



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 10 No. 7

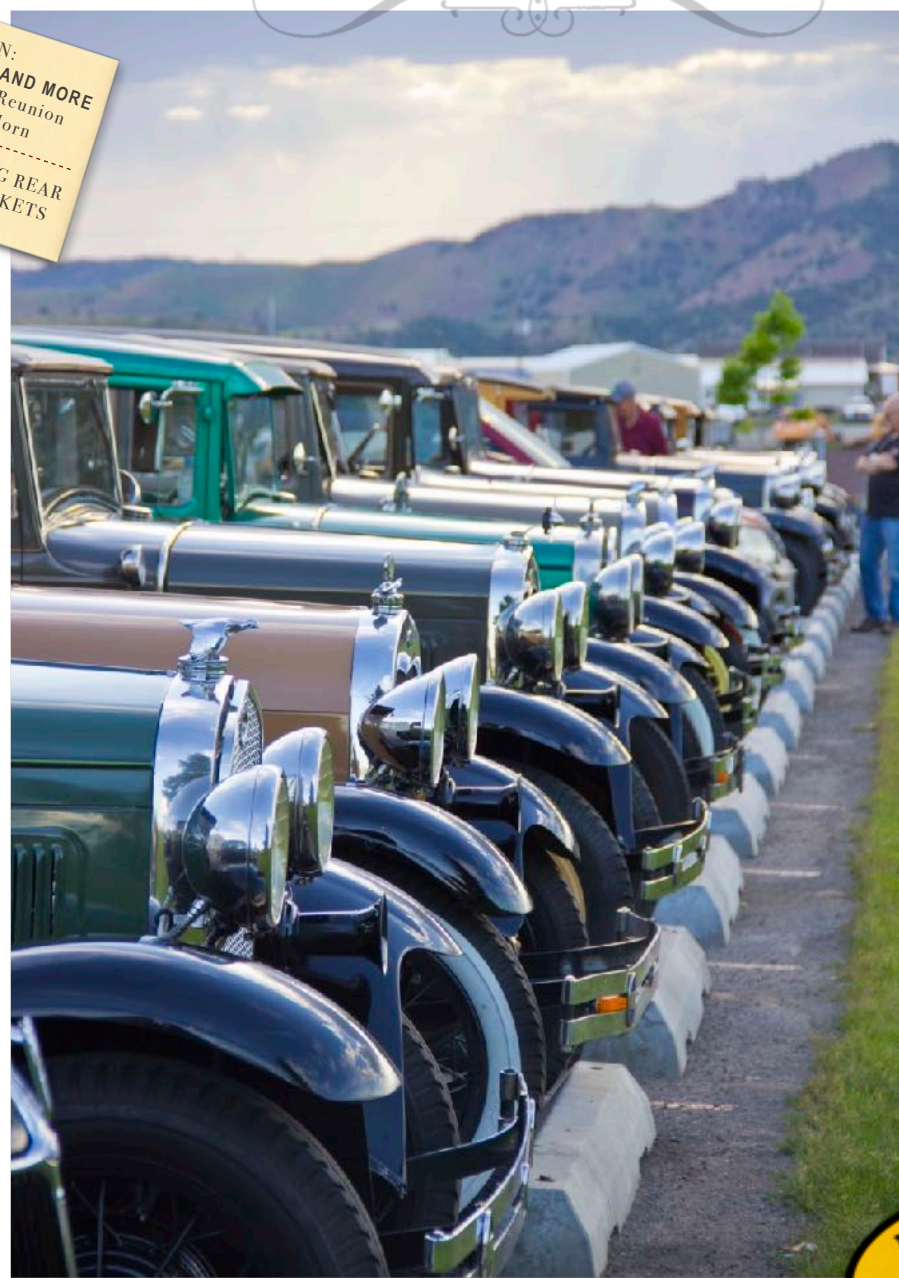
• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

July 2022

IN THIS EDITION:
GEYSERS, GHOST TOWNS, AND MORE
 Hidden Gem and Rat Fink Reunion
 Repairing the Model A Horn

USB CHARGER
 FOR YOUR
 MODEL A A

ALIGNING REAR
 END GASKETS



Model A line-up in Soda Springs, Idaho during the Lava Hot Springs and Oregon Trail tour

The Utah Valley Model A Club, 1537 W. Meadow Ln., Mapleton, UT | utahvalleymodelclub.org | Look for us on



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 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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Membership	Amber Morrell	mystuff@live.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
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JULY ACTIVITY



Provo Freedom Festival Parade - Monday July 4
Meet at the Field House Parking Lot
1060 North University Ave at 6:30 a.m.
 (The same place as in previous years)
 Period Attire Encouraged



Vice President's Message

BY BRIAN LINDENLAUB

As I write this, I am sitting in the lobby of the host hotel at the 2022 Model A Ford Club of America (MAFCA) National Convention in Kerrville, Texas. It is the last day of the convention and the scheduled activities are winding down. But the parking lot is still full of Model As, and Model A people are everywhere exchanging information, sharing experiences, and telling stories. Over 300 people and more than 200 Model As were here this week. Everyone seemed to enjoy themselves, even my new friend who unknowingly continued towing his Model A for 10 miles after one of the rear wheels came off. (And I thought my broken spring perch was bad!)

I arrived Monday night ready to help judge restored vehicles on Tuesday. Vehicles entered into the judging competition are painstakingly restored to a VERY high standard, duplicating the appearance, as closely as possible, to a new car as when it was delivered to the customer. They look like museum pieces. No, actually they look BETTER than museum pieces, because cars in a museum still show a few flaws. These vehicles had virtually none. I liked the judging because it

was an opportunity for me to see firsthand and close up "what excellence looks like".

The Restorers Class evaluations were held on Wednesday. I helped evaluate the 13 vehicles that were entered in this class. As many of you know, the Restorers Class differs from vehicle judging in that it recognizes members who drive their Model As regularly. Original parts are considered the benchmark, but points are not deducted for quality replacement parts or for accessories such as overdrive, turn signals, or even air conditioning. Vehicles in the Restorers Class are evaluated and scored individually rather than in competition with each other. This helps promote a relaxed, collegial atmosphere during the evaluations, with evaluators and owners interacting with each other more freely than allowed by the nature of Monday's judging competition. I enjoyed seeing Model As upgraded for modern driving conditions while still reflecting their original design.

