



UTAH VALLEY

- Model A Club -

MONTOMETER

Vol. 10 No. 5

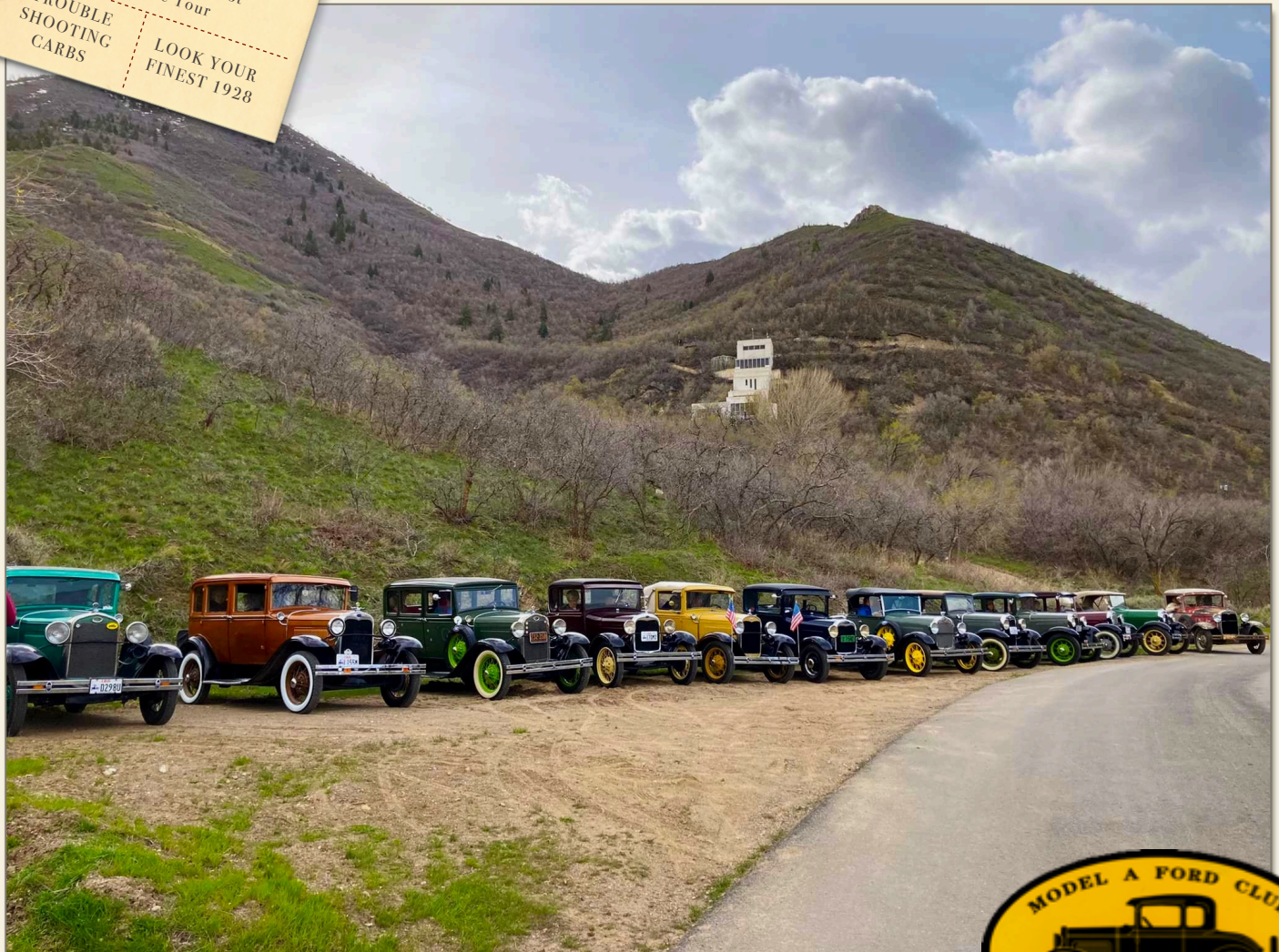
• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

May 2022

**IN THIS EDITION:
PROPOSAL FOR A CLUB PROJECT**
Strong Man Photo Shoot
Dream Mine Tour

TROUBLE SHOOTING CARBS

LOOK YOUR FINEST 1928



12 Model As on the Dream Mine Tour — Photographer, Clyde Munson

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
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

May Activity

progressive LUNCHEON

Where you'll eat like a King



Saturday May 21st
10 am

Meet at the old Allen's Supermarket

340 South Main
Springville





Do You Have A Happy Place?

BY BRIAN LINDENLAUB — VICE PRESIDENT



I could have used a Happy Place recently when I found myself sitting through a high-pressure sales presentation for a product I have very little interest in purchasing. The salesman droned on and on extolling the virtues of his product while making it clear that anyone foolish enough to turn

down this “one-time” offer would regret it for the rest of their life. I felt my anxiety and blood pressure rising throughout the presentation, and after an hour or so I felt like my entire body would explode. Finally it was over, but it took hours for my stress and feelings of frustration and anger to dissipate.

Fast forward two days. I needed to go to the grocery store. It was a little chilly but I decided to drive the Model A. This decision turned an otherwise mundane shopping trip into a relaxing and enjoyable activity. It also made me realize two things: 1) Driving my Model A is one of my Happy Places, and 2) I could have saved myself a great deal of emotional trauma during that sales presentation if I had just closed my eyes and mentally retreated to my Model A Happy Place.

The Cambridge dictionary defines your Happy Place as “a memory, situation, or activity that makes you feel happy.” Lexico.com says your Happy Place is “a place which a person associates with happiness, visualized as a means of reducing stress, calming down, etc.; (hence) a happy state of mind.” So your Happy Place doesn’t even have to be a real place, just a mental image that helps you feel happy and relaxed when you think about it. In fact an imaginary Happy Place can be even more effective than a physical place. A study published recently in the Journal of Experimental Psychology: General concluded that thinking of traveling to a fantastical location and merely planning such a trip in your head can actually increase your happiness more than reminiscing about the actual vacation afterward.

When I go to my Model A Happy Place, I picture myself driving down a country road at a leisurely pace with the top down. The weather is nice, the road is smooth, and traffic is light. The car is running well and I am free to enjoy the fresh air and the sunshine. All is well.

So, I ask again: Do you have a Happy Place? I hope so. And I hope it involves a Model A.

