



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 10 No. 6

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

June 2022

IN THIS EDITION:
DRIVING THE OREGON TRAIL
 Smorgasbord on the Road
 Picking up the Parts

SHORTENING
 A PITMAN ARM

WIPER MOTOR
 AUTHENTICITY



14 Model As at AAA Lakeshore Storage and Museum while on the Progressive Luncheon Tour
Photographer, Clyde Munson



UVMAC MISSION STATEMENT

The purpose of the club is two-fold:

- 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.
- 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 6:30 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo.

2022 Club Officers

CLUB OFFICERS

Board Chairman	Greg Mack	gregmack02@yahoo.com
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Sec/Historian	Elaine Carlson	sewingbird@msn.com
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Activities	Howard Eckstein	h_eckstein@hotmail.com
Membership	Amber Morrell	mystuff@live.com

APPOINTED POSITIONS

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

JUNE ACTIVITY



UTAH VALLEY
- Model A Club -
June 23 - 25 2022

Lava Hot Springs and Oregon Trail Tour

Meet at
Smith's Parking Lot
at Pioneer Crossing and
Redwood Road in
Saratoga Springs
at
9:30 am Thursday
June 23rd
We roll out at 10:00 sharp
at
Route instructions are in the
June Motometer.
Copies will be distributed at the
beginning of the tour.

President's Message

BY BRAD CHRISTOFFERSON

Well, it happened again. I went out to my garden about three weeks after tilling it up for the spring and there was a nice carpet of weeds already vigorously flourishing. Every year I hope it will be different and every year the same thing – weeds – to torment me. It's not too bad this time of year because they are small, the roots are shallow, and they are fairly easy to keep at bay. It's only later in the season - when I'm too tired to keep up with them that they begin to overtake the beans, and the onions, and the corn, and the tomatoes. The weeds go to seed before I pull them out and they have spread a new generation back



Brad, out standing in his field

into the dirt. Life would be so much better if they didn't keep coming back. I have hoped each winter the cold weather will kill all the seeds and I will be free of those "Satans" of the soil. But my disappointment is manifest each May, and I go about the continuous process of trying to cleanse the garden once again.

It reminds me of the one thing I remember from the counsel given by the officiator before our wedding ceremony - his

story of weeds. He used to be a farmer in his younger years and explained how as the young wheat or corn was starting to grow, he would see a weed here or there and quickly pluck it out before

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May Club Meeting

BY ELAINE CARLSON



Attendance:

Wayne & Jan Atkinson, Robert & Julie Barnes, Jason Beadle, Bruce Boggis & Larry Laxman, Diane Brimley, Reid & Elaine Carlson, Mike Carlton, Vern Cope, Dean & Janet Davis, Roger Davis, Howard & Gemma Eckstein, Buster Hansen, Tony Jacobs, Brian Lindenlaub, Greg, & Robert Mack, Amber & Dave Morrell, Clyde Munson, Jeff Niven, Par & Patsy Palmer, Dale Penrod, Carl Pope, and Andrew Watson.

New Member:

It's another month and another new member. We love it! This month we want to welcome Rex & Anna Tomlinson of Pleasant Grove. They purchased a 1930 Tudor from Andrew Watson at Watson Motor Works. Rex, Anna, we're glad you've joined our group. We hope to see you at the next meeting!

Club Business

Finances and Dues: Our club funds are doing well. Dues reporting is up to date.

Speedster Project: Andrew, through Howard, bought a 1929 coupe, 1930 chassis, and many more parts for \$10,000. Many of these parts will be used for the club's speedster build.

New Board Member Position: In an effort to relieve pressure, the Treasurer position has been divided in two. In addition to the Treasurer, the club will also have a Membership Director. Amber Morrell has been appointed to this position for 2022.

Awards:

Bent Rod Award was earned by Clyde Munson. He willingly admitted that "Henry," his Model A, had a problem. The car would stall at intersections. After checking the most obvious causes, Clyde found the problem — a weak battery. He replaced it and "Henry" runs great now. Clyde considers the Bent Road Award a prestigious accolade. It means that the recipient has been driving their Model A.

Golden Wrench Award — several club members are working toward this award. Howard Eckstein is helping Tony Jacobs write up his engine swap, Tony has written an article for horn repair and maintenance, so he has earned a Golden Wrench. Because of lack of space, Tony's horn maintenance article

will be printed in the next edition. Brian is working toward a Golden Wrench Award for installing a second tail light. Roger earned the award for his windshield research and installation. Buster Hansen, for shortening Karl Furr's Pitman Arm.

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 Milage award for 2022.

Future Activities:

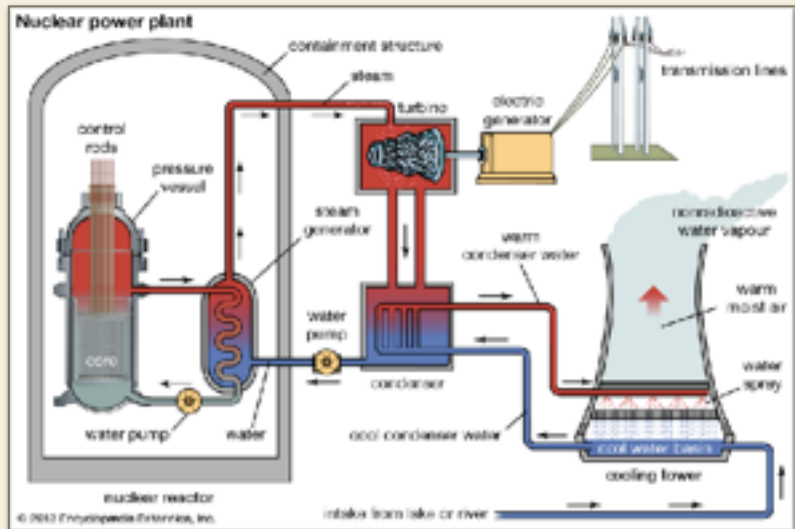
- **May 21st** — Our Progressive luncheon, organized by Buster Hansen, will be held starting at 10:00 a.m. We will meet at the old Allen's parking lot in Springville and work our way north. We will be starting with Blow Torch Tacos at Joe Fazzio's home (uncle to Buster), then work our way to Lakeside Storage for a photo opportunity. Our next stop will be at the Cherry Hill Farm for another photo shoot. Then we are off to "Syd's Salads," for, guess what? Salads. Our next stop will be at Timpanogos Harley Davidson. "Pat's Pork Buster" will host the main course followed by a short jaunt to Par's home for "Par's Parfaits" to finish our progressive luncheon.
- **June 2nd - 4th** — Rat Fink Reunion, in Manti, with a car cruise on Saturday at 5:30 p.m.
- **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.**
- **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. Howard will provide specific details when the event draws closer.
- **August 5th** (Friday)— Highland Strong Man Event. This activity will be held in Highland, UT from 5:00 p.m. until 8:00 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, and Beehive A's 40th Anniversary Car Show.
- **October** — Cemetery Tour
- **November** — TBD
- **December** — Christmas Party