The Grand Tour was held on Thursday. Participants had their choice of three different routes from Kerrville to the historic cowboy town

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of Bandera. Howard, Gemma, and I did not have Model As at the convention, so we drove the longest route (approximately 65 miles) in a modern rental car. We missed out on the experience of driving a Model A through the scenic Texas hill country, but making the trip in a smooth, quiet, air conditioned rental car has its attractions too. After we arrived at the riverside park in Bandera, we enjoyed live music, a cowboy shootout reenactment, and a delicious barbecue lunch before returning to Kerrville.

Friday morning, I attended the MAFCA Board of Directors meeting while car games were conducted outside. Friday evening was the awards banquet where awards and other recognitions were handed out.

As I reflect on my experiences here, several things stand out.

- The Texas hill country is quite scenic and full of interesting history.
- A MAFCA national convention is more than just Model As. In addition to the activities I described above, there is fashion judging, Hubley (model car) racing, raffles, door prizes, and tours of local attractions. If you get tired of these, you can always check out the Model As in the parking lot or lounge around the swimming pool. In short, there is something for everyone.
- Everyone I met was extremely nice and seemed to be enjoying themselves.
- When I looked out across the crowd in the banquet hall, I couldn't help but notice the abundance of gray hair. There were a few exceptions, but it should be no secret that most Model A people are in their "golden years". This reminded me of the importance of sharing our hobby with younger generations so they can appreciate and enjoy these vehicles when

the time comes for us to turn our stewardships over to them.

- A LOT of work by a lot of people goes into successfully planning and executing a national convention.

The Utah Valley Model A Club is a chapter of MAFCA. If you are not yet a member of MAFCA, I urge you to consider joining. You can start by filling out the membership form here: https://www.mafca.com/cart/index.php?mafca_new_member=yes. I hope to see you at the next MAFCA National Convention in New Mexico in 2024. 2022 *Convention on pg. 14*



Happy Birthday!

- 1st Brenda Dastrup**
- 1st — Geena Davis**
- 5th — Gemma Eckstein**
- 6th — Bob Todd**
- 12th — Lisa Cope**
- 12th — Tia Korologos**
- 16th — Judy Isaksen**
- 18th — Elaine Carlson**
- 26th — Lynne Christofferson**

If you don't see your name here check the roster to see if you have shared your birthday with us.



June Club Meeting

BY ELAINE CARLSON



Four Speed



Model A
Three Speed

When Mike mentioned that he had burned/melted some connections on his wiring harness, Clyde quipped, "Mike, you have an affinity to fire."

Clarification, Mike purchased a Cabriolet that had been partially burned in a fire.

Attendance:

Jason Beadle, Diane Brimley, Mike Carlton, Brad Christofferson, Vern Cope, Roger Davis, Buster Hansen, Tim Isaksen, Reed Jesse, Tony Jacobs, Sam Korologos, Greg, & Robert Mack, Amber & Dave Morrell, Clyde Munson, Jeff Niven, Par & Patsy Palmer, and Andrew Watson.

New Member: Welcome Theon Laney! We hoped we made a good impression, and apparently did, because he joined tonight. He has his dad's 1928 Tudor Model A. He has already met other club members who have helped get his car running more smoothly.

Roger Davis met a potential new member this week. A gentleman was driving a Model A in town so Roger stopped and talked with him. It turns out that he was having problems shifting his "A." Roger volunteered to look at it to see what the problem was. Before delving into the problem, Roger's new acquaintance reviewed the shifting locations on the stick shift. He had things mixed up. He was trying to shift as one would driving a modern five-speed transmission. Roger is pretty sure his new friend would benefit joining the club.

Club Business

Finances and Dues: Diane Brimley reports that our finances are healthy.

Speedster Project: Andrew Watson, Howard Eckstein, and Dave Morrell, with his truck and trailer, went to Lake Havasu City, Arizona to pick up the parts Andrew purchased earlier. They loaded as much as they could, but some parts were left behind, for now, including the Coupe. There were no problems on the trip.

Awards:

Bent Rod Award — Greg Mack complained that Vern Cope was the reason for him earning the Bent Rod Award. While getting ready for the 500 mile trip to Idaho and back, Greg noticed that one of the rear head studs was stripped. Greg ended up getting the Bent Rod Award, even though Mike Carlton confessed to burning some brass connectors on his car's harness. Mike was very lucky this month.

Golden Wrench Award — Several club members earned the award this month. Tony received his Golden Wrench for the horn repair and maintenance of his horn (see article in this issue). Roger earned the award for his windshield research and installation of the the proper wiper motor for his vehicle. Buster Hansen, won his award for shortening Karl Furr's Pitman Arm. All three members received their certificates tonight.

Past Activities:

- **Progressive Lunch** — Buster Hansen spearheaded this event. It was more than just driving from one eating establishment to the next. Buster planned some exclusive photo opportunities in between. We started our eating frenzy at Joe Fazzio's home, salads were served at Syd and Tim Crockett's residence. Next we were on to Hansen's neighbor's for pulled pork sandwiches. We ended our excursion by topping off you burgeoning bellies with ice cream. Everyone who attended, thoroughly enjoyed ourselves.
- **Rat Fink Reunion** — This month our club participated in two activities. One of these the the Reunion, the other, Beehive A's private tour of the Erickson property in Walsville. On Friday night there was a free concert that several members enjoyed, then on Saturday the Big Daddy Roth Museum was open and a car show that included the very unusual, but expected, Rat Fink rods. No one won any awards this year, but it was still an enjoyable weekend. Following the car show everyone hit the main drag and cruised up and down Main Street. It was just like a parade, there were people sitting curbside to watch the cars go by.
- **Erickson Private Tour with Beehive A's** — All three Northern Utah clubs participated in a very intriguing outing. Someone in the Beehive A's has connections and took advantage of it. We were able to see in nooks and crannies that those attending the Erickson Power Show which will be held the following week.