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April Club Meeting

BY ELAINE CARLSON

Attendance:

Jason Beadle, Diane Brimley, Reid Carlson, Mike Carlton, Brad Christofferson, Dean & Janet Davis, Howard & Gemma Eckstein, Buster Hansen, Tony Jacobs, Brian Lindenlaub, Greg, & Robert Mack, Curt Martinson, Amber Morrell, Clyde Munson, Jeff Niven, Bill & Colette Thompson, Carl Vernon, and Andrew Watson.

New Member:

We are one a roll! Thanks to Andrew Watson. Every time someone buys a Model A from him, Andrew pays for their membership to our club. We think it is a good idea because we get to meet some great people this way. In the last four months we have had four new members.

This month we want to welcome Dale Penrod! He purchased a 1929 Special Coupe. He grew up in Provo on a small farm, yet he went to Orem High School. You'll have to ask him about that. He has done excavation work for years. Welcome Dale.

News:

- Wayne and Jan Atkinson are back from Nevada, where they stayed the winter with their friend. Sadly, he has past away, so Wayne and Jan are not likely to return to Nevada next winter.
- Bill Thompson was given a memorial coin and passed it around for everyone to see. This coin was past out to everyone who visited the Ford Pavilion at the 1933 World's Fair. On the face of the coin was inscribed, "1903-1933, Thirty Year's of Progress." This prompted a question from a club member, "Bill were you there when they were passed out?"
- T.C. Christensen is asking if anyone in the club has a Model T, or knows of someone who owns one, please let him know. He would like to use them in his next film. Production starts in September.

Club Business

Correspondence:

- Clyde Munson received a request through MAFCA's webpage. Sam Wessen has recently moved into the area and is interested in joining either the Salty A's or the UVMAC. Clyde will e-mail him and give him more information about us. Curt Martinson, President of the Salty A's and member of the UVMAC, will send him information about the SLC club. Naturally we want him to join our group, but obviously, he will chose which club meets this needs.



Dale Penrod!





- From a post to our club’s Facebook page, Clyde Munson reports that we have had over 120 views about our most recent tour to the Dream Mine.

Finances and Dues: Treasurer, Diane Brimley, reported that our funds are at the highest level they have been since the club was started. This is great news.

Awards:

Bent Rod Award – Howard & Gemma Eckstein were able to pass on one of the Bent Rod Awards because Clyde reported that “Henry,” Clyde’s coupe, has not been running well.

The other Bent Rod Award went to Dave Morrell. He purchased all new tires for his pickup and one reason or another, ended up remounting all four tires five times. Dave is the club pro at this now, so he can help you when you have the need to replace tires (you may want him to remount them just once, however).

13+ Award was earned by Amber Morrell this past month. Other than Greg and Robert receiving it in February, it is the first time in several years that someone has earned this award. Congratulations Amber!

A review of all the awards available through the club was given to inform new members, and refresh the memories of others, about the awards and how to earn them.

Past Activities:

The Dream Mine organized by Amber and Dave Morrell was a great success. There were twelve cars participating in the tour. Afterwards, ten cars drove on to view a private car collection and eat in Nephi. The round trip added 114 miles to participants odometers. Remember to keep track of your mileage so we can try for another MAFCA Mileage award for 2022.

Future Activities:

- **May 7th** — Strong Man/Car Photo Shoot at the Highland Heritage Park at 5600 W 10400 N at 3:00 p.m. If you would like to participate in the advertising photo shoot, please polish up your car and get it ready,
- **May 14th** — The car show at Highland Cove Senior Living Center (3750 S Highland Dr, Millcreek, UT) will be held at 11 a.m. Those participating will be meeting at 10:00 a.m. at Hart’s Gas Station (585 E Center St., American Fork, UT). Highland Cove will be offering swag bags and lunch.

Concerned that Pat and his crew may need help with the Progressive Luncheon, Howard asked, “Buster, “How’s it going?” Buster said, “Just show up, it will work!”



- **May 21st** — Our Progressive luncheon, organized by Buster Hansen, will be held starting at 10:00 a.m. We will meet at the old Allen’s parking lot in Springville and work our way north.
- **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. Make sure you book your room at See Howard Eckstein’s article on page 15.**
- **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 Zions Bank building. Members are encouraged to wear period attire. Howard will provide specific details when they event draws closer.
- **August 5th (Friday)**— Highland Strong Man Event. This activity will be held in Highland, UT from 5:00 p.m. until 8 p.m. Howard will send out the details once they become available.
- **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

2022

CLUB GOALS

1. 17,000 miles driven in 2022
2. Recruit members
3. Organize service activity
4. Greg’s car runs

TechTalk: Reid Carlson had a catastrophic incident on the way home from the Mountain Man Rendezvous last fall. Tonights presentation discussed the steps he took to rebuild the engine. He brought samples showing the good babbitt and bad. It was very informative.

Refreshments: Our meeting concluded with cookies, chocolate or white milk, or water. Thanks Brian Lindenlaub for this treat!



- 3rd — Neal Dastrup
- 7th — Karl Pope
- 19th — RaNae Hansen
- 20th — Becky Mack

I met a woman at the mall crying, she had lost \$200, so I gave her \$40 from the \$200 I found. When God blesses you, you must bless others.



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Editor's Note: I want to thank all those who keep contributing to the Out and About. For those who have been silent, please think about sending something in so we know what is going on in your life. It is nice if it is Model A related, but even if it isn't we still want to hear from you.

Last month was another busy month for club members. Here are four examples:

Roger & Geena Davis, on a mission to Argentina, have become "celebrities" within the local Argentine Model A Club.



Previously they were invited to a traditional

BBQ, but declined because of a baptism. The club had another BBQ since the Davises couldn't attend previously. The president of the club picked them up in his Tudor and took them to the BBQ. Good news! Because of extenuating circumstances, they have returned home and will be able to join us again.

Greg and Robert Mack went to Farmington, NM to pick up an engine. The gentleman said that he wasn't sure of its history, but he had it running. At the moment, the head was off the engine. When we got there it had a nice bright green paint job and the head had been reattached. Now, we weren't as confident as we used to be. Because of truck problems, we ended up staying an extra three days in Montrose, CO, but made the best of it by renting a car and visiting a number of sites around Montrose.

We have two more Model As road worthy again. **Tony Jacobs** got his rebuilt engine in his Victoria. With very few days to test it out, he drove it on the Dream Mine Tour.

