



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 10 No. 9

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

September 2022

IN THIS EDITION:
TRIBUTES TO THOSE WHO PASSED
 Overnight in Evanston
 Model As and Strongmen

ADD MASTER
 CUT-OFF
 SWITCH

IGNITION
 CAM SCREWS



The Utah Valley Model A Club joined forces with Utah Heavy Athletics to carry-out the annual Strongman Event.

A Utah Heavy Athletics member lifts the back of Brad Christofferson's Model A Pickup. Typical Model As weigh about 2,250 lbs.

Photographer: Howard Eckstein



UVMAC MISSION STATEMENT

2022 Club Officers

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.

CLUB OFFICERS

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

APPOINTED POSITIONS

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

September Activity

Hot Dog and Hamburger
Picnic
Saturday
September 17th
12:00 p.m.
Church Pavilion
455 E. 300 N
American Fork
Dessert & Drinks Provided
Please bring a side dish



Vice President's Message

BY BRIAN LINDENLAUB

I recently attended a meeting with about 20 other men. Some of them were new to our group, so the facilitator asked us to go around the room and introduce ourselves. In addition, as a fun way of getting to know each other better, he asked us to "tell us about your favorite tool". Some professed love for their riding lawn mower, truck, or their snow blower. I shared how my cordless drill changed the way I do woodworking projects and jobs around the house. One person admitted he is not very handy and the only tool he owns is a screwdriver. The story that resonated with me was the guy whose favorite tool is the hammer that was handed down



from his dad. He said that every time he picks it up he thinks about his dad and the projects they worked on together. His response reminded me of how some of my tools have special meaning for me.

I am fortunate to have the tool chest my grandfather built and many of the tools that he owned. His name was Vernon L. Hart, and he operated a boat yard near Boston from the 1930s until the 1960s. In his yard he built and repaired all types of wooden sailboats and power boats. He believed in buying good tools and taking good care of them. One of the tools he used is a wooden-soled hand plane that belonged to his father and which bears his father's



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initials, "GHH". I also have Vernon's matched set of Disston D23 hand saws, one with eight teeth per inch (TPI) and the other with ten TPI. And they are SHARP! I don't use them for routine cutting jobs, but when I need to make a cut with precision, I go the tool chest and pull out one of the Disstons.



repairing the front axle of my roadster. I think Vernon would approve.

I also had a ball-peen hammer that belonged to Vernon. I say "had" because I recently passed this hammer on to my nephew. This young man carries the middle name of Vernon in memory of my grandfather. And this tool is extra special to us because it has my grandfather's (his great-grandfather's) initials carved in the handle. I think it is important to share items like this with younger generations. Hopefully my nephew will appreciate it and use it for special tasks like I have.

For me, working with old tools, especially those with family connections, evokes some of the same emotions as working around old cars. Both provide a personal connection with a slower, simpler life and the people who lived it.

If you have a favorite tool, I'd like to hear about it. Better yet, take a picture of it and give the picture to our newsletter editor (Robert Mack). Include a brief description of what it is and why it is important to you. I look forward to learning about your favorite tools in a future newsletter article. 📷

Most of my socket wrenches also came from Vernon. One of the sockets is shaped like a giant hollow-ground screwdriver bit.



I have had that socket for almost 50 years without ever using it. I recently discovered that it is what's known as a "drag link socket". I finally got to use it while

I love putting on warm underwear fresh out of the dryer. Plus it's fun to look around the laundromat and guess who they belong to.

The housing market in 2022:



A PESSIMIST sees a dark tunnel
An OPTIMIST sees light at the end of the tunnel
A REALIST sees a freight train
The TRAIN driver sees 3 idiots standing on the tracks.



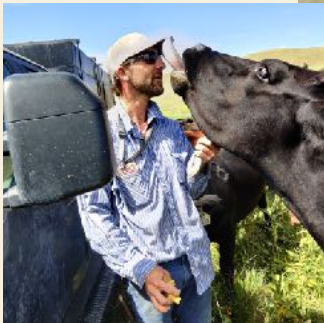
Heard it Through the Grapevine

OUT AND ABOUT

Howard, Par, and I (Dean) hauled the Model A speedster frame to Par & Patsy's home where we took turns telling stories, and making up lies. We were able to see their recently purchased Model A Woody and their low mileage Lincoln Town Car. Both are beautiful, I'm jealous of both.

Alan Justesen reports the Sanpete County Fair Car Show was on August 27. We had nine Model A and Model T cars. **Bill Thompson** had three cars; a 1929 Model A coupe, a 1917 Model T pickup, and a 1951 Mercury. I had my 1931 Model A Coupe and **Ed Stilson** had his 1929 sport coupe. Bill Peterson had a 1918 TT and a 1930 Model A 4-door sedan. **Roger Curtis** had his sport coupe and Jon Clark had his Model T open car. I'm not sure if I have correctly identified the models and years. The UVMAC members are, Bill Thompson, Roger Curtis, Ed Stilson, and myself.

This does not have anything to do with Model A's, but **Elaine and I (Reid)** are volunteering on a church ranch in Nebraska until Labor Day. I have learned a lot from some of the ranch hands. I included a photo of cowboy Tom teaching us how to



"kiss a cow". The

funny thing about it is this particular cow loves the cowboy. I noticed when we came into the pen, this cow forced its way quickly through the rest of the herd up to the cowboy. Just before the cow got there, Tom said, "Watch the cow come up and kiss me," and it did!