Future Activities:

- **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.**



Shortening a Pitman Arm



Rebuilding a Horn




Research & Installation of Correct Window Wiper for a '29

2022

CLUB GOALS

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

 **July 2022**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4 ★ 1 <small>Independence Day</small>	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31 <small>Pinon Day*</small>	<small>Pinon Day, day off</small>	<small>1 Utah</small>				

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 **August 2022**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 ★ 2	2	3	4	5 ★ 3	6
7	8	9	10	11	12	13
14	15 <small>Victory Day*</small>	16	17	18	19	20
21	22	23 <small>Beverington Battle Day*</small>	24	25 ★ 4	26 <small>Human Slatenhood Day*</small>	27
28	29	30	31			<small>Lindon B. Johnson Day*</small>

1: Whole Island
2: Vermont
3: Texas
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 **September 2022**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5 ★	6	7	8	9	10
11	12 <small>Labor Day</small>	13	14	15	16	17 ★ 5
18	19	20	21	22	23	24
25	26	27	28	29 <small>September Equinox</small>	30	

American Indian Day*
Black Heritage*
1: Massachusetts (Observation)
2: Texas
3: California, Nevada
4: Oklahoma, Texas
5: Michigan
Native American Day*
American Indian Heritage Day*
Michigan Indian Day*
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•**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. (1)

•**August 1st** — Lindon Car Show from 4:00 p.m. to 9:00 p.m. at the Lindon City Park (2)

•**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. (3)

•**August 16th** — Utah Valley Model A Club 10th Anniversary. (4)

•**September** — Fall Colors/Iron Chef Tour

•**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. (5)

•**October** — Cemetery Tour

•**November** — TBD

•**December** — Christmas Party

TechTalk: Buster Hansen gave the TechTalk this month. He did an excellent job at comparing types of bulbs for our Model As. He used a Power Point presentation to illustrate the concepts he was discussing. Buster tested all the bulbs, 1. incandescent, 2. LED cool, 3. C-LED warm, 4. LED focused, 5. Halogen. He narrowed the field from five to three, focused LED, Halogen and incandescent ("Henry's way").

Incandescent bulbs are the cheapest at 41.75 each, Halogens cost \$11.75 each. Running Halogens require an alternator and a conversion kit. This is a total of about \$376. Focused LED bulbs are the most expensive, but preliminary findings show they are the best. These bulbs have a sticker price of \$49.95 each, and no alternations are needed. He also expounded on the virtues of LED taillights. A great presentation that Buster has captured on a Power Point presentation.

Refreshments: Amber Morrell brought treats tonight. She passed around a wide variety of cookies and a big glass of milk. I fully expected Santa Claus to walk through the door at any moment.





Repairing a Model A Horn

BY TONY JACOBS

When I bought my Victoria, it came with a few problems (as usual for a 91 year-old car). One of those problems was a non-functioning horn. When I pressed on the horn button the only sound I could hear was the whirring of the horn motor. But not the “ahooga” sound that one would expect. Moving the adjustment screw just inside the cover made no difference.

On the workbench it went, and dissecting began. Upon opening the cover I found the gasket between the diaphragm and the horn bell was installed wrong. This prevented water from draining out, causing rust within the bell. I purchased new gaskets for reassembly.

Next I looked at the commutator to see what shape it was in. I found it needed some help, so fine-grade sandpaper was put to work cleaning and “sharpening” the ridges on the commutator.

Upon reassembly, I made sure the diaphragm had gaskets on both sides, made sure the drainage holes lined up and oiled the felts. Once together, I used the adjustment screw on the back of the horn to tuned the “ahooga” sound to my liking. Now I had a working horn again.




With permission from Model A Basics, a horn assembly and cleaning instructions have been included on the following pages. ModelABasics.com is a good site to learn basic concepts about the Model A.



Model A Horn Basics

FROM MODELABASICS.COM WRITTEN BY PAUL R. MODLIN

Fig.



Oiling Felt
Two drops of oil on upper felt

Commutator
Clean with Scotch Bright Pad and a toothpick

Motor & Ratchet
Grease Lightly

Oiling Felt
Two drops of oil on lower felt

Oiling

Tools and Supplies:


- Flat blade screw driver
- Scotch Bright Pad (or similar)
- Sewing Machine Oil
- Kerosene
- Toothpicks

Procedure:

1. Remove the dirt build up from the **Upper and Lower Oiling Felts**. Clean with kerosene and pad dry.
2. Polish the **Commutator** with a Scotch Bright Pad. Clean between the gaps with a toothpick.
3. Apply two drops of sewing machine oil to both the **Upper and Lower Oiling Felts**.
4. Lightly grease the upper and lower tips of the **Motor** shaft, as well as the bottom of the **Ratchet**.

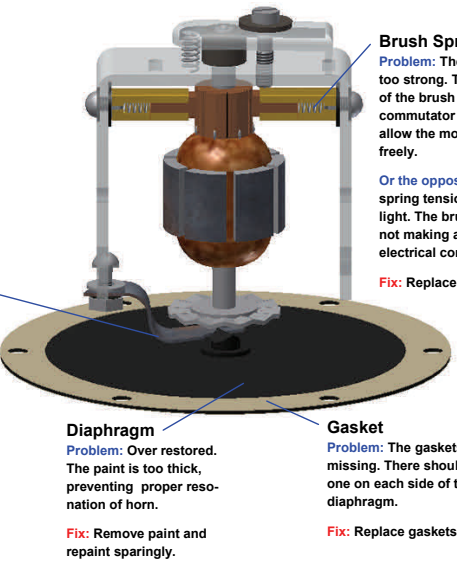
Problems and Solutions

Tuning Screw
Adjust with cover on.



Cover Screw
Problem: Reproduction screw allows cover to be over tightened.
Fix: Loosen screw or replace with original.

Tension Spring
Problem: The spring is too strong. The pressure of the spring will not allow the motor to turn freely.
Fix: Add an extra washer to drop the spring or slightly bend the spring to reduce the pressure.