Reid Carlson finished his engine rebuild and gave a *TechTalk* about the work he had done. He and Elaine will be able to take it on our next tour.





Proposal for a Club Project

BY HOWARD ECKSTEIN

If there's one attribute common to every man and woman on Earth, it is the desire and ability to create. Be it making music, designing and building a house, sewing a special garment, or building an automobile from the ground up, we humans are game for it.

The biggest obstacle to our creative juices has usually been expense or unavailability of parts. But not today! We now have the opportunity to build, from the ground up, a Model A speedster.

Andrew Watson has brought in a load of Model A parts that can almost build a running, rolling chassis. On that, we can fashion a speedster body made of wood. There is a video on YouTube of a man building a boat tail body of wood. This would be very helpful. <https://www.youtube.com/watch?v=pImfSVWAn5Y>



Done right, a boattail roadster such as this, made of spruce, would be a beauty.

Here are some images I rounded up from the internet for ideas.



We can use the cowl and gas tank and build a body from the A pillar back.

Any project of this nature requires research. Here is an historic vehicle for reference as we contemplate a final design:



Some of the major parts Andrew bought for this project:





Currently, there are already many major parts needed to get started: a '30/'31 frame, cowl and gas tank, '31 radiator shell, front and rear axles, four 21-inch wheels, brakes with drums, an engine and a transmission.

The vision is that club members would provide donated parts and labor. Some catalog parts will need to be purchased either by Andrew or the club. Records would be kept of donations at pre-agreed values. Members may then decide whether to receive payment at the time of sale of the car or let the parts remain as donations.

Monthly technical presentations in our club meetings could cover what will be done at the following work sessions. Work would be done on selected days twice a month so that components of the project have deadlines. This way, the overall project won't drag on for too

long. For example, some parts may be taken home for cleaning and painting, etc.

A project manager would be needed to keep track of the work in progress so that we all know what is due to be finished and what is needed to happen next. A technical director will mentor workers and assure the car is assembled correctly and safely.

Andrew will dedicate space at his lot for parts storage and for working on the car.

We want to involve our youth in working on the car. There are young men we know of who would jump at the chance to do this under the guidance of mentors.

For legal reasons, the title for the car would be under the ownership of Watson Motor Works. It can then be driven with his dealer plate and protected by the insurance that accompanies that plate. Once finished, the vehicle will be sold with Andrew's direct costs repaid. He'll take 15% of the profits, and 85% will go to the club for future endeavors.

This proposal was accepted in a vote during the April 2022 club meeting. Now we will form a project management committee to keep the project on track. Andrew knows the market and told us that a speedster done right would sell for \$20-30,000. Either way, the advertising benefit for him and the club would be very positive.

They say you're only as old as you feel.

Well I feel like I've been exhumed from the tombs of Egypt, given a cup of coffee and been sent to work.



Strongmen and Model As

BY HOWARD ECKSTEIN

On August 5th our cars are going to be part of the annual Strongman event in Highland.

Imagine the strongest men and women in Utah County coming together to demonstrate their bravery in battle against friction and gravity. Friction and gravity as presented by our Model As. That's right, instead of the old cliché of tugging a municipal bus across a parking lot, these super humans will be pulling, pushing and lifting our Model As! What a crowd pleaser. As far as we know, this has never been done before; promising to be class-A newspaper fodder.

In conjunction with Utah Heavy Athletics, we will provide the Model As they will use in their competitions. These contests are amazing to watch. The only painful part for us is realizing that we used to be that

strong during our halcyon youth.

The event will take place at Heritage Park in Highland between 5:00 and 8:30 pm on Friday, August 5th. Heritage Park is located at 10400 North 5300 West (Alpine Highway).

You'll notice that something is missing in the picture above. There's no Model A. We'll fix that. On Saturday May 7th at 3:00 pm, we'll meet at Heritage Park with our cars and the strongmen for publicity photos. These pictures will be used by us and Utah Heavy Athletics for advertising. Bring your car to the park on May 7th, even if you think you can't make it for the public event in August. 🚗





Originally printed in the July 2015 issue

My Model A Story

BY NICHOLAS MACK



Model A's often become father and son projects where the father and son spend quality time working together on a classic car in hopes of not only creating a car they can be proud of, but also hoping that the finished product would reflect on the relationship of the father and son.

Even though I have had dreams of owning my own Model A, I projected those dreams far into the future. Owning a Model A would be a hobby that I would enjoy later in my life when I was older and had more time.

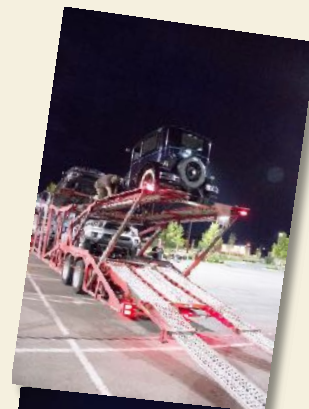
Yet, at times I found myself logging onto KSL.com to see what types of cars were on the market. I admired the wonderful old cars, but cringed when I saw the outrageous prices. I always thought to myself, "You're never going to get that much."

Since Greg got his Model A two years ago, I have seen how hard he has worked on it and how disappointed he sometimes becomes when he tries to make "minor" fixes. Two years later, his car's body is in my garage, his motor is in Clyde's garage, and his wheels, springs, and other random parts are at his home. He still doesn't have a running car. I knew I wouldn't have that kind of time, or, more importantly, that kind of patience.

While surfing the KSL website one day, I noticed a posting for a metallic green Tudor located in St. George. The amount of money they were asking for was quite reasonable, but the car had modern tires with some very ugly rims. I didn't think too much about it until I saw this same Model A posted again with a lower asking price.

Natalie liked the car and suggested that I show it to my dad. When my dad saw it, he immediately called the owner to get the details. I couldn't believe that he called them! That is when I got excited about owning my own car. My dream of having my own Model A could actually come true! We made plans to travel to St. George to look at the car the following Saturday.

On Friday, I received a call from the owner saying that a man from California was driving out to pick it up. What a blow! I was really disappointed, as was the rest of my family. To console myself, I logged on to eBay to see if I could find a similar car. Nothing seemed affordable, so I reconciled myself to dreaming once again.





Our Visit to the Dream Mine

BY HOWARD ECKSTEIN

In spite of the chance of rain in the afternoon, eleven Model As and some modern rolling stock took off from the old Shopko parking lot in Spanish Fork for a drive in the country up to the Dream Mine.