TechTalk: This month, Brian Lindenlaub, who spent most of his career as an engineer in the nuclear energy field, shared some very interesting information that most people don't know when it comes to nuclear power plants. After taking copious notes it was easy to see that there was not enough room to write it all down. The chart below will provide a general idea of how a nuclear power plant works. If you would like to learn more, talk with Brian.

How a Nuclear Power Plant Works



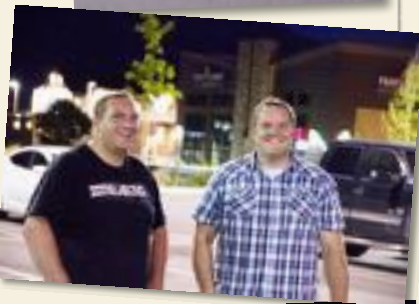
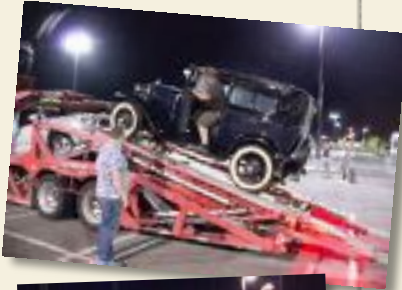
- 8th — Jeffery Niven
- 21st — Reid Carlson
- 26th — Amber Morrell
- 27th — Bill Thompson
- 30th — Janet Davis

Originally printed
in the October
2015 issue

My Model A Story pt 2

BY NICHOLAS MACK

continued from last month



After looking every day on eBay for Model As, I came across two Model A Tudors, that looked fairly good and weren't too far out of my price range. One was a light brown Tudor, and the other a two-tone black and Lombard Blue. After watching them on eBay, their reserved bids were never met, so I contacted them both. Only the owner of the blue car, a man named Mike, responded.

Mike informed me that he had removed the car from eBay because he had received a local offer. However, while closing the deal, the young man who hoped to purchase the car mentioned that he thought the car would make a cool hot-rod. Mike said he couldn't imagine his car being driven like a hot rod, so he offered the car to me. I asked for as many pictures as he could take as I wanted to see everything. Dad and Greg gave me their opinions as did others. After a lot of consideration and after Mike lowered the price, I decided to buy it.

I was extremely excited to get my Model A, but was very nervous as well. What if it wasn't what I thought? What if the pictures didn't show everything? What if it had problems that I wasn't told about? Could I really afford to make this purchase? All sorts of thoughts went through my mind, but it was too late to turn back now. I had sent the money, and had the title in the mail.

Making plans for shipping a car isn't as easy as I thought, and I quickly learned that you have to be very, very flexible on the time frame. It took two weeks before I got the car; two of the longest weeks I can remember.

After being told that the driver delivering the car would call me 24 hours in advance, I eagerly awaited that phone call; but it never came. Then I was told that the phone call would come on a Saturday; no call. Then it was Sunday, but still no call. Finally I got a call saying that my new old car was coming on Tuesday. I was so excited to finally tell Natalie and my family that it was coming! We decided to have a small pizza party at my house in celebration. At 8:00 I got the call that the car was arriving at the Costco parking lot. I dropped my pizza and raced to my car, dragging Natalie behind me, and leaving my family to fend for themselves. The moment had finally arrived. Excitement, anxiety, and nervousness filled my mind as I speeded to Costco.

When I arrived at Costco, it was getting dark, but I could see my babe on the top of the truck (my car, not Natalie). I must have smiled from ear to ear. I watched the driver remove the other cars as I patiently waited to hear my car come to life. I was nervous that it wouldn't start, or that it would fall off of the truck.



After the other vehicles were removed, it was time for my car. She started right up, and came alive and sounded really good. As she rumbled, my heart fluttered. I was so excited. As the driver lowered her down the steep ramp, I noticed that the wheels came very close to the edge of the ramp. I was nervous that the car would fall off. I soon realized that the driver knew what he has doing, and I had nothing to worry about.

We inspected the car, and of course, inspected the most important part of the car; the horn. Sure enough, my baby said hello! The horn sounded nice and healthy!

Natalie and I took our maiden voyage around the parking lot; the car did well. I tried to get a feeling for my new car. When I took a turn a little too fast, Natalie's door flew right open, scaring both of us. We laughed, secured the door, and excitedly headed home.

As we drove home, I began to feel excited about taking my car to the Progressive Lunch and surprising everyone in the club with my new car. (I tried to keep it a secret, but rumors where getting around that I might have a car.) This secret unveiling was quickly shattered when the car started jerking profusely on the ride home. I panicked a little but figured a GAF adjustment would quickly fix the problem. To my discouragement it didn't, and the ride home was a ride of dry heaving, pops and sputters (the car, not me). I was SO disappointed! Some of my fears had come true. As we sputtered in to the garage, she took her last breath (the car, not Natalie) and died there. Mixed emotions came over me; half excited, and half disappointed. But I knew that Greg would be there to help me figure it out.

What an experience it has been; from just looking and dreaming on KSL, to searching on eBay, to picking a car I could afford, to delivery of said car, to driving that car! Now I smile every time I walk into my garage.

I would like to thank my family, and Natalie, for their love and for the full support they have given me to achieve one of my dreams. I would also like to thank Greg, Clyde, and Howard for their help with my car, and lending me parts to get things going again. I also want to thank the club for their excitement for me, and support. How lucky I am to have wonderful family, and club members that I consider to be wonderful friends. THANK YOU.