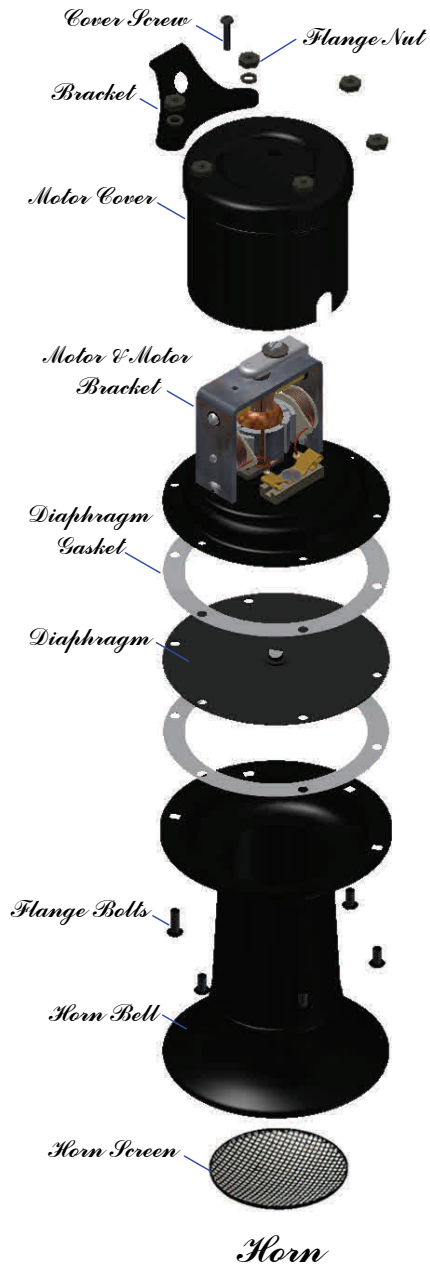
Brush Spring
Problem: The spring is too strong. The friction of the brush on the commutator will not allow the motor to turn freely.
Or the opposite: The spring tension is too light. The brushes are not making a good electrical contact.
Fix: Replace spring.

Diaphragm
Problem: Over restored. The paint is too thick, preventing proper resonance of horn.
Fix: Remove paint and repaint sparingly.

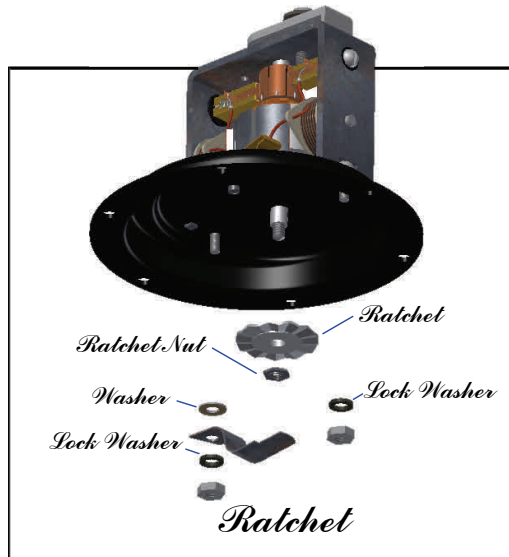
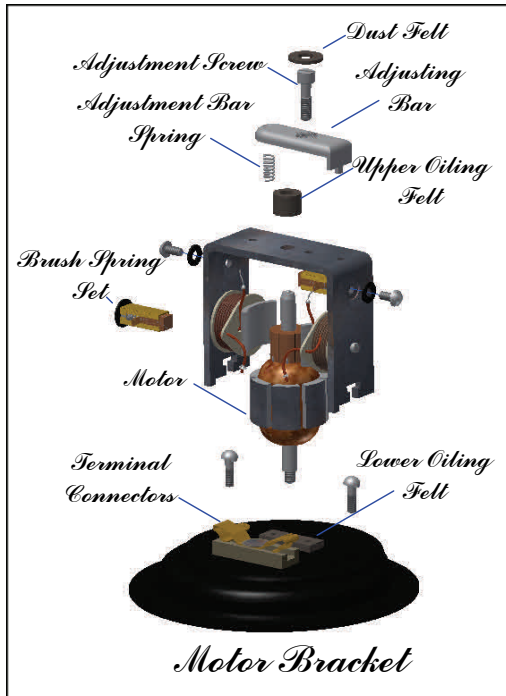
Gasket
Problem: The gaskets are missing. There should be one on each side of the diaphragm.
Fix: Replace gaskets.



Horn Assembly



Paul R. Modlin



During the Freedom Festival Parade coming up, you will use your horn a lot, you may want to consider doing some maintenance on your horn to make sure it is in tip top shape.





Heard it Through the Grapevine

OUT AND ABOUT

The **Palmers, Par and Patsy**, were representing the Hale Center Theater in the Pleasant Grove Strawberry Days Parade on June 19th.



Don't they look like a dashing couple?



Bob and Janell Todd reported from their mission that that they continue to stay busy with either temple work or pageant

preparations. On one occasion, after a temple session, they found this Model A parked across the street.

Bill and Colette Thompson have just returned from a cruise to Alaska. (Bet they didn't want to come home!)



Kerrville, Texas National Convention

Brian Lindenlaub, Howard, and Geema Eckstein participated in the 2022 national convention this year. Brian and Howard were judges for the Restorers Class Judging. Unfortunately, Brian contracted COVID and couldn't enjoy the convention to its fullest. Below are some of the pictures he took.



"Texas or Bust" Hillbilly



Model As at the hotel parking lot



(r) Paul Shimm, (l) who is that masked man?



(above) Hubley Races (left) Modified Truck



USB Charger for Your 6-Volt Model A

BY PAT "BUSTER" HANSEN AND ROGER DAVIS

In early June, we joined the Utah Valley Model A Club at the 2022 Ed "Big Daddy" Roth Rat Fink festival in Manti, Utah. Many of you may remember the Rat Fink models we built as kids with their imaginary engines of great power (see fig 1). It ends up that Ed "Big Daddy" Roth retired to the sleepy little town of Manti in central Utah.



Fig. 1

He passed away in 2001 but his memory lives on as his wife hosts the Rat Fink Reunion the first week of June each year. It has quite the cult following with Rat Fink memorabilia, artists, pin strippers, and car shows. This year's Saturday car show boasted over 400 classic cars (see fig 2).



Fig. 2

Indeed, I had great dreams of owning a street rod that would beat any car in my little home town (see fig 3). Alas, that didn't happen

as I pursued other life dreams and necessities. But now I own a 1929 Fordor and a 1931 Mail Truck which gives me the blessing of going to car shows and events



Fig. 3

surrounded by the best people you could ever hope for.

About half-way through the day, I noticed that my iPhone--fully charged when we left in the morning--was now at less than 20% battery power. How many times has that happened? I leave home in my Model A, ready for a wonderful drive through the peaceful countryside only to find that half-way through the day, my phone has discharged trying to maintain a cell-phone connection in areas with marginal coverage. I've often thought, I need a cell phone charger in my Model A. Sure, I could use the small auxiliary power supplies but I usually forgot them at home. However, this day I just plugged my cell phone into my charger in my Fordor and recharged my iPhone battery.