The bucolic scenes that opened to our view as we passed along the river bottom, awash in the shades of new leaves, verdant green fields with their white fences, and red barns, took us back to a slower time, matched by the moseying pace of our Model As on narrow black-topped country roads.

Our destination was a mine on the side of Knob Hill, called the Dream Mine; or more accurately, the Relief Mine. Utah is dotted with mines that have burrowed out the earth beneath our feet, but none has a story as unusual as the Dream Mine.

We were hosted by Mike Brockbank. A member of the board of directors for the Relief Mine Company who told us about the mine and its place in Utah's local history.

In 1894, John Koyle dreamt that he was told by a messenger to dig a mine in Knob Hill which would lead him to prodigious riches in gold, much of which had been hidden there by ancient peoples who are ancestors of today's Indians. This gold was to be used to help with the Gathering of Israel in the last days and to be a relief against a future economic collapse.

The first entrance was started in 1894, shortly after he had this dream, by Koyle and five of his friends. There is more than one entrance today, however mining ceased by the middle of the 20th century. In 1934 construction began on a processing plant which can be seen on the hillside from across the valley. It was finished in 1936 and is called the "White Sentinel". No ore of significant value has been produced to date.

The processing plant is not in a ready state at this time. Whatever equipment is in there is surely obsolete and likely rusted beyond use.

Notwithstanding its current state of affairs, stock in the mining company is bought, sold and traded locally even today. Those who hold the stock believe in the predictions of John Koyle and maintain hope that someday gold will be found in there.

From the Dream Mine, our group drove down the mountain and continued on to Nephi, about 30 or so miles south to visit the auto collection of the Brough family. Here we found a very eclectic collection of cars, some restored and some not. He had more than just a collection of cars. The walls were covered with automobilia, including 1,100 oil cans from 600 different vendors. After visiting the collection, lunch was enjoyed at Lisa's Country Kitchen before heading back north to our homes. A necessary stop was made at the Red Barn in Santaquin for ice cream.

Tony got his new Vicky put back together after installing a freshly rebuilt engine the day before. When he arrived home from the outing at 3:00, he had clocked 140 miles. Not bad for a car he hadn't driven more than 30 miles since he bought it. He said it ran without any problems. Recognition also goes to Reid Carlson who put his engine together himself and had it done in time to take this tour. Great break-in miles. Both Tony and Reid deserve the *Nerves of Steel* award.

History tours coupled with the beautiful countryside of our small Utah towns are popular activities for our club members. Keeping our cars in ready-to-roll condition allows us the freedom to take off on these relaxing and educational events.





UTAH VALLEY

- Model A Club -



Photographers
Clyde Munson &
Howard Eckstein



CENTERFOLD OF THE MONTH
1930



PAUL & EILEEN PRIOR
82-B PICKUP



Ready for the Lava Hot Springs Trip?

BY HOWARD ECKSTEIN



Many of our club members are getting their cars up to snuff to make the trip to Idaho in June. How's your car coming along? Is there something that needs attention? The weather is improving and now is the time to find out what you need and to get the parts ordered.

The month of May, and first part of June, will pass by without hesitation. If garage days are needed to get help from other club members, let's get some scheduled. Brian Lindenlaub makes the arrangements for garage days. They've been successful in the past. Brian can

be reached at b.lindenlaub@gmail.com. Clyde and Howard can help you identify the parts you will need for your projects.

If you haven't booked your room yet, do it now. We're staying at the Cobblestone Inn in Soda Springs on the nights of Thursday June 23 and Friday June 24. Their number is 208-547-1920. Be sure to tell them you are with the Model A Club to get the \$121.49 per night rate. Please let Howard know you have made your booking at h_eckstein@hotmail.com.





Lava Hot Springs Resort & Other Sights

FROM LAVA HOT SPRINGS.COM

Our long tour this year will be a trip to Lava Hot Springs, Idaho. The trip will start on Thursday, June 23rd and will run through Saturday, June 25th. Howard Eckstein has a route selected so that we can stay away from the high speed highways.

If you are worried about your mechanical abilities while on the tour, we have several master Model A mechanics touring with us, so they can help if needed. Prior to the tour, it is a good idea to go through a safety checklist, found on pages 18 & 19.

facilities in both Soda Hot Springs and Lava Hot Springs.

We will also be touring a portion of the Oregon Trail and visit roadside historical sights along the way. On the internet site: <https://currentcamper.com/things-to-do-around-lava-hot-springs-and-soda-springs-idaho/> it says, "Located on the shores of the Alexander Reservoir, on Highway 30 between Lava Hot Springs and Soda Springs, you can still see the wagon ruts left by the old Oregon Trail travelers.



A meeting place has not been determined as of yet, but Howard will have more details next month. As we drive north we will be picking up both Salty A and Beehive Club members who will join the drive. Treasure Valley A's, from Boise will also be coming from the north to enjoy the weekend with us. We will stop several times for breaks, gas and snacks, if wanted.

It is about a 220 mile trip one way to Soda Springs where we will be staying. From there, it is a 22 mile drive to Lava Hot Springs. Depending on our itinerary, you can take advantage of hot spring

Established in 1842 to connect the Missouri River to Oregon's Willamette Valley, this wagon route was one of the main throughways to the northwest for close to 40 years"

It will be an enjoyable trip with new things to see, new members to get to know, and the camaraderie of other Model A Clubs. If you haven't already done so, make sure you book your reservations for the hotel now at: <https://www.staycobblestone.com/id/soda-springs> or call them at: (208) 547-1920 or toll free at (888) 693-8262. 📞



UVMAC Vehicle Safety Inspection

UTAH VALLEY MODEL A CLUB

STEERING

- Steering wheel 3" to 4" maximum rotational play; steering column not loose.
- Pitman arm tight on shaft.
- All ball/socket joints tight with necessary cotter pins.
- Check toe-in.

BRAKES

- Brake pedal travel 1" free travel; no side play on pedal
- All brake rods tight with clevis pins and necessary cotter pins in place; front operating arms tight on cross shafts.
- Correct wheel drag
- No noticeable squeal or grinding in brake shoes.
- Emergency brake functioning.
- Early '28 brake cross shafts system tight

SPRINGS AND SHACKLES

- Center bolt properly seated front and rear
- No obvious sag in body
- Shackles not worn excessively or broken
- Shock absorbers functional; all bolts tight and links to arms and perch balls tight and operational.