Nicholas Mack



Wiper Motor Authenticity

BY ROGER DAVIS

Since I got my 1929 Fordor in August 2016, I was always disappointed in the look and operation of the modern, reproduction wiper motor. To me, it was just a large, ugly motor that cluttered the interior appearance of my Fordor (see Fig 1). But, I had other things that needed to



Fig. 1

be fixed first. You may recall that I had the engine rebuilt in 2019, and that I had the leaking gas tank soldered to stop the leak when JBWeld would no longer do the trick. Then I rebuilt the brakes, refinished the undercarriage, painted a couple of new rims, corrected some wiring, you know the usual stuff of a Model A.

I researched the Model A Restoration Guidelines and Standards and found it to be quite confusing due to the variety of the wiper motor suppliers and the large number of motors. Then it got really complicated when I tried to understand the swing arm, the various control knobs, the mounting hardware, etc, etc, etc. So I set it aside for a project someday. But, I now understood that my 1929 Fordor used an electric motor and I understood that the little plug on the intake manifold is for a vacuum-driven wiper motor. And, I was wise enough to run the correct wiring (a black wire with blue tracer runs from the ammeter up the left windshield post to the motor) when I had the car torn down.

Last summer while on our way to the National Tour in New Hampshire, I stopped in to see John Holland in Ohio to get a set of shocks rebuilt for my mail truck. In his shop he had literally hundreds of wiper motors. As we talked, he

showed me how he rebuilt them for Model A owners all across the country. I wanted to get my shocks done before starting another project and John was already working on a 6-month backlog, so I set aside my desire for a wiper motor.

Sometime last fall, there was a large number of wiper motors available on line and I found one that looked like the right one for my car. It wasn't working but I decided to give it a shot and bought it. I liked the looks of it and it was readily identifiable as an HA-C2 given the manufacturer's tag on it (see Fig 2). When it arrived, yup! it didn't run. I took off the cover and after some investigation found a broken solder connection which I fixed and the motor worked! I was excited!



Fig. 2

Then I found that the motor was missing the gears and wiper mechanism, so I had to see if I could find other motors and parts to build up a working motor. I did investigate the "Standards" more and found an excellent presentation about the Model A wiper motors given by Tom Jeanes at the 2014 MAFCA National Convention in Puyallup, WA (<https://www.mafca.com/downloads/Seminars/2014%20Puyallup%20Model%20A%20Wipers.pdf>) and information by Rick Black (https://www.mafca.com/tqa_wipers.html). I found that the correct electric motor for my car was made by the Heinze Electric Company, Model HA-C1, used from February 1929 to January 1930. I found that my HA-C2 motor was supplied only from Dec 1929 to May 1930 so it wasn't correct for my car with its manufacture date of July 1929.

Well, so now what to do? Due to the pandemic, swap meets in Utah and elsewhere had stopped happening. About that time my shocks for my mail truck arrived from my friend John Holland in Ohio. I figure he was probably the best resource I had, hoping he might be able to help me find an electric motor, authentic for my Fordor. A quick phone call with a pleasant chat and John said, "You need an HA-C1. I've got one I can rebuild but I can't get it to you until March 2022."

The wiper motor arrived at the end of March (see Figs 3-5). I was like a kid at Christmas. That



motor looked so nice. It didn't take me long to take out that old repop motor and replace it with my authentic HA-C1 motor. While the motor was complete, I did have to order a swing arm and wiper blade from Snyder's.

The install went well without much problem. I just had to tilt the windshield out a bit to get the wrenches into that tight spot. I applied a couple of principles that I've learned the hard way: I made sure the motor worked; I made sure I had all the parts; that they all fit together properly; I thought about how it would properly ground, etc. Once mounted, the wiper worked great...until I closed the windshield... As I would close the windshield, the wiper would stop working. As I opened the windshield it would start running again...close it, it stopped, open it, it ran. Hmm. I guessed it must be a ground issue.

As we've all learned, we usually complete the install of a new part at least twice before it works exactly right. I loosened everything up enough to squeeze in a #8 washer on the mounting bolt

between the ground contact and the windshield frame. That seemed to solve the problem. The wiper now functions at all positions of the windshield.

One relatively small part but one great step toward authenticity for my 1929 Fordor (see Figs 6-7).



Taken from the Ford Model A Service Bulletins



A Smorgasbord on the Road

BY ROBERT MACK



My brother-in-law loves go eat at Golden Corral, my parents went each week to eat a Chuck-A-Rama. Me, I found something better than either one, and I didn't have to share the food with strangers. I'm talking about the UVMAC's Progressive Luncheon. Last month, Buster Hansen was the host to a very enjoyable and entertaining day.

We started at Joe Fazzios's home with Blow Torch Tacos and a photo shoot, and I wasn't the only one taking pictures. We traveled to Provo and drove by Buster's friend's home who has a very serious illness. Seeing all the Model As really cheered him up.

We wanted an intriguing background for club pictures, so we drove to AAA Lakeside Storage and Museum to take them. Afterward, we drove to Cherry Hill for more fantastic photos with the barn in the background. This was a special opportunity, the owner usually doesn't let people on his property for photographs, but Buster's

his wife liked the experience so much, they invited us back for a BBQ cookout.

Off we go to Syd and Tim Crockett's home for Syd's Salads. It was a shame to fill up on salads when we knew the main course was next. But, the salads were so good, we couldn't stop eating. Our next stop was to a friend's home of Buster and RaNae Hanson. They had outdoor facilities we all would have loved to have in our backyards. Here, the Hansens served us Coleslaw, baked beans and savory pulled pork. We all stuffed ourselves to the max.

At that point, most of us waddled back to our cars for the trip to the desert bar. That was at Par and Patsy Palmer's home. The ice cream was a delectable soft serve ice cream. It's amazing how much more we can eat even on a full stomach with such a favorable dessert.

At that point we all sat back, enjoyed conversations with members, while we let our food digest. A trip to Golden Corral or Chuck-A-Rama next week? Not a chance!