I'd seen and heard of the various charging solutions some fellow Model A owners have devised, but some of them were a bit pricey. I recall viewing one video that showed using a device that would bump the 6-volts from the Model A electrical system to 12 volts and then you could use a "cigarette lighter" type power well with one of those cell phone car chargers to bring it back down to the 5.4 volt output required for USB devices.

I'd even bought a voltage booster (see fig 4). But, I'd thought to myself many times, "Why jump it up to 12 volts when the A puts out 6 volts just fine.



Fig. 4

One day while puttering in the garage I found one of those USB

converters that had the pinout diagram of the USB plug (see fig 5). I cut this one a part to understand how it worked). A little research on the web showed that pins one and four were negative and positive



Fig. 5



Fig. 6

power and that pins two and three were for data. Aha! All I needed to do was buy a USB extension cord, cut it and connect the female end of the of the cord to my Model A battery, red-to-red and black-to-black and I'd have a phone charger in my A (see fig 6). After all, 5.4 volts is close to 6 volts...

I connected it up and not wanting to damage my iPhone,

I tested it on a couple of devices and they worked just fine. I was feeling successful!

But, wait, there's more... When I connected my iPhone it didn't immediately start charging as I expected.

I got an error message, "Unlock iPhone to use accessories" (see fig 7). A bit more web searching taught me that the iPhone's proprietary "Lightning" connector actually has a chip that



Fig. 7

protects the iPhone from higher voltages--so, 6 volts was more than the lightning connector would tolerate. My thoughts turned to Thomas Edison who had to try many times to succeed. I'd have to try something else.

Once again, the blessing of being a member of a Model A club solved my problem. I mentioned my endeavor to Pat "Buster" Hansen, one of the sages in our car club that really understands electronics. He said, "Oh, we have those in our Packards which are all 6-volt cars. All you have to do is get a "cigarette lighter" type power well, connect red to the positive battery terminal and black to the negative battery terminal." Then he gave me the key: "Then use one of those cell phone car chargers (see fig 8). They'll put out 5.4 volts from a 6 volt battery even though they are made for 12-24 volts."



Fig. 8

My final solution is



Fig. 9

Victor 12 Volt All Weather Power Outlet...

a "cigarette lighter" type power well from a local auto store for about \$12.00 (see fig 9), then a cell phone car charger for about \$5.00 from a big-box store. Buster loaned me a USB multimeter to ensure the voltages and current were correct (see fig

10). Be sure to connect the red lead of the power well to the positive battery terminal. Because the A is positive ground you need to get the positive current from the battery to the positive post in the power well. In effect, you make your charging circuit fully



Fig. 10

independent of the Model A charging circuit. Buster also recommended putting an inline fuse on the white (common) wire between the power well and the negative battery terminal so that if you happen to touch this wire to the frame on the Model A, you'll have a fuse to break the short circuit created to the positive current on the Model A frame.

The last challenge I ran into was the cell phone car charger. I had a fairly expensive, very capable one that works great in my modern car. However, it didn't work in the power well--for some reason it wouldn't make good contact with the positive post in the power well. I also bought another one from a big-box hardware store but it was oval in shape instead of being round and it didn't make solid contact either. I had success with the Onn brand from Walmart in Fig. 8 for around \$5.00. I'll leave the placement of the power well to you to find something that fits your desires and your car. Here is the final configuration of it in my 31 Mail Truck (see fig 11).



Fig 11

Happy motoring and happy charging



Why Tock-Tick Doesn't Sound Right

Ever wondered why we say tick-tock, not tock-tick, or ding-dong, not dong-ding; King Kong, not Kong King? Turns out it is one of the unwritten rules of English that native speakers know without knowing.

The rule, explains a BBC article, is: "If there are three, words then the order has to go I, A, O. If there are two words then the first is I and the second is either A or O. Mish-mash, chit-chat, dilly-dally, silly-sally, tip top, hip-hop, flip-flop, tic tack, sing song, ding dong, King Kong, ping pong.

There is another unwritten rule at work in the name of Little Red Riding Hood, says the article.

"Adjectives in English absolutely have to be in this order: opinion-size-shape-color-origin-material purpose noun. So you can have a lovely little old rectangular green French silver whittling knife. But if you mess with that word order in the slightest, you'll sound like a maniac."

That explains why we say "little green men" not "green little men," but "Big Bad Wolf" sounds like a gross violation of the "opinion (bad)-size (big)-noun (wolf)" order. It won't, though, if you recall the first rule about the I-A-O order.

That rule seems inviolable: "All four of a horse's hooves make exactly the same sound. But, we always, always say clip-clop, never clop-clip".

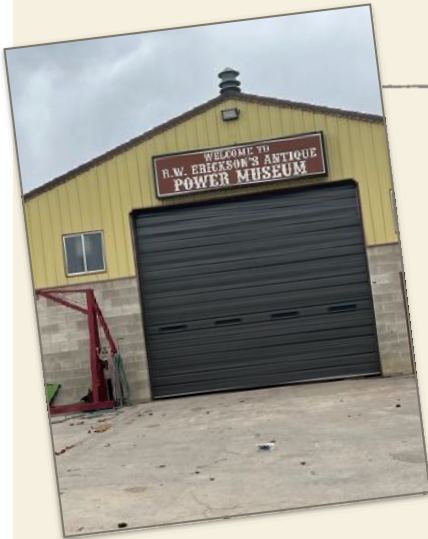
This rule even has a technical name, if you care to know it—the rule of ablaut reduplication—but then life is simpler knowing that we know the rules, without knowing it. From the BBC





Hidden Gem

BY TIM ISAKSEN



Tucked away on the far side of Walsburg is the Erickson Antique Power Museum. The invitation for the area Model A clubs was not well attended, but those that were there were graciously greeted and treated to a great experience as well as lunch.

Exhibits were housed in many different buildings specific to "vehicle" type. One building displayed dozens of beautifully restored motorcycles, including Steve McQueen's original "bike" from the movie "The Great Escape".

Hundreds of unrestored antiques, as well as a mini railroad, surrounded the display buildings. Exhibit buildings housed displays of many beautiful cars (yes, including Model A's), trucks, midget race cars, tractors, military vehicles and even an airplane. An "only one remaining" 1928 Pierce Arrow and a 1927 Cadillac were awesome.