WHEELS

- Lug nuts tight – 50 lbs.
- Spokes straight and not broken.
- Hub cracks.

- No excessive wobble.
- No excessive rust.
- Repack front wheel bearings.

TIRES

- No serious weather checking or bulges, including spare.
- 1/8" tread.

REAR AXLE NUTS

- Torqued to specs; cotter pins in place.

ENGINE

- No gas leaks at carb, tank, valves.

GAS TANK

- Flame arrester screen in place.
- Proper vented gas cap with gasket.

EXHAUST SYSTEM

- No leaks at manifold.
- Take off manifold heater for summer touring.

GLASS

- Safety glass in windshield; should also be in all other windows.
- No glass cracks or sharp edges

LIGHTS

- Light switch operates correctly to give park bulbs, if equipped, low and high beams
- All bulbs functional
- Brake light switch functional with reasonable pedal pressure
- Dash light functional
- Head lights aimed correctly and focused





- All bulbs grounded properly for maximum brightness
- Wiring in good condition

WIRING

- Wiring in good condition throughout.
- Routing of wiring to be safe.

HORN

- In condition to operate at all times when engaged.

WINDSHIELD WIPER (ELECTRIC, VACUUM, OR MANUAL)

- Must be in reasonable working condition.
- Wiper blade in good condition.

BODY

- Doors must close properly on latches.

REAR VIEW MIRROR

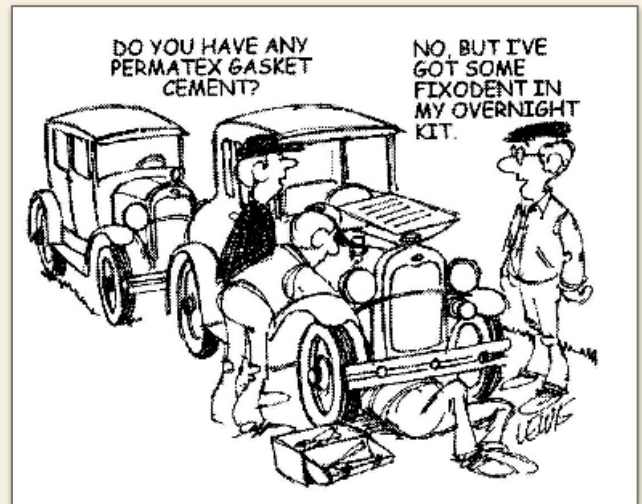
- Require one mirror in center in good condition

SUGGESTIONS

- Brighter tail light bulbs – halogen/LED available.
- Fire extinguisher.
- Carbon monoxide testing card for interior

THINGS THAT ARE GREAT TO HAVE WITH YOU AS YOU TOUR:

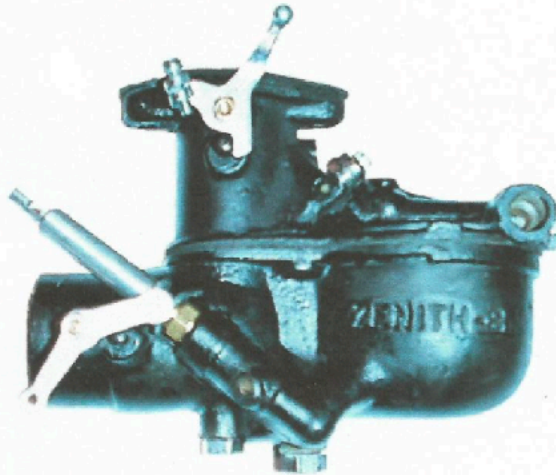
- Coil
- Condenser
- Set of Points
- Fan Belt
- Amp Meter
- Generator Cut Out
- Jack
- Spare tube
- Hand Crank
- Water Pump
- Distributor
- Carburetor
- Front Outer Wheel Bearing
- UVMAC
-
- Socket Set
- Screwdriver
- Pliers





Zenith Carburetor Troubleshooting Guide

COURTESY OF HOT BABBITT NEWS NEWSLETTER OF THE SIS-O A'S.



Common Symptoms

Problems when driving over 30 to 35 MPH	Problems when driving 5-35 MPH	Engine won't idle smoothly at 350 to 450 RPM	Engine dies when vehicle comes to a stop	Gas Leaks from Carburetor	Low mileage / Sooty plugs / Mixture rich / Smell gas	Mixture lean and over heating	Back fires at high speeds	Miss and jerks on hard pulls at low speeds	Opening GAV does not provide extra fuel at low speeds
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Common Causes

Loose fuel line fitting, drain plug, filter strainer, GAV, Passage plugs, etc..									
Float is set too high or a pin hole absorbs gasoline into float.									
Float Valve does not seat properly due to dirt, rust or material failure.									
Gaskets are not sealing properly.									
Gasket at Main Jet is too thick or multiples are used, resulting in tip being too low.									
Main Jet or Cap Jet Tip is not "dished" / "indented".									
Vacuum leaks at manifold gaskets, wiper line, or throttle shaft.									
Throttle Idle Adjustment Screw is mis-adjusted.									
Idle Air Adjust Screw is mis-adjusted or too short, collapsing spring before it seats.									
Upper Casting Idle Jet Passage is restricted to Idle throat port.									
Upper Casting Air Adjust Screw Passage is restricted to vent hole.									
Idling Jet Orifice contains dirt or rust, or is too small.									
Idling Jet Orifice is too large.									
Gas Adjusting Valve is open too much or seat is not honed to let needle seal.									
Gas Adjusting Valve Brass Seat is missing from carburetors built through 1929.									
Lower Casting Bowl Passage is restricted to Secondary Well via GAV Seat Hole.									
Lower Casting Comp. Jet Passage is restricted to Cap Jet via Secondary Well.									
Compensator Jet Orifice contains dirt or rust, or is too small.									
Compensator Jet Orifice is too large.									
Float is set too low.									
Lower Casting Bowl Passage is restricted to Main Jet & Drain Plug.									
Main Jet Orifice contains dirt or rust, or is too small.									
Upper Casting Fuel Line Passage is restricted to Float Valve via Filter Strainer.									
Gas Adjusting Valve Seat is blocked with dirt or rust.									
Air Filter is restricting air flow.									