Photographers — Clyde Munson & Robert Mack



smooth talking buttered him up. The owner and





Replacing the Pitman Arm on Karl's Roadster

BY BUSTER HANSEN

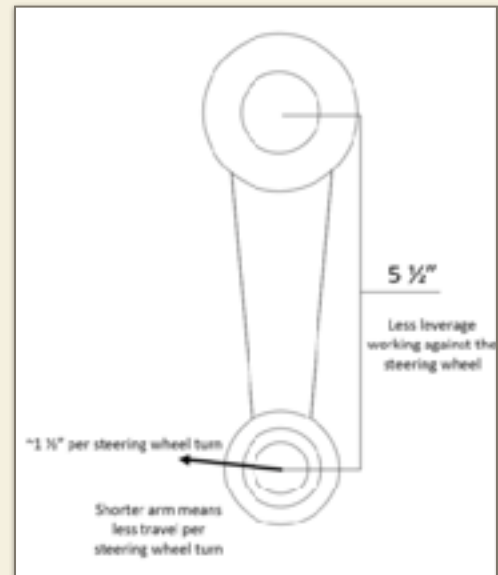
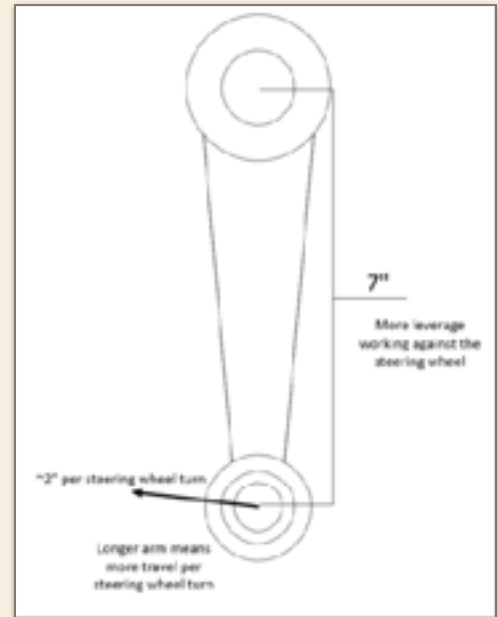
I am going to start out by saying the two most important systems on your Model A are the steering and braking. These are two areas that I prefer not to compromise in. Either system performs poorly, and your day becomes bad very quickly.

The project we took on was to put a shorter Pitman arm on Karl Furr's 1931 Roadster. This is an easy project requiring basic tools and took about a half hour from start to test drive. So, you ask why put a shorter Pitman arm on a Model A? What does it do?

The answer is straight forward; by shortening the length it puts less leverage between the steering box and the wheels. In simple terms it makes the car easier to steer.

Now before you all run out and purchase a new shorter Pitman arm, you should know there is a downside. My Model A will let me turn the steering wheel ~1 3/8 turns to the left of center and about ~1 1/8 turns to the right before the steering box bottoms out. That means I lost somewhere between 3/4 to 5/8 an inch of travel on each side.

Before we put the shortened arm on my Town Sedan, we measured the turning distance for a left-hand u-turn. From wheel to wheel it took 26 ft to turn around. We installed the shortened arm and then remeasured. It added 10 ft to the inside turning distance. I suspect this will be much less noticeable on a shorter wheelbase Coupe or Roadster.





With standard 7" Pitman arm



With shortened 5 1/2" Pitman arm



Installation Instructions

If you decide to plunge ahead, here is how you do it. You will need some basic tools and about a half hour.

Tools needed:

- Needle Nose Pliers to remove two cotter pins.
- Drag Link/Tie Rod End Plug tool \$5 at our favorite Model A parts supplier. A large screwdriver will work, but this tool is worth the cost.
- 7/8" socket or wrench to be used with the End Plug tool
- 5/8" wrench or socket to remove Pitman arm bolt
- Hammer to tap out Pitman arm bolt



Removal of old Pitman arm:

- 1) Remove the large cotter pin from the end of the drag link.
- 2) Note how far the plug is screwed in.
- 3) Use the End Plug tool and a wrench or socket to remove the threaded drag link end plug.
- 4) Carefully remove the spring and ball seat. Set them aside in a clean location.
- 5) Remove the drag link from the pitman arm ball. It may take some persuasion, but it should not take much. Move the steering wheel back and forth to free the ball from the front seat. It helps to have a second person to wiggle the steering wheel, because I usually have grease all over my hands by this point. I just let the drag link hang after I remove it.
- 6) There should also be a metal cap and rubber seal between the drag link and pitman arm that needs to be retained.
- 7) Remove the cotter pin from the pitman arm bolt.

- 8) Remove the crown nut from the pitman arm bolt using a 5/8" wrench or socket. The back of the bolt is a D head that fits in a notch so it will not spin.
- 9) I turn the nut around and twist it back on part way to be able to tap the bolt out without damaging the threads. I have never had much difficulty in driving the bolt out. Note the sector shaft coming out of the steering box has a notch in it, so the bolt needs to be completely removed before the pitman arm will come off.
- 10) The pitman arm should come off pretty easy now. I had to tap it a couple of times with the hammer, but it was not too tough.

Installation is just the reverse of what we did:

- 1) Place pitman arm on steering box sector shaft.
- 2) Replace pitman arm bolt. Note two things:
 - a) You may need to move the pitman arm in or out to line the notch up correctly.
 - b) Make sure the D part of the bolt head is aligned with the notch as well.
- 3) Tighten crown nut and replace cotter pin. I do not like reusing cotter pins as they can break off and fail. I would recommend always replacing them unless you are in a bind. Use common sense and evaluate the shape it is in
- 4) I put a little grease on the front ball seat of the drag link. Make sure the rubber seal and metal cap are in place and put the drag link back on the ball. It helps to have a helper with clean hands turn the steering wheel back and forth so you can line the ball up.
- 5) Put a little grease on the rear ball seat and spring, then insert them in the drag link end.
- 6) Twist the drag link plug in using the end plug tool. Tighten the plug to about the same depth you noted when you removed it. This will get you close, but the new pitman arm has a new ball so it may not be worn as much or vary slightly in size.
 - a) How tight depends on the type of seats you are using. Karl's car already had Teflon seats in it. The instruction for Teflon seats say to tighten the spring by 25%. The good news is the spring is 1" long so 25% equals 1/4".



continued on page 20

REMEMBER: When you bury a body, cover it with endangered plants so it's illegal to dig it up.

CENTERFOLD OF THE MONTH
1930



ROGER CURTIS
50-B SPORT COUPE



Happily Ever After

BY ROBERT MACK

This is a first for the members of the Utah Valley Model A Club. Par Palmer invited all the club members to join in the celebration of the marriage of Parley and Patsy Palmer. The only caveat being, we needed to bring our Model As.

