private car collection owned by the Brough family.

After visiting Brough’s Antique Autos, we’ll have lunch in Nephi. It’s rumored that the food is good there, wherever we go. On the way home we can stop at the Red Barn near Santaquin for some ice cream dessert. No trip to Nephi is complete without stopping for ice cream at the Red Barn.

Thanks go to Amber and Dave Morrell for making the arrangements and planning our tour. 🍷



In 1959, a coffee maker was an optional extra in Volkswagen cars.

PICTURE COURTESY: DPENCULTURE

@VINTAGEFACTS



Lava Hot Springs Early History

FROM THE SOUTH BANNOCK COUNTY HISTORICAL MUSEUM WEB PAGE

For years, people have gathered at the springs to bathe, rest and worship. Many people believe that there are curative properties associated with the hot mineral water and refer to the Springs as "the healing waters." It is rumored that long ago the Springs were neutral ground and shared in peace by all.

The springs were historically used by the Bannock and Shoshone Indians. It then became part of the original Fort Hall reservation.



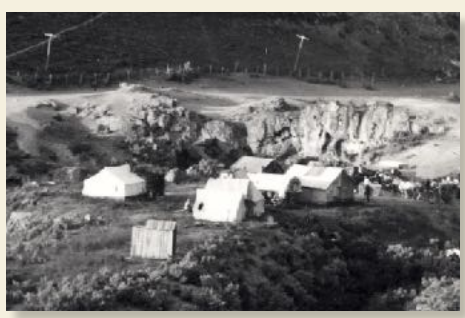
The springs and land were part of a treaty agreement between the Indians and the US Government in the late 1800's. The federal government purchased the springs and land, approximately 178 acres, including the springs.

In 1883, John Hall and his wife Salina, along with five children, left England.

They sailed to America for the opportunity it held. The family first resided in Oxford, Idaho.

In 1890, John Hall and his family moved to [Lava Hot Springs](#), then called Dempsey, Idaho. He filed for a homestead of 160 acres bordering the beautiful Portneuf River.

While here, he observed many visitors to the hot springs pitching tents and camping in the area. John Hall decided his homestead should be made into a city.



Originally the town was called "Dempsey" after the well-known mountain man and trapper, Bob Dempsey, who kept a camp on the confluence of the Portneuf River and Dempsey Creek. In 1907, Hall had his land surveyed and platted into lots, streets, alleys and blocks. In 1911, John Hall filed the townsite plat and named the town "Hall City". Hall also named the streets after community leaders.



Lots were sold and houses and businesses were established. John Hall donated lots to Protestant, Episcopalian, Catholic and Mormon churches. Lava Hot Springs was

a diverse community from the beginning.

Later, citizens decided to rename the town to "Lava Hot Springs" after the town's unique resource.





Missions and Model As

BY ROGER DAVIS



“Well, we’ve been on our mission just over two months and it’s been a marvelous and faith-building experience.

We’ve met many wonderful people of God here in Argentina. We love the beautiful city of Buenos Aires.

Today was an extraordinary day — one of those payback days. How marvelous it is to see the Light of Christ touch people’s hearts! Juan Ochipinti was baptized today.

After we got our mission call, I spotted a couple of guys from Argentina that would post on the MAFCA facebook page. I kept a note of their names and introduced myself to them via Facebook Messenger.



Once in Argentina, we found the local Model A club here. They invited us to go with their club of about 30 Model As for a ride and a traditional Argentin asado but we had the baptism to go to.

I reached out to them earlier this week and they invited me to a party. Unfortunately, I had to decline because of Juan’s baptism.

But, today I have a new set of friends! Attached are photos they sent me of their activity yesterday at an old train station near here.

It appears their club has a large garage where they house many of their cars. And it’s really close to where we are.

I’m hoping they’ll invite me to their next activity.” 🍷



Estacion Elisa Parera - 19 Marzo 2022



Estacion Elisa Parera - 19 Marzo 2022



Estacion Elisa Parera - 19 Marzo 2022



Estacion Elisa Parera - 19 Marzo 2022



Always A Surprise with Model As

BY HOWARD ECKSTEIN

I got a call from a gentleman in Alpine who needed help getting his car to run.