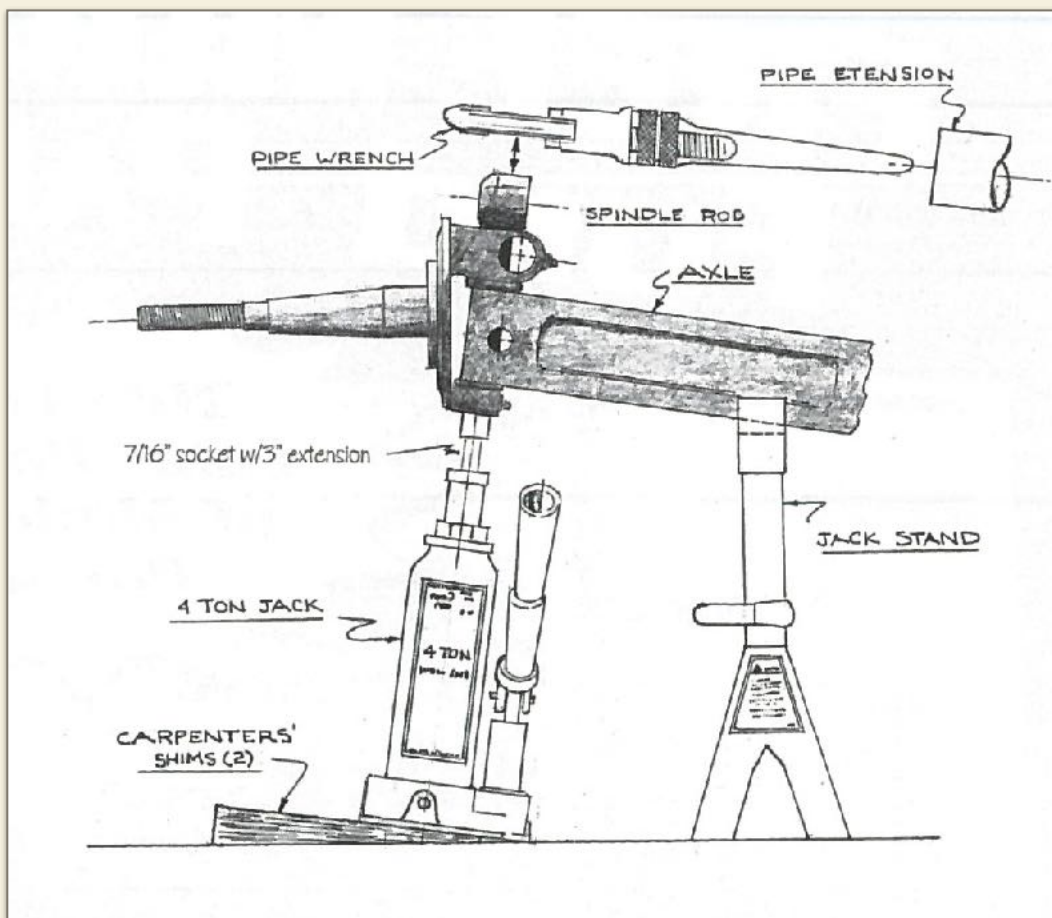


King Pin Removal

BY FRANK SCHRAY — ILLUSTRATED BY NORM ELLIS

In an attempt to rebuild the front end of my 1929 pickup, I encountered extreme difficulty in removing the two king pins. They would not turn and/or pull out. I saturated the spindles and king pins with penetrating oil, placed a four-ton hydraulic jack under the king pin, and using a 7/16 socket on the end of a three-inch extension from the socket set, I aligned the extension with the socket at the bottom of the king pin with the extension sitting on top of the jack. A 3-1/2-inch head stud can be placed up through the king pin and into the 7/16 socket to stabilize the two together. I jacked up the front end of the car with the hydraulic jack about 1/2-inch, using a 10-inch pipe wrench with a 24-inch pipe for leverage. I turned the king pin back and forth.

At first, it was very difficult to turn the king pin, but with numerous applications of penetrating oil, the king pin started to rotate. After about 10 minutes, the front end dropped back on the car jack, and the king pin moved up. I continued the procedure until the king pin broke loose and was easily removed. It took about 45 minutes per side.





MAFCA's Technical Tips

BY RICK BLACK AND JOHN PRATT

Tiny Tips

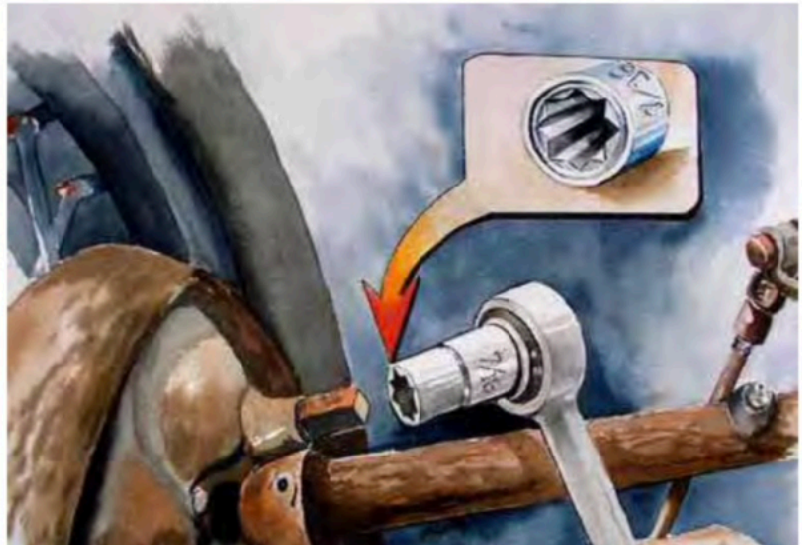
From MAFCA Members

From Rick Black, Medford, Oregon
Illustrated by John Pratt, Urbana, Illinois

A Better Brake Adjustment Tool

Here's a tip to help you adjust the brakes on your Model A. Instead of using a 7/16" open end wrench, or worse an adjustable wrench, find a 7/16" 8-point 1/2" drive socket. This "square drive" socket will fit right on the square brake adjustment stud coming off the backing plates, and you can use a BIG 1/2" drive ratchet wrench or, better yet, a breaker bar, to move that stubborn wedge.

So rummage through your tool box and find those hardly-used 8-point sockets and see if you have a 7/16" in there. If not, you can get one at your favorite tool store. The Sears Craftsman part number is 44221. I got mine on eBay.