It was a beautiful ceremony held at Walker Farms. A large group of family and friends gathered to see Par and Patsy tie the knot.

You've heard the cliché, "A picture is worth more than 1,000 words." Observe for yourself, and see if you agree.



Married on
May 22, 2022
Lindon, Utah



Driving Oregon Trail in Northern Utah and Southeastern Idaho

FROM IDAHOHIGHCOUNTRY.ORG

Southeast Idaho, from the Utah border, through Soda Springs and west to McCammon, has been traversed by travelers since before recorded history. First by various tribes of natives on their way to "Po-Ha-Ba," the healing waters of the hot springs at Lava Hot Springs, later by fur trappers, then emigrants on the Oregon Trail.

On our trip to Lava Hot Springs, Howard Eckstein has mapped a route for us that will take us up US 89 to Logan, then along US 91 to Preston, then on ID 34 to Soda Springs.

There are some Oregon Trails sites between Lava Hot Springs and Soda Springs, Idaho. The majority of historic sites or points of interest concerning the Oregon Trail are slightly farther East.

If you are trailering your car, you could visit these sites on your return trip. Here are some locations you can visit (Walt Burfitt may be taking us to some of these points of interest if they are near Lava Hot Springs).

1 Bear Lake Portal and Overlook

Often called The Caribbean of the Rockies for its intense turquoise blue water. Bear Lake is home to several species of fish found nowhere else in the world, such as the Bonneville Cisco. During pioneer times, Bear Lake was the site of Mountain Men Rendezvous' and fur trading.

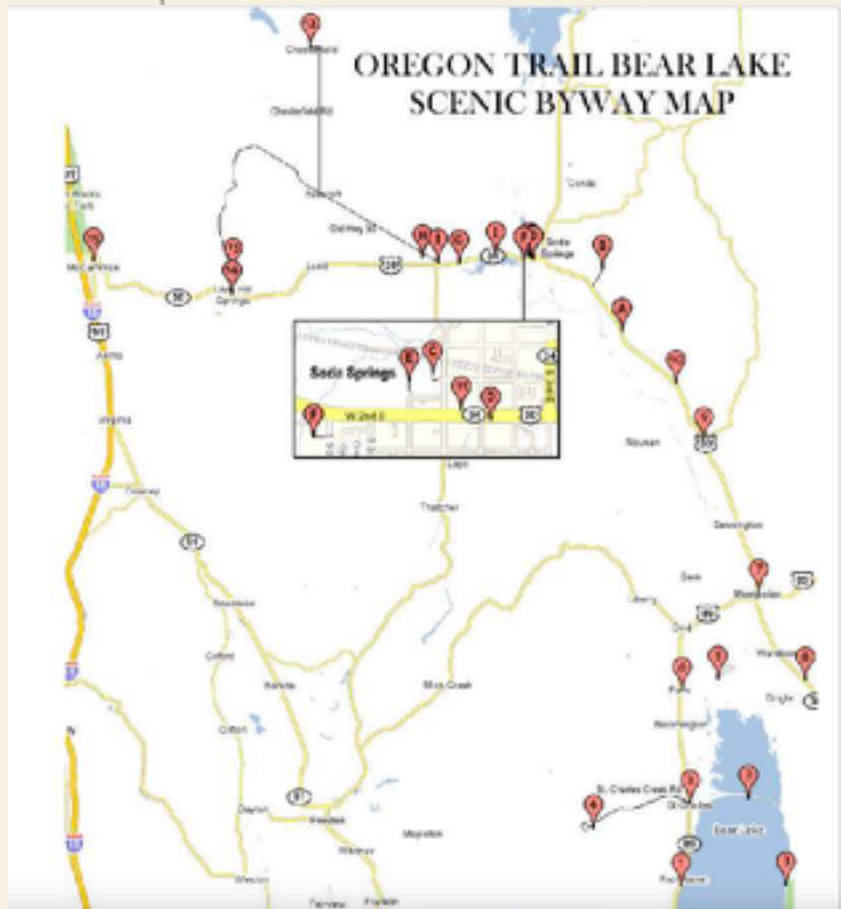
6 Paris Tabernacle & Historic District

Paris has a remarkable architectural legacy. One of which is the Paris Tabernacle, a Romanesque Revival style red sandstone church built between 1884 and 1889. Other significant

local buildings include the Paris Hotel, the Pendry Drug, and the Bear Lake County Courthouse.

7 The National Oregon-California Trail Center

Located in Montpelier, the center has on display



the "Living History," a dramatic recreation of the pioneers' journey from Missouri to Clover Creek. located on the actual Clover Creek Encampment site. The center offers visitors a unique opportunity to experience pioneer life as it was more than a hundred years ago.



8 Oregon-California Trail Portal

Emigrants by the thousands entered present day eastern Idaho at this location traveling along the Oregon-California Trail. Emigrants on the trail encountered Big Hill, thought to be the steepest and longest descent found on the trip west. Wheel ruts are still visible today from the locking of wagon wheels. It is east of Montpelier at ITD roadside pullouts on U.S. 30 (Milepost 440.1, Milepost 441.7, and Milepost 454.5).

10 Georgetown Summit

Over 300,000 emigrants used the Oregon-California Trail between 1840 and 1869. Three ruts are visible at the bottom of the hill, indicating that the wagons and oxen spread out to reduce the dust. The route crossed over this summit heading northwesterly for Soda Springs, and then went on to the Snake River at Hudson Bay Company's Fort Hall.