His car is an early 1928 roadster that has been nicely restored. What makes it unique is that it retains the original configuration of cars built prior to November 1928. These are called "AR" cars by Model A enthusiasts, even though they were never called that by the Ford Motor Company.

These early cars had parts that were phased out during production. If an owner of an early 1928 car came into the Ford dealer for repairs of these obsoleted parts, it would have been necessary for the parts department to keep them in stock. These obsolete parts were given the designation AR to identify them as *Model A* parts for *Repair*. Thus, AR.

Service bulletins from the factory were sent to dealers showing the upgrades that were to be done to cars that came in for repairs. Of course, the customer decided whether these changes were to be made. To find a car today that has not been changed as directed by these service bulletins is rare indeed. Usually, you would see such a car in a museum; but not in someone's garage.

Such is the case with the roadster in Alpine. It was exciting for me to see all the early parts I've only read about installed on that car.

One of the first things to catch my eye was the manner in which the front of the engine was supported by the front cross member. In November 1928, Ford issued a service bulletin instructing dealers to cut the front engine support portion of the front cross member and install the new yoke-type flexible front engine mount. The yoke-type flexible mount was already in production at the factory when the service bulletin was published.

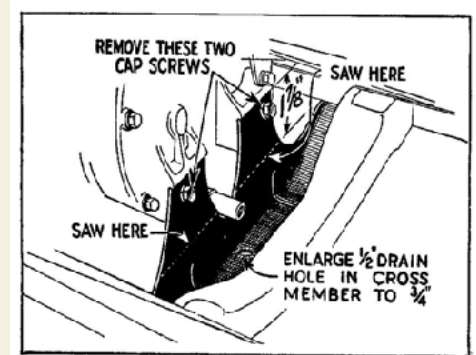


Fig. 163—Showing Where Engine Supporting Flange Plates of Ford Model A Old Style is Cut Away to Install New Flexible Support.



Here is Clyde's photo of the solid mount on this car.

The outside door handles for the roadster were operated from the inside on early models and were used until November 1928. This type was seen on this car. After November that year, outside door handles were used, eliminating this interior actuator.

The early Model As had a braking system that did not include separate emergency brakes. The brake handle was next to the driver's door similar to the arrangement of the Model T. This was changed to a position in front of the gearshift in May of 1928.



Some cars had the emergency brake on the left until as late as June 1928.

With this arrangement, the service brake cross shaft was a two-piece construction with an equalizer link in between. By as early as April and as late as June 1928, this two-piece cross shaft was used. When the separate emergency brake system was introduced, it required the addition of a



second brake rod to the back wheels to operate the independent emergency brake.

This car has the two-piece cross shaft. Unfortunately, I didn't get a photo of it. But I do have a photo of the rear backing plate showing the

single brake lever. In this early design, the emergency brake handle on the left used the entire brake system for parking the car. It could also be used in an emergency to operate the regular brake system.

Here you can see the forged end of the radius rod. It was used from June of 1928 through May of 1930.



Other parts on the car were seen that only appear in books. It seems from the dates shown, which I got from the Judging Standards; this car would have been built around June of 1928. It was a transitional time in the development of the Model A. Changes were made throughout production

Forgive me for making a fuss over this car, but it's nice to geek out on something seen in real life that is only shown in books. So by late 1931, the Model A had evolved into a much different car.

Garage Day (continued from page 14)

Last, but definitely not least, is the lunch that was served. Tony's daughter, Madeline Reid, brought delicious chili and "I want more" cornbread. Many of us commented that this was the best cornbread they had ever had. Not only was it the best cornbread, but it was also the best way to spend a nice early spring day — with friends.

Greg Mack, Clyde Munson and Howard Eckstein, photographers





Ladies Fashion Journal

GOING ON A WINTER VACATION TO HAWAII PART III

By Mary Carlson
courtesy of the MAFCA
Fashion Committee

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

Continued from March Issue, page 23.

Some suggestions are featured below

The latest in beach pajamas



Bathing suits are one piece, often in dark colors



Some of the young men will be relaxing on the beach, in bright colors



Large brimmed hats, along with the flounces on the skirts of these dresses provide a carefree, tropical feel. When the weather is a little cooler, a light coat may be appreciated.