If you have a helpful tip about Model A restoration or maintenance that you'd like to share with MAFCA members, please forward it to the MAFCA Office, 250 S. Cypress St., La Habra, CA 90631-5515 or e-mail to: restorer@mafca.com.



Unfortunately, the club's board has been given notice that Larry H Miller's hours are changing. They will be closing at 8:00 p.m. now. Research was done to find another dealership that might be open later. It seems that all Ford dealerships are now closing at 8:00 p.m. Other venues were contacted, but now suitable facility has been found. The board will contact everyone once a location has been found.



Let's Have Some Fun

FROM MAFCA'S A WORD, SHERRY WINKINHOFFER EDITOR



Key on page _____





Ladies Fashion Journal

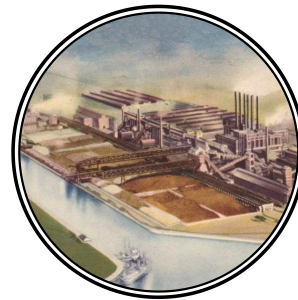
A PICTORIAL SUMMARY OF MODEL A FASHIONS

By Jill Barrel
courtesy of the MAFCA
Looking One's Loveliest in
1928

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.

It was in 1928 that Henry Ford's River Rouge Complex in Dearborn Michigan, an auto plant begun in 1917, was completed as the largest factory in the world. In 1928 the United States were still consumed by Prohibition and the Roaring 20's. Fats Domino, Lefty Frizzell, Maya Angelou, Rosemary Clooney, Elias James Corey, Dick York, Bob Crane, Jimmy Dean, Dick Van Patton, and Ralph Waite are some that have one thing in common. Only one was an American chemist Nobel Prize laureate but they all were born in 1928. And on that note, 1928 was the first year of our Model A era.



Anne Rittenhouse, fashion contributor for McCall's Magazine, wrote in 1928, "Not a knee was to be seen." She also wrote, there was a new trend of practicality. Every woman could wear the same dress at home, to work and to then to the store. One costume for the day was sufficient. Another trend for women's fashion in 1928 was the open season for all fabrics between two Januarys. Cedar chests were now used for interior furnishings.

In 1928, waistlines were right at the widest part of hipline. New belts livened up old frocks. Designers used simple straight lines. The hem line was straight with flares and pleats that allowed the skirt to open with the movement of a woman's knee brought on by new dance demands.

A vivacious evening and afternoon tea dress was preferred to a sedate one. A wider variety of colors were accepted. Women's clothes were now referred to as romantic and acquiescently Victorian similar to the feminine gowns in the late 1880's when Queen Victoria lived. There were no plain surfaces on a dress in 1928. Dresses had ruffles, full skirts, a flare below the knee and uneven hemlines. In 1928 there were flounces, jabots, pleating, decorative girdles, odd seams, flying scarfs, floating sleeves, raglan shoulders, and hip yokes that were features to attract attention and prove change from the last season.



Necklines were softened with lace using its old sway over the neck opening. The decorative neckline went hand-in-hand with the flowing, straight skirt. Coats in the summer were not only for comfort but often as a decoration. Coats were not meant to hide the dress but slyly reveal it. Well fitted shoulders were a necessity. The slim arm was as important as the slim ankle. Muscles were taboo. Stringy tendons were abhorred. Women went to great lengths to look just right.



Women's fabric colors in 1928 were bright and vivacious. Fabrics in garden colors let in brilliancy. With bright colors available, black and white, dark blue and mist gray were running mates. For more information about colors in the Model A era, check out *The Color of Fashions in Your Model A World* written by MAFCA member Peggy Gill. Her research and color descriptions will steer you in the right direction to recreate that perfect ensemble.

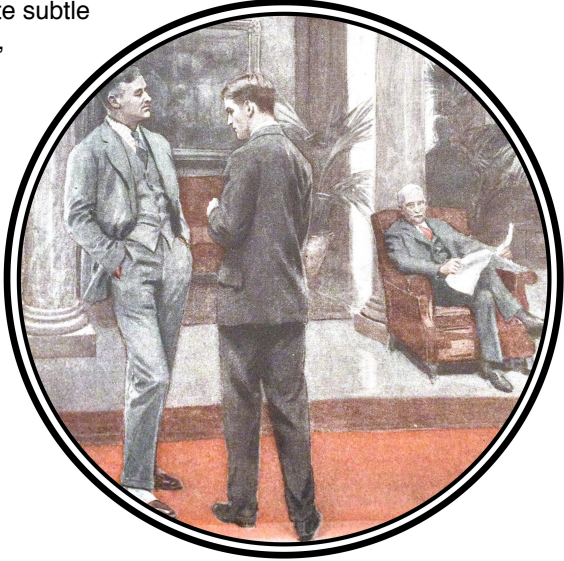
In young girls fashions, there was the allure of the new smocking which simplified fitting with straight under-arm seams. Another great trend was hand stitchery with effectively placed dainty flowerets made from French knots.





Men's clothing was like women's fashions, proper etiquette and correct attire was the norm. Wool was the primary fiber although other fibers were woven in to create subtle patterns. Popular colors included blue, gray, blue and black. In warm climates, lightweight suits were worn without vests.

The year 1928 offered many clothing options, and the beginning of the Model A era. Be sure to read the following articles for each year in this series, Looking Your Loveliest in 1929, 1930 and 1931, to see what a difference a year makes.



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Ford Motor Company, Rouge River Michigan postcard, ©Ford Motor Company 1924

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Model A Ford Club of America

Established 1937

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



Jay McCord — MAFCA President

to the best time of the year. The last of the snow has fallen and the wildflowers are beginning to emerge. It has been wonderful to finally be able to get my Coupe out for daily drives. I have been fortunate to attend several events this year. The Central California Regional Jamboree, hosted by the Paso Robles As had over three hundred in attendance. The Orange County A's held their 59th annual pancake breakfast with record attendance. I am looking forward to attending many Chapter Meetings and a swap meet or two. I know you will be spending time with your A at different activities too. I hope that you will keep a membership application for your local chapter and the national club in your car. When people want to visit about your car, I hope you will tell them about the many benefits of our wonderful club.