11 Soda Springs Oregon Trail Oasis (a- i)

This site provides information about the Pioneer Historic Byway, the Oregon Trail Bear Lake Scenic Byway, things to see and do in the park and other parts of the community, phosphate mining, the Caribou National Forest, and maps of the region. It is located along US 30, in the middle of the block of Corrigan Park.

a Bear River Overlook

A spectacular view of the Bear River. Sherman Peak, at an elevation of 9,682 feet, can be seen in the distance. Originating on the north slope of the Uinta Mountains in Utah, Bear River travels 300-miles north into Wyoming and then curves south in a horseshoe through Idaho and back into Utah and the Great Salt Lake. 1 mile northeast of U.S. 30 (Milepost 411.9).

b Sulphur Springs

Sulphur Springs was noted in numerous early explorer and emigrant diaries. When the wind is right, the distinct rotten egg odor can still be easily detected along Highway 30 east of town. The cold water and bare ground continues to emit sulphur smelling gas in a bubbling "plip-plop" manner reminiscent of hot pots in Yellowstone

Park. Travel one mile east of US 30 on the Sulphur Canyon road to the first road junction. An interpretive sign is one hundred yards east.

c Pyramid Springs and Soda Springs Geyser

Soda Springs boasts having the world's only captive geyser. On November 30, 1937 in an attempt to find a hot water source for a local swimming pool, a well driller set free the natural geyser at a depth of 317 feet. It is located on Pyramid Spring, a travertine mound described by Fremont in his 1840s expeditions, along with other area springs. The history of Soda Springs and Caribou County is portrayed on picture boards in the Geyser Park Visitor Center. Historical artifacts and antiques are on display next door at the Enders Hotel Museum. Enter on Main Street & 1st Street South and drive 150 feet west to Geyser Park.

e Wagon Box Grave

In the summer of 1861, a family of seven on the way to Oregon was camped in near Bear River. Their horses had strayed and the family fell behind the main part of the wagon train to search for them. The family was killed by Indians sometime during the night. Members of the larger party found the bodies the next morning. They were buried together in the box from their wagon. 1st South Street entrance. Next to Geyser Park.

f Camp Connor, Morrisite Settlement, and 1863 Shoshone-Bannock Peace Treaty

Camp Connor was one of the first military posts in Idaho Territory for the protection of the overland emigration to Oregon and California. Morrisites, who followed Joseph Morris, planned a grand reformation of the Mormon Church. They accompanied General Connor and his troops to the Soda Springs area in May of 1863 and started Morrystown near Soda Creek. In late 1863, as a result of the Bear River Massacre and other military actions, General Connor coerced

the Shoshone tribes to sign peace treaties at Camp Connor.

g Wagon Ruts and Trail Markers

Oregon Trail Park, on the shore of Alexander Reservoir, reveals shallow swale remnants from wagons bound for Oregon and California. Accessible and easily visible from the park entrance road, the trail provokes the memories of those who traveled it.

Hudspeth's Cutoff White fiberglass posts identify the Oregon-California Trail.

12 Historic Chesterfield Town Site

Once a growing community on the Oregon Trail, Chesterfield, is now a ghost town. Many of the historic homes and buildings there have been restored and are worth touring. Established in 1879, Chesterfield was a Mormon settlement, and many of the 23 buildings that survive today are evidence of that way of life. The entire site of Chesterfield is now on the National Register of Historic Places.

13 Lower Portneuf Falls

This site offers wildlife viewing, fishing, and (further up the river) kayaking and canoeing. The Portneuf River was named after a mountain man by the name of Portneuf from Peter Skene Ogden's trapper party.

14 City of Lava Hot Springs


Formerly part of the Fort Hall Indian Reservation, the hot springs were sold to the U.S. Government, then later ceded to the State of Idaho. Soak in world famous hot pools, or take a dip at the Olympic Swimming Complex. The South Bannock County Historical Center offers a complete history of the area.

15 City of McCammon

The Union Pacific Railroad opened the area to freight and passengers circa 1880, McCammon was a stop on "The Gold Road," the stagecoach and supply road from Salt Lake City to the gold

mines in Montana. Gentile Cemetery features the impressive headstones of town founder, H.O. Harkness and his wife.

Other stops not related to the Oregon-California Trail are not listed here. They are listed in a brochure about the Oregon Trail - Bear Lake Scenic Byway at this address: <https://idahohighcountry.org/cat/oregon-trail-bear-lake-scenic-byway/>.

We want to thank Howard and Gemma Eckstein for their diligent efforts planning this trip. Hope to see you on the road with us. 

Replacing a Pitman Arm (continued from page 14)

c) Karl's was originally too loose in my opinion. This may have contributed to the death wobble he had been having. I leaned towards a little tighter when I put his back together.

- 7) Replace the cotter pin in the drag link end.
- 8) Squirt a pump of grease in the grease zerk.
- 9) Go for a test drive!

Karl loved the results on his roadster. "Smooth as silk". I am about 50/50 on my Town Sedan. I love the ease of steering, but I have had to make a few three-point turns when I needed to completely turn around. I would not discourage this swap; you just need to understand the trade-offs. The good news is they are only about \$42 and swapping back is easier because you know how to do it already.



Picking Up Parts in Lake Havasu for the Speedster Project

BY HOWARD ECKSTEIN

Thursday May 26th found Dave Morrell, Andrew Watson, Gemma and Howard Eckstein on the road to Lake Havasu, Arizona. By afternoon, we had arrived at the home where all the parts and a complete Model A Coupe awaited us. The temperature was a dry 107° which took some of the fun out of the project. We stayed overnight and came home the following day.

We had an idea of what to expect as far as parts go. Two rolling chassis, a bobbed-off coupe body and a hammered pickup cab. We planned to get a one-way rental of a box truck and car trailer to bring loose parts and the car home. We were unable to procure a truck and trailer due to the high demand of half the state of California using them for their mass exodus.

We loaded Dave's truck and trailer with as much as we dared carry, leaving the two bodies for others to enjoy. Somehow, Andrew will arrange for the car to be picked up by a transit company.

The chassis and parts will go a long way toward the speedster project. We got two engines, both of which don't currently run, a spare transmission, lots of brake parts, and boxes full of small items.

We now have to sort through the boxes we grabbed to see what we have to work with. Soon we'll have club members cleaning and painting parts for the speedster. The chassis and car parts were well organized which made loading much easier since we didn't have to find things.

All hands were needed to roll one of the chassis up on the

trailer.



Andrew is working the winch.



The car.

Loaded and ready to roll.



The pickup body we left behind. The outer skin was off the doors; it was a mess.

The Coupe body we elected not to take.

Another step accomplished toward the building of our Speedster.

If you would like to help, whether it be rebuilding a component of the car, or providing on-going help, please let a member of the board know.



President's Message continued from page 3

it got very big. He said if he didn't get the weeds when they were small, they would get deep roots, spread, and the seeds would scatter and make things much worse the next season. He then likened that to the problems that will always arise in marriage. He taught us that if we would take care of disagreements or other challenges when they were small, they wouldn't blossom into a large crisis that would be tough to work out and spread into new troubles that would require great effort to resolve. After the ceremony, my sister and brother-in-law went right out to the hardware store and bought a weeding fork and put a ribbon on it and gave it to us as a reminder of the words we heard that day.