A pioneer exhibit of log cabins included one that was actually lived in by the Erickson family. This evolving museum is a "definitely yes" to put on your list to visit.

CENTERFOLD OF THE MONTH 1930

WILLIAM CASHDOLLAR
155-D TOWN SEDAN





Geysers, Ghost Towns, and More

BY ROBERT MACK

Another great multi-day tour has concluded. Howard Eckstein does a phenomenal job of planning a tour with a mix of natural and cultural history. This tour was no exception.

Four Model A clubs combined for this tour, Utah Valley Model A Club, Salty A's, Beehive A's and the Treasure Valley Model A Club (from Idaho).

By the time we reached Soda Springs, Idaho, we had 22 Fords. Twenty were Model As.

Our route to southeastern Idaho took us through Sardine Canyon. We suffered five casualties. Two cars overheated and one car's wheel wobbled as the lug nuts became loose. Spare tires are lifesavers in this situation. The next car problem was experienced by a Treasure Valley club member. Once the problem was fixed the car ran great. The last tragedy was a broken spring perch in Brigham City. This one couldn't be repaired during the trip.

Idaho's scenery is gorgeous this time of year. Consequently, the trip to Soda Springs was a delightful drive. Once we reached our destination, the old cars filled the front row of the motel parking lot. This sight attracted a lot of attention from both local residents and tourists passing through.

Friday's first activity was a trip to and tour of Chesterfield, a ghost town. It was originally settled by Mormon pioneers. Because it was along the Oregon/California Trail, it was a significant site for the early travelers along the trail. In Chesterfield they could rest, get medical

attention, trade their tired horses for fresh ones, and pickup much needed supplies.



Structures in Chesterfield are slowly being restored to their original condition. The old Holbrook Mercantile was very popular with our group of shoppers. Volunteers at the site provided free tours and provided a guide to

explain the history of the structures as we past by. We were allowed to enter many of them.



One such case was the old church.

There, we were able to learn how the building was utilized.



The tour guide also "trapped" Jenn into playing the pump organ. As Jenn sat at the bench, she said, "Where do you turn it

on?" The whole crowd said "It's a pump organ." Jenn quickly learned how to coordinate the pump petals and the keys. She did a great job. Any maestro would be impressed.



We visited several other buildings learning about their history.



After a good dose of cultural history, we were able to visit a lava tube called Niter Ice Cave. This

natural feature, where temperatures hovered at 40 degrees year round, was utilized as cold storage for perishable items.

Last Chance Canal introduced our group to the technological



talents of the pioneer era. The Federal Government threatened to

take away water rights if they wasn't used. That prompted the locals to devise the construction of a five-mile tunnel through the mountain to divert water from the Bear River at a higher elevation. The tunnel was started on both sides of the mountain and converged in the middle within two-feet of each other.

The day concluded with a visit to the Soda Spring Geyser, the only man-made captive geyser in the world, and Octagon Springs whose water is



carbonated. The last geyser was a short drive out of town to Hooper Geyser, this geyser is also carbonated. There at the park, we had our

own food truck that provided dinner for us all.



That was the last time the group was together. Saturday morning started with "goodbyes" and handshakes. Before you knew it the Model As and other participating vehicles were off in different directions.



UVMAC club's small group of seven Model As, one being towed

home, left

together with Thompsons, from the Beehive As leading, headed for Ogden and eventually Utah County. One last stop was needed so we pulled over at a Dairy Queen. Now Roger and Geena felt the trip was a success.

As the caravan drove home, I reminisced about this three-day excursion and decided, I'm ready to do it again!



2022 Rat Fink Reunion

BY BILL THOMPSON

It seems like every small town has some kind of a celebration they are known for. Sanpete County Utah is no different in that respect. Fountain Green has Lamb Days, Gunnison and Moroni have the 4th of July celebration, Mt. Pleasant has Hub City Days on the 4th of July, Fairview has a 24th of July Celebration and Spring City has Heritage Days and Pioneer Days. Manti has always had a big 4th of July celebration that brought back people who had moved away. They enjoyed activities at the park, parade on Main Street, and fireworks at the Manti High School football field. All of those activities were eclipsed by the annual Mormon Miracle Pageant by the Church of Jesus Christ of Latter-day Saints which brought about 100,000 people over a ten day



period. It was discontinued after 52 years in 2019.

For the last 20 years another celebration of a different kind bringing a much different crowd to Manti has been the annual Ed “Big Daddy Roth” Rat Fink Reunion. For a town that is about 15 blocks long and 12 blocks wide without a single stoplight in town (truth be known, there are only two in the whole county) the reunion is a big deal to people in the old car culture. Each year on the first weekend in June, Manti rolls out the red carpet for thousands of people for a Thursday, Friday, Saturday car event that is nothing short of amazing. People come from all over the country as well as a few foreign countries. There are many things going on at the Rat Fink Museum owned and operated by Ed Roth’s widow, Ilene Roth. Ed died

in 2001 and Ilene moved the Rat Fink Reunion from southern California where it had been while Ed was alive to Manti where she had built a large museum on her property. One can view all things Rat Fink at the museum which also incorporates a store with T-shirts and other Rat Fink collectibles that can be purchased. Wikipedia states about Ed Roth that he “was an American artist, cartoonist, illustrator, pinstriper, and custom car designer and builder who created the hot rod icon Rat Fink and other characters. Roth was a key figure in Southern California’s Kustom Culture and hot rod movement of the late 1950s and 1960s.

The celebration includes free concerts at the museum, entrance to the museum, tours of Ilene’s house, special Rat Fink movies that have been made since he passed away, and 30+ pinstripers who will



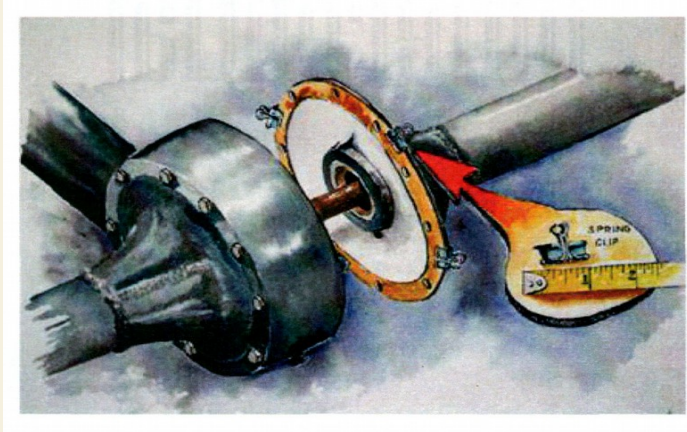
literally pinstripe anything you bring from a Hot Wheels car, toilet seat, bicycles, motorcycles, cars and trucks, to tractors and lawn mowers. I got my 1929 Model A Special Coupe pinstriped there one week after it had come back from the paint shop and wasn’t even assembled yet. Actually, I talked to one of the pinstripers who agreed to come to my garage and pinstripe it for me in the original color and original style as done at the factory in 1929.