I would like to remind you that we have proclaimed May as Model A youth month. We have joined forces with the Model A Youth Restoration Award and the Model A Youth Scholarship organization. Check out our website, www.mafca.com for more information on these fine organizations. I would like to ask each chapter and group to actively promote the hobby with our young people. Our chapter is hosting a BBQ at a members ranch where we will have a variety of Model A's on display. We have invited everyone to bring their children and grandchildren. There will be opportunities to check out the cars and honk the horns Those with drivers licenses will take the wheel and develop their driving skills. If we provide memorable experiences these young people will develop a love for the Model A just like we enjoy. Remember we have the A World

Magazine available for the children. You can subscribe by sending your email address to Aworld@mafca.com. This is a wonderful electronic publication written by our editor, Sherry Winkinhofer. I hope you can do your part to share your car with grandchildren and neighbors.

I am getting excited for the fun time that we will have as we attend our National Convention in Kerrville Texas. It is not too late to send in your registration for this fun filled week in the Texas Hill Country. You can find the registration form on our website www.mafca.com. See you there.

Happy Motoring, Jay McCord

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- 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



Robert Ballard' Message

After reading the April newsletters from everyone, I notice that just about everyone is getting more active. As the weather continues to improve, I'm seeing more and more chapter's host maintenance and safety check days as members check to make sure their A's are road worthy and safe. Elaine and I already have over 3,000 miles under our belts through March. We recently completed a tour through East Texas, Oklahoma, Kansas, and West Texas. Fourteen days and slightly more than 2,000 miles without any incident. We also got to spend time with friends from the Tulsa Model A club and the Sooner Model A club at the beginning of the trip plus the Greater Houston A's, Piney Wood A's, San

Antonio A's and Victoria A's at the end of the trip. What a group of nice people and thanks for making our tour a memorable outing. To me this speaks volumes about the durability and serviceability of the Model A. What a great car. (I would also like to thank everyone behind the scenes that helps me keep "Eleanor" or the road!)

I know I keep talking about this, but time is running out to register for the 2022 MAFCA National Convention in Kerrville. We are fast approaching the May 1 deadline for the \$15 early bird registration discount, and you don't want to miss that. It's gonna be a Texas Sized party that you don't want to miss! I'll see you there. While we are on this subject, don't forget the "The New Model A Days" at the Gilmore Care Museum this September. Things are a changin' and this will be a two-day event versus one day. The host hotel has changed as well. While you are at it, you should go ahead and commit, sign up and get ready to attend the National Award Banquet in December in Golden, CO. I'm looking forward to a fun time in Colorado in early December.

That's all for this month. Stay safe and "keep it between the lines". 

Would You Like to Serve?

This year the Model A Ford Foundation is looking for three (3) individuals who love the Model A hobby and are interested in serving on the MAFFI Board of Trustees. The MAFFI Board oversees the Model A Ford Museum at the Gilmore Car Museum and encourages Model A'ers around the country to support the museum through membership in MAFFI, donations to the museum operations and the Endowment Fund.

A trustee serves for three years and is eligible to serve a second consecutive term if he or she desires. Trustees must be a member in good standing of MAFFI and we strongly encourage each trustee to support both national clubs, MAFCA and MARC through membership as well. We ask that while serving on the MAFFI Board, you do not run for or accept positions on another national club's board. If you think you may be interested in serving on the MAFFI Board, please contact our Executive Director, John Marshall (ExecutiveDirector@maffi.org), or Jerry Morrissey (President@maffi.org).

The Board meets once a year on a day before Model A Day(s) at the Gilmore begin, which usually falls on the third weekend in September. Attendance at the meeting and Model A Day is strongly encouraged. Meetings and business are also conducted through email and conference phone calls so a trustee must have access to a computer for email. We like to have representation on the Board from all areas of the country. We would like to also encourage women to serve on the board.

Don't forget to register for your Model A Days prepaid events on the MAFFI website.

Thank you,
Mike DuBreuil, MAFFI
clubcontact@maffi.org





The View From the Rumble Seat

BY ROBERT MACK, EDITOR



I am definitely looking forward to the upcoming touring season. Looking at the schedule, there is a great variety of tours, both short and long with diverse subject matters as their focal point.

This variety started me thinking about which tours I like best. After a few moments of contemplation, I realized I liked them all. Why is that? At this point, I was distracted by the needs of a four-year-old grandson, and I never got back to answering that question.

At a later time, I went to the MAFFI web page to see when their Model A Day was and what activities they had scheduled. While there, I stumbled upon the short video clip from the previous Executive Director of the Gilmore Museum, Michael Speza. There was a particular portion of his presentation that caused me to rewind the video so I could hear that section again. This is what he said,

“ The history of the automobile is the history of society and how the automobile has changed society, changed opportunity, and changed the way we live everyday.

Ultimately, it’s always about people. Fundamentally, these (cars) are artifacts, wonderful artifacts. The truth of the matter is, it always comes down to being about people; people from the past, people in the present, and people in the future.”

His comments caused me to recall my previous conversation with myself. Why was it that I liked all the tours? It wasn’t because of their duration and it wasn’t because of the tour’s focus. The reason I liked them was because they had two things in common, the Model A and the people.

Well, that brings me full circle. I’ve been trying to make a point since the first year of the club’s formation. The fun of this hobby is the people. A lot of people enjoy Model As, but in my opinion, the avocation has a deeper level of satisfaction to those who are members of Model A clubs than those who aren’t. This is because of the people we associate with within the club.

I’ve said this before, thank you, thanks to the members of the Utah Valley Model A Club, because of you, I have a greater passion for this wonderful hobby. As members of the club, I hope you feel the same way.





Classified Ads

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.



(801) 607-1385 - Sales
205 E. State Road
Pleasant Grove, UT

Hello, I was just wondering if any of your members would be interested in a project. I have a 1929 blindback sedan (60C) for sale and I'd love to know it will be restored. It has survived intact this long and I'd hate to see it hot rodded. Original Utah car with very minimal rust. The engine turns over but needs to be gone through again as most of the bolts and nuts finger tight. It has the original factory Ford safety glass windshield. It had Chevy fenders on it and I think it has Chevy running boards. I have the correct front fenders for it (not pictured) Clean Utah title. Asking \$3000



Thanks, Mark
christensen.markrobert@gmail.com



Model A Ford Club of America



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\$_____ 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



1-11-1934 Quality Motors Madison WI

Why are *overlook* and *oversee* opposites?
Why is *phonics* not spelled the way it sounds?



1-11-1934 Quality Motors Madison WI
photo submitted by Howard Eckstein