I have always appreciated that sage advice, and Lynne and I have tried to follow his counsel for 35 years now. I can tell you I have been better at taking care of the weeds in my marriage than those in the garden.

So now you ask, what does all this have to do with Model As? Well, as I have now been an owner of a Model A for the past four years and as I have been around many of you and your Model A's for the past three years, I have noticed a similar analogy about these old vehicles. Inevitably there is going to be a problem with your vehicle. If it is diagnosed early and taken care of immediately, it will get you back on the road right away. If we wait too long to check the oil, coolant, wiring, points, plugs, brakes, or other lubricants, then the issues that arise can be more difficult and expensive to fix. I appreciate the logbooks that Greg Mack made for us last year that helps me keep track of mileage, maintenance, and repairs we do and gives me the opportunity to stay on top of my "weeding" in the Model A. If you don't have one, ask Greg to give you one - they are very good tools! Happy



A young couple moved into a new house. The next morning while they were eating breakfast, the young woman saw her neighbor hanging the washing outside.

"That laundry is not very clean; she doesn't know how to wash correctly. Perhaps she needs better soap powder.

Her husband looked on, remaining silent. Every time her neighbor hung her wash out to dry, the young woman made the same comments.

A month later, the woman was surprised to see a nice clean wash on the line and said to her husband, "Look, she's finally learned how to wash correctly. I wonder who taught her this?"

The husband replied, "I got up early this morning and cleaned our windows."

And so it is with life... What we see when watching others depends on the clarity of the window through which we look.

So don't be too quick to judge others, especially if your perspective of life is clouded by anger, jealousy, negativity or unfulfilled desires.

"Judging a person does not define who they are. It defines who you are."

author, Jonathan Kestenbaum,

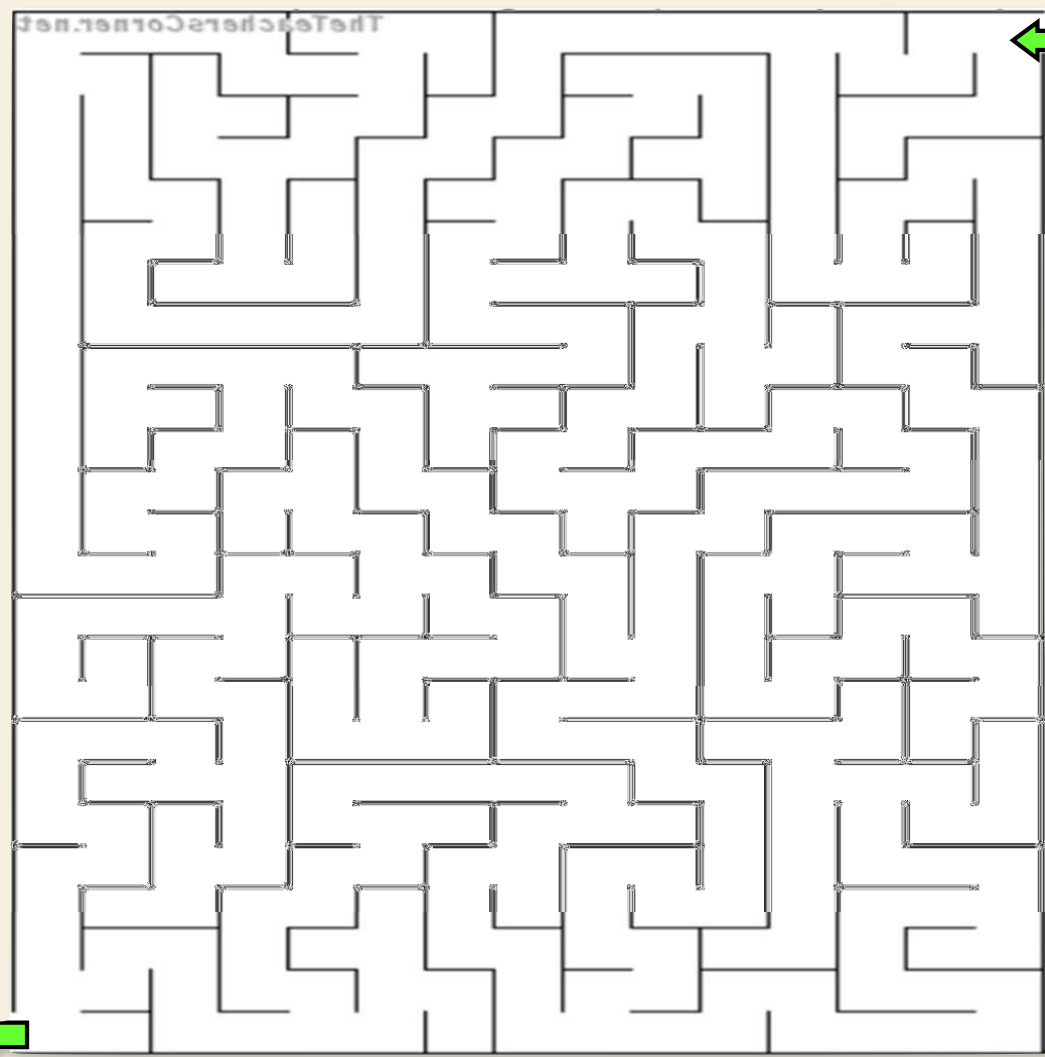


From what A World a magazine for kids by Sherry "Wink" from MAFCA

Let's Have Some Fun

FOR YOUNG KIDS AND OLDER ONES TOO

Howard Eckstein and Brian Lindenlaub are going to the 2022 National MAFCA Convention in Kerrville, Texas. Can you find the way for them on your first time?



Key on page 30 



Ladies Fashion Journal

LOOKING ONE'S LOVELIEST IN 1929

By Jill Barrett
courtesy of the MAFCA
fashion committee

This is a four-part series by Jill Barrett. 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.

1929 was a year to remember and a year that rang-out an exciting decade. The 1920's brought consumers' clothing catalogs with ready to wear outfits beyond 'Sunday best' or company outfits that indulged the consumer with larger wardrobes without too much expense or bother.