As seen below, blue and white is a popular color combination, when the weather is warm.



Next month, part four



Let's Have Some Fun

FROM MAFCA WEBPAGE

Famous people had Model As too. How many celebrities can you name?



1



2



3



4



5



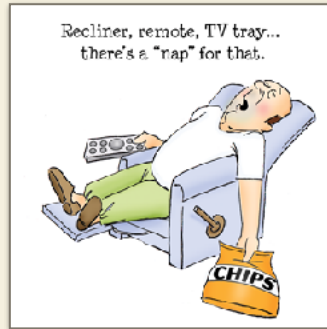
6



The View From the Rumble Seat

BY ROBERT MACK, EDITOR

This cartoon tells the story of my winter. I had a lot of excuses why I couldn't work on the Model A. It was too cold outside. It was snowing. I should be doing something on my "to do list." I don't have the parts, etc. The one excuse I could always use is that I didn't know what I was doing (big surprise there). But none of those excuses did anything to get the Model A ready for the driving season.



Now that time is getting closer and the need to work on the car is greater, just like Brad, I've got new chores joining with those that I've never got around to doing. Where does that leave me? Even farther behind. So, at this point, I can no longer rationalize. I need to take up the supervisorial yoke and "crack the whip" on my son, Greg. At least that is what I envision in my head. Actually, I'm the "gopher" and I hand Greg the tools, nuts, bolts and parts he needs while he does the work.

But, no matter how it gets done, NOW is the time to do it, if you haven't done it already. Why now? Because, the fun of owning a Model A is to drive it on excursions, parades, car shows, history tours of the area and, best of all, associate with some fantastic people. It's true, you can still join in the fun without a Model A, but ask Brian Lindenlaub, or Harley Jacobs which is better. For a couple of years Brian didn't have a car, that

didn't stop him, however. He participated in a lot of activities by riding in other's cars. Harley Jacobs has a Model A, but it isn't running yet. He joined the club members and participated in the 2019 Canyonlands Hub and Spoke Tour hosted by MAFCA.

I think both of them would agree that driving their own car during these activities is much more fun. So, don't spend the summer riding in the rumble seat of someone else's car. If you need some help, tell a member of the board, we can schedule more Garage Days. But, most importantly, trade a few of your naps for fun with the Utah Valley Model A Club. 🍷

Key to Celebrities and Their Model As page 22

- 1 Cecil B DeMille — The movie producer with his foot on the running board of his 1928 Tudor Sedan.
- 2 Doris Day — was given this 1930 De Luxe Roadster by a fan in the 1980s and had it restored. She was often seen driving around Carmel California. Actor Doris Day passed in 2019 and the car was auctioned off.
- 3 Franklin Delano Roosevelt — The president and his family posing with a 1928 Phaeton.
- 4 Douglas Fairbanks and Mary Pickford — This Hollywood couple bought one of the first 1928 Model As, a Sport Coupe.
- 5 Jackson Pollack — American painter and a major figure in the abstract expressionist movement, Pollack stops for a break.
- 6 King Carol II and Prince Miguel of Romania,— Photographed inspecting Ford Caravan, February 1932.



Model A Ford Club of America

Established 1957

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



Jay McCord
MAFCA President

I'd like to use this month's letter as a reminder of things to come. First and foremost, I would like to encourage you to renew your membership in MAFCFA for 2022. It is critical so we can send your Restorer out with the bulk mailing each time. Second, I need your help as we work to grow our club. As I

stated last month, we are reaching younger folks through our social media efforts. I would like to encourage you to talk about the club. Let the Model A Ford become your brand by wearing our hats and clothing items. As you do you will find people who will share their experiences with the Model A.

We are holding our National Convention this June 12 through 17th in Kerrville, Texas. I am looking forward to experiencing the Texas Hill Country as presented by our host Chapter the Alamo A's. There is so much wonderful history in the area from the River Walk to the Alamo. I'm told that some of the best Model A Roads are there so be prepared for some great country touring. I'm looking forward to the Era Fashions show, the Fine Point Judging and of course the Restoration Class Evaluations. There will be something there for everyone. You can find registration forms on the front page of our website, www.mafca.com. I would like to thank the many fine members of the Texas Clubs who are contributing to the success of this event.