The highlight of the three days of celebration is the car show held at the Manti City Park. This year saw over 350 entries to the show. There was an entrance fee paid by the owners of the vehicles to allow them to be on the field and judged for a trophy. All profits made from the show are donated to Manti City. Every year it is a substantial amount of money and has been earmarked for improvements in the park and other recreational facilities in the city.



Aligning Rear End Gaskets

BY HOWARD DENKER AND ILLUSTRATED BY JOHN PRATT



First appeared in July/August 2016 The Restorer, volume 62 issue 2

There is a stack of very thin gaskets required when trying to set the correct pressure on the carrier bearings. These gaskets are either 0.05 or 0.08 inches in thickness. Here is a handy way to help align the gaskets.

I found that by just using four or five small binder clips (available at all office supply stores) the gaskets can be held in place while the cone is moved. The cones can be set on the banjo and the bolts started before the clamps are removed. This will prevent any movement or damage to the gaskets. It really speeds up the assembly of the rear end housing.

Castle Nuts and Cotter Pins

BY DAVE WESTENBERGER

The example is a rear motor mount bolt, but this will work on any bolts where it is difficult to see the cotter pin hole with the castle nut installed. Scribe a line across the end of the bolt before assembly to help “line up” the castle nut for that darn #%\$@^&%&* cotter pin.

Dave Westenberger – Colonial Virginia Model A Club

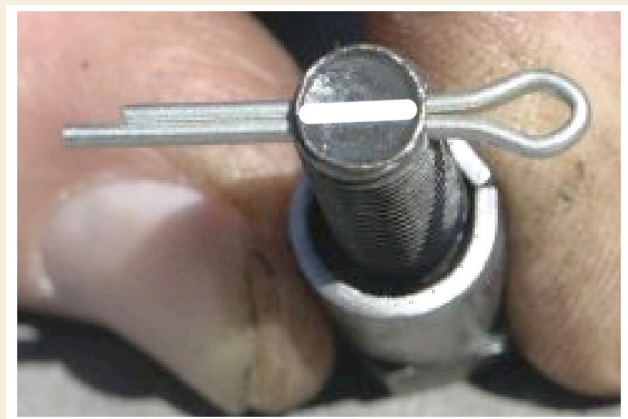


PHOTO BY DAN using Dave's hand

A cardiologist's diet: if it tastes good spit it out.

I gave all my dead batteries away today... FREE of CHARGE!

When I find it, I don't need it. When I need it, I can't find it.



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



Find 8 missing objects



Key on page 30





Ladies Fashion Journal

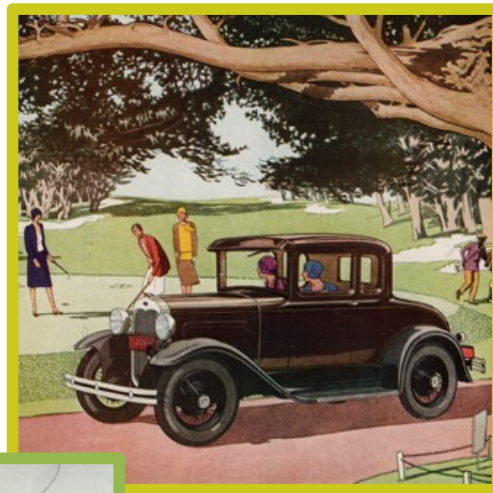
LOOKING ONE'S LOVELIEST IN 1930

By Jill Barrett
courtesy of the MAFCA
fashion committee

This series, by Jill Barrett, covers the fashion variations in each of the four years of Model A Production. Other articles such as this can be found at the MAFCA Fashion page on their website: https://www.mafca.com/ef_articles.html

In 1930, *Photoplay*, a popular, movie studio magazine, featured an interview with famous movie director C. B. De Mille, titled 'I Never Choose Beautiful Women'. Cecil De Mille, the star maker, told readers why he shuns perfect beauty for his glittering pictures and finds the real beauty foremost in their eyes and her personality.

And what a better way to show a women's personality than finding new clothes to add to your wardrobe?



Fashion magazines in 1930 emphasized women's beauty and personality with a fresh and new, sporty look. Women playing sports were seen in Ford's "New Ford Coupe" ad.

In 1930, the waistline moved upward toward a more natural waistline. Hemlines were generally even for daytime wear. Uneven hemlines were worn at formal afternoon and semi-formal events. Flattering capes, flounces, cap sleeves, scarfs, short and three-quarter jackets accompanied simple, sleeveless sport frocks with a narrow belt at the new waistline. Blouses contrasted with a matching skirt and jacket.



Sundresses with open backs were new and in style for both women participating and watching on the sidelines.

Silhouettes were more varied than in previous years, with fit and fullness skillfully introduced. Sleeves took on a new interest described as delightfully fascinating, trimmed or cut to widen the sleeve at the elbow or above it, which gave the same effect as the popular short cape silhouette. New collars were elaborate to give importance to necklines, belts were more evident and there were coats with bloused lines.





And then there was the jacket: good-looking, fresh and it had a definite place in the fashion world in the Model A era.

In 1930, the jacket had a reminiscent trend from 1880 silhouettes with a fitted bodice above a skirt fairly flat in front and very full at the back.

In evening frocks, the short bolero in the back resembled short wings that floated gracefully above a very long skirt. Also in 1930, boleros were still a favorite style that made a fitted waistline more becoming.



Hats in 1930 were described as "off the face". Hat crowns were shallower, usually with a skull-fitting short front, exposing her forehead. They were trimmed with insets, handwork and embroidery.

continued next month



The View From the Rumble Seat

BY ROBERT MACK, EDITOR

I have been coming back to the same topic three months in a row. But, after spending three days with our club members and new members of the Salty A's, Beehive A's, and The Treasure Valley A's of Idaho, I feel a deep fondness for those who share the love of the Model A hobby.