Henry Ford's advertising campaign emphasized the ease of driving, control under all conditions and a comfortable easy-riding car. With impressive sales figures in January 1929, Ford predicted to make 2,000,000 automobiles in 1929.

As the decade came to a close, the economic barometers were predicting disaster. This was also the year that proved the adage, as hemlines went up, stock prices went down.



1929 fashions found embroidery in ultrafashionable circles used on child's party dresses, smock-top frocks, and women's handbags.





Waistlines were creeping upwards with waist lines at the top of the hips and a seam curving upward to suggest a higher line seen in the gold dress below. The hem line was widened with flares placed low on a circular skirt.

Evening and afternoon tea dresses might have an uneven hemline or trailing scarf. As a rule, the 1929 hemline was 3" below the knee, the length of the dress at the back hem for misses was 42", stout women was 45" and petite was 40-41".



Deep cape collars were shown and cape fashions were smart and sporty for active lives and daytime clothes similar to ones in the MAFCA Fashion Guidelines. The sport frocks were designed with practical lines similar to general utility wear, the main difference was the utility frock had sleeves and the sport fashion was sleeveless and generally worn under a short jacket.



Necklines were also softened with the popularity of scarves either as a separate scarf or as a collar that suggested a scarf line in the shape of a V. "Week-end wardrobes needed these informal frocks."

Popular colors for spring and summer were mint green, cedar rose and cadet blue. In fall and winter, darker colors like black and shades of brown were mixed with lighter colors. 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, smocking formed a smart decoration on practical frocks worn with matching bloomers. Three rows of shirring mark the slot through where the sash is passed and the new French collar attached to the edge of the yoke suggested short sleeves on a sleeveless frock.



Detachable capes made frocks smart for school and blouses tucked in skirts with a short jacket were some of the popular patterns available to make at home.



Men's suits with shadow stripes were smart. Suits were made using a fine wool with neat silk stripes worsted for long wear. Popular colors were an oxford gray with a darker gray or blue accent, brown with a dark brown accent and dark blue. Smart dressers were seen with wide cuff bottom trousers.

With so many clothing options available, 1929 started as a year to be out-and-about driving your stylish, new car and spending time with your active friends in your new clothes.



The View From the Rumble Seat

BY ROBERT MACK, EDITOR

I have been very antsy this spring to get on the road for our three-day trip to Lava Hot Springs. It seems I get this way every year when I hear about where we are going, the sights we will see, and who will be traveling with us.

This year is no different. Last year, when we went down the Carbon Corridor, we visited Helper Main Street, then saw the sights in Price, followed by a trip up Five-Mile Canyon. I was in heaven. I imagine myself in a convertible car ad where the lovely model, while wearing sunglasses, flashes a big smile with her straight, bright white teeth while letting the wind blow through her thick long hair, never making a mess of her hair do as she travels down the road. Okay, well, I'm not a lovely model, I don't have bright white teeth, let alone straight teeth, and I don't have much hair for the wind to blow through. In fact, instead of blowing through my hair, it blows my hair off. I digress, however, I like the freedom I feel when I'm with friends who share the same hobby.

That is not all, however. Our club has such a variety of activities, I feel like the club has discovered a new Utah, hidden from the rest of Utah residents because they are in too much of a hurry to slow down and see the world around them.

This year, we are discovering a new state, Idaho. Our family has visited other states with our Model A by going to national tours and conventions, but there aren't as many friends who travel with us as there are on club events.

I look forward to venturing into new Model A territory; learning about the geology and history of southeastern Idaho. It is a lot easier to have empathy for the pioneers traveling by ox and wagon when we are traveling at slower speeds, or in an open car.



Yes, I do have some worries hidden behind the excitement. I worry about our car breaking down, not being able to fix it, and having to rely on the Master Mechanics in our group. But, that is the reason we go on these trips together.

Not only to enjoy other's company, but it gives us a chance to learn from each other.

So, if you haven't committed to go, because you are not sure of yourself or your car, you're not alone. Many of us feel the same way, but, traveling together gives us a sense of security. If we break down, there are others that can help.

Come on, whether you have a car or not, join in the adventure, the excitement, the camaraderie, and the love of the Model A. You'll be glad you did, and you'll have a lot of memories to cherish. You can say, "Been there, done that, and enjoyed every minute."





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.

Watson Motor Works

We Buy Model A's



1931 Coupe \$16,500



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(801) 607-1385 - Sales
205 E. State Road
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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 are finger tight. It has the original factory ford safety glass windshield. It had Chevy fenders on it and a 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

Established 1937

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



Jay McCord — MAFCA President

It is hard to believe that June is upon us. This month many of us are heading to our National Convention in Kerrville,

Texas. I know that you are preparing your As for the drive, please make sure you have a well-prepared car, adequate spares, cell phone, National Roster, and a roadside assistance card. Last year on our trip across the country, all of these came in very handy.

A call to your insurance carrier to make sure you have adequate coverage is a wise idea, too. I am looking forward to meeting all of you at the meet. It is not too late to register, go to www.mafca.com.

I am proud to announce that our new MAFCA Mission Statement was approved at our April 30th Board of Directors meeting. Thanks to Dean Potter and his team for this effort.

MAFCA Mission Statement 2022

The Model A Ford Club of America (MAFCA) seeks to bring people together worldwide interested in collecting, restoring, maintaining, and driving the Model A Ford vehicle manufactured between 1928 and 1931. Our members' interests range from blue ribbon restorations designed for judging to all aspects of Model A Ford history, including fashions and traditions of the Model A Ford Era, touring and social events.

You still have time to submit your name as a candidate for election for the 2023-2024 Board of Directors. If you have a love for the Model A and a desire to serve at the National Level, I urge you to submit your application. More information at www.mafca.com. The deadline is June 17th.

I am happy to announce the new Volume 10 edition to the "How to Restore Your Model A" series is coming shortly. This will be the first edition printed in color. Many thanks to Les Andrews and his team. Please watch for an announcement on our website and Facebook page. As always, I am happy to help you. Please feel free to send me an email at president@mafca.com.

Happy Motoring, Jay McCord

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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.

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*Key to the
"Let's Have
Some Fun"
puzzle on
page 22.*

*Were you
able to get to
the exit on
the first try?*

What kind of motor vehicle is in the Bible?

Honda ... because the apostles were all in one accord.



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

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