Our board of directors have decided to move the printing of our National Roster book ahead by one year. I am excited to see this book revised as it is a useful tool. I use mine many times a week

as I help new members find Model A Club members in their area. It is also a must book to have when long distance touring. It was very helpful to our group when we drove from Maine to California last year.

Lastly, in our board meeting our membership director, John LaVoy, had his selection for the National Nominating Committee approved. They will be conducting a nationwide search for members to run for election to the 2023-2024 oard. Please contact John at membership @ mafca.com if you have a desire to serve as a director of MAFCFA.

I'm looking forward to seeing you soon,
Happy Motoring, Jay McCord



TEXAS HILL COUNTRY

June 12-17 2022

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

MAFCA NATIONAL CONVENTION
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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 MAFCFA Convention!

FIND CONVENTION INFORMATION ONLINE AT: 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 A'S**
Model A Ford Club of San Antonio



Model A Ford Club of America

Established 1937

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



Robert Bullard
MAFCA Chapter
Coordinator

Hopefully, in spite of the cold weather and snow in the northern states, all chapters are preparing and gearing up for the 2022 touring season. As part of the prep phase, be sure and check out the MAFCA National Driving Recognition Awards policy #P2S05-G and decide which option(s) will best fit your chapter's driving practices. There are three different ways to earn

MAFCA recognition for the miles you drive your Model A. Download the Policy, discuss it at your next club meeting, and see if it will work for you or your club.

MAFFI has some important changes in the 2022 Model A Days gathering at the Gilmore Car Museum in Hickory Corners, MI. First and foremost, the event is now a two-day affair versus one day. Secondly, the host hotel will now be the Delta Hotel by Marriott in Kalamazoo, MI. So be on the lookout for meeting information from both MAFFI and MAFCA and get yourselves organized to attend. What better way to support the Model A hobby??

As we all look forward to getting on the road in 2022, don't forget to register for the MAFCA NATIONAL CONVENTION in Kerrville, Texas from June 12 – 17, 2022. The Alamo A's along with other Texas MAFCA chapters have worked hard to make this event special. But they have a problem. As they move closer to the deadline and financial obligations necessary to make all the pieces come together, registrations are running very low. Currently we have registration for less than 25% of the normal attendance at a MAFCA Convention with less than three months to the event. As of mid-March, only two people have signed up for car judging and four people for

fashion. Both represent significant financial commitment at the Convention. You can see the dilemma. How far do they extend the spending in hopes of increased attendance? Help out and get registered. Everyone involved will benefit from your decision to commit to attending the convention. But, remember that EARLY BIRD REGISTRATIONS MUST BE RECEIVED BY MAY 1st IN ORDER TO AVOID A \$15 INCREASE.

"Paying it Forward" - Robert Bullard

SEMA Action Network (SAN)

MAFCA board member, John LaVoy, received this letter from SAN.

"... For background, the SEMA legislative team keeps tabs on proposals dealing with state and federal level automotive issues nationwide. In fact, SEMA Action Network contacts are often the first ones notified about an opportunity to shape a bill's course in their state. While the SAN is provided with easy-to-follow guidance on influencing proposals in their jurisdiction, contacts are also updated on trends throughout the legislatures.

"For example, here is a link to the complete list of Legislative Action Alerts: semaSAN.com/Alerts. Additional resources can also be found on the website, including the SAN e-newsletter, [Driving Force](http://DrivingForce), which offers greater context on current issues and larger topics.

I invite you to stay informed, free of charge, by subscribing to semaSAN.com/Join. There is no cost, scam or catch. Only your full name, state, and e-mail address are needed... after all, great strength comes with great numbers."