Even though we had several "roadside seminars" along the way, I still consider myself lucky to be associated with you all. It is probably the same with most clubs, but it is especially true with the Utah Valley Model A Club, that we enjoy a wonderful mix of personalities, talents and other skills that make us a close-knit group.

I recently read an article on hemmings.com that seemed to echo my same sentiments. If I could go back and find the article, I would quote some of the sections that struck me, but the computer/Internet got the best of me, and I couldn't find it. In essence he said he enjoys

"wrenching" on old cars, but, the rounded-off nut that won't come loose, the bleeding, skinned knuckles and bumped heads, the jobs that require a lot of swearing to complete, makes him wonder why he "enjoys" old cars.

Later, when he was stumped about a vexing automotive repair problem, he called a friend in the same car club to talk-out the enigma. He realized that "wrenching" on old cars isn't the only

reason he does it. It is the people who he associates with who have the same interests. This was the reason he joined a club. He enjoyed "wrenching" because he could relate, commiserate, substantiate, orchestrate, etc. with like minded individuals. This is what brought him joy,

not necessarily, the "wrenching" itself, but associating with those individuals who "wrench" too. 🍷





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.



1931 Coupe \$16,500



1939 Austin Seven \$8,000



1930 International \$20,000



1961 F100 \$6,500



1932 Ford



1979 Corvette \$25,000

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

Tony Jacobs has a lot of Model A parts he wants to sell. This is a partial list of those items:

- 1930-31 radiator \$250
- 1930-31 AA radiator \$275
- 1930-31 AA radiator Shell
Powder coated black.....\$100
- New water pump.....\$50
- 4 19" used whitewall tires.....for set \$200
Has 50% rubber on them.....each \$65
- New 21" whitewall tire, on a rim
Never been on the road, for both.....\$275

If you are interested in any of these parts, or you think he might have something else you need, call Tony at (386) 329-2328.

If your garage or back yard looks remotely like this, sell your unneeded parts here!





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

It is nice to be home from our National Convention in Kerrville, Texas. There were many highlights of the event built around the very well-organized program that kept us busy from early morning to the late evening. Our Best of Show in Car Judging went to Doug Clayton with his Victoria earning 497 Points. Our Era Fashion activities were fantastic with the emphasis focused on Fun. It is an honor for me to announce that MAFCA's Highest Award, Life Membership was presented to our former president, Doug Linden. It was great to see the more than 200 Model As that arrived from 31 States and to be able to visit with so many of our members. It is hard to beat Texas BBQ and we had plenty of it. A Big Texas Thank You to the Alamo As and other clubs that were our hosts.

With pleasure I would like to tell you about the latest items available in the MAFCA Store. Les Andrews and his team have produced the finest, first full color edition of "How to Restore Your Model A" Volume 10. This terrific reference book is a compilation of technical articles from our **Restorer Magazine**. It is a must have for your library and will fit nicely next to the other 9 Volumes. We are also offering a new high-quality Navy-Blue Ball Cap that is now available.

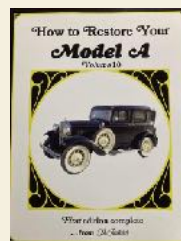
On July 4th, we will be celebrating the birth of our nation by attending parades and other fun activities. I would like to ask you to keep our

country in your thoughts and prayers. Enjoy your club and have some fun with your Model As. It is a time when we all can do something to help our fellow members. Whether it means visiting a club member who has not come back to club meetings or helping to get a member's Model A running. Sometimes just a phone call can make a significant difference in someone's life. I recently heard a message in a talk that struck a chord with me. "Let us learn from the past, prepare for the future, what we do now is the only time we have to make a difference." I hope this inspires you to do something great for someone right now. I hope to see you on the road soon.

As always, I am happy to help you. Please feel free to send me an email at president @ mafca.com.

Happy Motoring, Jay McCord

New Model A Ford Club Merchandise



Newest Volume 10, *How to Restore Your Model A* **\$29.00**

130 pages, in color for the first time



New, blue baseball cap with MAFCA on front; adjustable for almost any size **\$21.00**



Brand new set of Christmas cards from Fred Mertlich's collection. Several images of club member's cars **\$14.95**



Model A Ford Foundation Inc

MODEL A DAYS — MODEL A DRIVING SCHOOL



Model A Days start Friday, September 16th from 9:00 AM until 12:00 PM at Gilmore Car Museum. This event will begin in The Model A Museum with classroom instruction followed by driving around a closed loop with instructors and Model A vehicles supplied by The Museum. Attendees will learn the basics of starting and driving a Model A. Price, \$100 per person.

Registration for MAFFI’s Model A Days — Model A Driving School has been light so far. Each student will have ample attention and anybody who does sign up should be in for a real treat.

Jerry Morrissey attended the Model T Driving School at the Gilmore on June 9th, looking for insight and ideas for the Model A Driving School being offered during Model A Days.

He came away very excited about parts of their program that had not been discussed for our program. Jerry Explained, “The Model Ts took a short drive to learn forward and reverse with each driver. Then they took a longer drive along a private road towards Gull Lake, utilizing both gear, stopping and turning around. For the Model As, we can do something similar with a short, medium, and longer drive.”

While nothing is set in cement at this time, adding a one-mile scenic drive on a private road in one of the several cars or trucks being offered for the class would be exciting, no matter what your previous driving experience is.



Although driving a Model A is not like driving a Model T, the Driving School concept is the same. Here is a link of the Model T Driving School, <https://www.youtube.com/watch?v=wlxAKUsVBkg>



Another special event during MAFFI’s Model A Day is a trip to the the Air Zoo. Their web address is: <https://www.airzoo.org/>

Join in on the fun, and register for MAFFI’s Model A Days, September 16th and 17th, 2022.





Model A Ford Club of America

Join on line at **MAFCA.COM**

~Membership Benefits~

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

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1—MAFCA Lapel Pin

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Model A Ford Foundation Inc.

Yes! Count Me In!

Name: _____

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Chapter: _____ Email Address: _____

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

Family Membership:

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

Club Membership:

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

I wish to make an additional tax deductible contribution of: \$_____

Please apply additional contributions: Displays or Endowment

Fund. Total Contribution Enclosed: \$_____

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

Answers to Six Different Things



Puzzle on page 22