Please join us,
Colby Martin — SEMA



Model A Ford Foundation

The NEW Model A Days

Model A Days Sept. 16-17, 2022



2022 Model A Days Information

www.maffi.org

- **When and where are Model A Days?** Model A Days are Friday, September 16th and Saturday, September 17th at The Gilmore Car Museum in Hickory Corners, Michigan.
- **What is this year's theme?** This year, the theme is "Model A Trucks". This includes trucks of all types such as Panel Deliveries, Stake Beds, Deluxe Deliveries, Pickups, etc.
- **Why is the event two days this year?** Our event has grown to such a degree, two days are needed to experience all Model A activities and the other museums.
- **What is the cost for admission?** \$16 per day per person for adults. Two-day passes are \$28 per person during Model A Days. MAFFI Museum members get in free of charge. You can join the MAFFI Museum now or during MADs for a \$25 yearly membership that allows Gilmore grounds admission for two people each day. Go to maffi.org to join.
- **Can I drive my Model A onto The Gilmore grounds?** Yes. **What is the cost?** There is no cost for MAFFI Museum members. Non MAFFI Museum members will be required to pay the normal cost of admission as stated above. A \$10 donation is suggested.
- **Where can I stay?** The Delta Hotel (Host Hotel) has the largest block of rooms reserved for our event. Hotel information is listed on the MAFFI website.
- **Do I make my own hotel reservations?** Yes. **How?** Contact the hotel of your choice directly and let them know you are with The Model A Museum event. You will receive our lower negotiated rates. Contact Suzan O'Neale for hotel reservation questions oneale31@gmail.com or (540) 748-0659. Hotel reservations and cancellations must be handled directly with the hotel, and cannot be handled by the MAFFI Museum.
- **Why not The Four Points Hotel as in the past?** The Four Points Hotel is the host hotel for another event that weekend.
- **Why do I need to register?** Registration is needed to secure reservations for our special optional events at The Air Zoo, the Saturday night BBQ at The Gilmore, and "Learn to drive a Model A Class".
- **How do I register?** Go to tinyurl.com/Model-A-Days. The prompts will lead you through the process. For questions, contact Katie Herrick katiehcpa@gmail.com or (615) 604-7423.
- **What is The Air Zoo?** We have a special private event that will be closed to the general public. The Air Zoo event is on the agenda for Friday. The Air Zoo is an airplane and air science museum in Kalamazoo. More info can be found online, airzoo.org.
- **Can I get my special optional event money refunded if I have to cancel my trip?** Yes, if cancelled by September 1st for the Air Zoo and/or Saturday night BBQ and/or the Learn to Drive a Model A class. Contact Katie Herrick katiehcpa@gmail.com or (615) 604-7423 for cancellations.
- **What happens if I don't register for the special events but later decide I want to attend The Air Zoo and/or BBQ and/or Learn to Drive a Model A class?** Registration is required in advance, before September 1st to secure the required amount of food and logistics for each event.
- **How can I get questions answered during Model A Days?** Ask any volunteer wearing a neon vest. Or contact John Begg, Model A Days Chairman, (803) 727-4392 or jwbegg@gmail.com, at any time.





Model A Ford Club of America

Join on line at MAFCA.COM

~Membership Benefits~

The *Restorer* magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines
• "How to Restore Series" • Judging Standards and Restoration Guidelines

<p>Dues per year are</p> <p>U.S. Membership- \$50</p> <p>Canada/Mexico Membership - \$60</p> <p>International Membership - \$70</p> <p><i>Make checks payable to Model A Ford Club of America</i></p> <p>New Membership</p>	<p>Optional Initiation Package For New Members Only</p> <p>1—Back issue of <i>The Restorer</i></p> <p>1—MAFCA Lapel Pin</p> <p>1—MAFCA Decal</p> <p>1 0 Name Badge</p> <p>Only \$11 extra</p>
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Name _____

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Permission to publish my telephone number in future Membership Rosters? Yes: No:

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MAFCA
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Model A Ford Foundation Inc.

Yes! Count Me In!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone _____

Chapter: _____ Email Address: _____

Check here if you prefer to receive your newsletter via email.

Family Membership:

____ Annual \$25.00 ____ 3 Year \$70.00 ____ Life \$350

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 tax deductible contribution of: \$_____

Please apply additional contributions: Displays or Endowment Fund. Total Contribution Enclosed: \$_____

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

CLASSIFIEDS

If you have a Model A or Model A parts you would like to sell, send ads to: mack4759@yahoo.com. Ads will be taken down after two months unless you make other arrangements.



Watson

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