Great news from **Howard Eckstein**, "Last Friday, **Jeff Niven** fulfilled a long-time dream. He bought a 1930 Tudor from Andrew that the previous owner had attached the moniker "Big Booty Judy". Ask Jeff if the name will stick. Jeff is the third carless (not careless) club member to get a Model A. Let's welcome **Jeff and Barbara** to the world of Model A ownership."

This photo is of us (**Todds**) and a couple from Taiwan. They are visiting our fellow missionaries. The Cunningham's wanted us to meet this couple because the husband is a professor of engineering from the National Tsing Hua University in Taiwan. Surprisingly, Bob had given this kind man and his wife a tour of some of the BYU engineering facilities in about 2007 and so we had already met before!



Exciting news, **Greg Mack** got an IT job with Clyde Companies. He will start work on September 6th.





August Club Meeting

BY ELAINE CARLSON

Attendance: Bruce Boggess & friend Larry, Diane Brimley, Reid & Elaine Carlson, Roger Davis, Howard & Gemma Eckstein, Buster Hansen, Joe Jeppson, Reed Jessee, Sam Korologos, Theon Laney, Greg, Nicholas, & Robert Mack, Amber & Dave Morrell, Clyde Munson, Jeff Nevin, Par & Patsy Palmer, Dale Penrod, Bill & Colette Thompson, Carl & Lynn Vernon, and Andrew Watson.

New Members: Joe Jeppson has been to a couple of club meetings to check us out. He made the commitment tonight, and joined our ranks. Before he even gets “broken-in,” we put him to work. He is going to be the welder for the speedster project. Welcome Joe!

Guests: Bruce, Larry, and Dawn (President) from the Salty A’s came down from Salt Lake City to invite us to join with them at Wheeler Farm on October 15th at 10:00 a.m. Wheeler Farm will have a pumpkin carving contest (you can buy one there or take your own). The club will be having pizza for lunch and giving out prizes. The farm is located in SLC at 6351 S. 900 E., Murray.

News:

In one month we have lost two very treasured members of our club, Tony Jacobs and Karl Furr. Both funerals were quite fitting for such good men and supporters of the Model A hobby.

Webpage: Greg has added galleries to the club’s webpage, UtahValleyModelAClub.org. You can find them by looking just below the banner. Look for “Galleries” and click on it. It will take you right to them. It will actually take you to a photo hosting site called Flickr.

Palmers: Sold their yellow Sport Coupe and bought a 1929 Woody, we can’t wait to see it.

Brake Job: Diane Brimley is hosting a brake replacement party. The old brakes on her car need to be switched out with the new brakes she has received. It will be held on September 10th at 9:00 a.m. She will serve those who participate a home cooked meal as a reward for their service. Her address is, 436 E. 380 N., American Fork.





Club Business:

Finances and Dues: Our financial status is stable.

Speedster Project: Joe welded various portions of the frame and cut off other areas that weren't needed for the speedster. The frame, rear end, and other a sundry parts have been sand blasted and are ready for paint. Once all parts are cleaned and painted, reassembly of the chassis will begin.

MAFCA's 2024 National Awards Banquet: Howard Eckstein reported on the research he and Gemma have done concerning a meeting place that has everything an awards banquet would need. They found the Hyatt Place in Traverse Mountain would fit our needs.

Awards:

Bent Rod Award — Brian Lindenlaub kept the trophy that he had earned the previous month. No one else would come forward and confess their guilt until after the Bent Rod discussion concluded. That's when Roger Davis spilled the beans. Roger received the second Bent Rod Award.

Mileage Award — There were two members who earned mileage awards this month. Roger Davis earned the 500 and 1000 mile award for his Mail Truck. Buster Hansen also earned the 1000 mile award. Congratulations, gentlemen.

For your information, the color of the awards are painted the Model A wheel colors that were available at the time.

Club Merchandise: Clyde Munson pointed out that he has club merchandise available. IMAD patches from various years; \$3.00 each. Club iron on patches for caps or jackets are available for \$5.00 each. Club logo stickers, \$5.00 each. Metal license plate toppers are available on a limited basis for \$10.00 each.

Future Activities:

- **August 27th** — Sanpete County Fair is being held. Thompsons have invited club members to join in the car show, and fun, at the Sanpete County Fairgrounds. changing brakes on Diane's Sport Coupe. Brim
- **September 10th** — Garage Day. Everyone interested in a home cooked meal, show up at Diane Brimely's home (436 E. 380 N., American Fork). The brakes on Diane's Sport Coupe need to be replaced.





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
18	19	20	21	22	23	24
25	26	27	28	29 <small>September Equinox</small>	30	

1. Tennessee Laborers' Day
2. Columbus, Missouri
3. Columbus, Texas
4. Michigan
©Michel Zbinden / Calendar USA

- = Club Meetings
- = Activities/Tours
- = Other Club's Activities
- = Other Activities
- = Birthdays

- **September 17th** — For International Model A Day we will be celebrating the Club's 10th anniversary party. It will be a pot luck lunch and car games. It will be held at the church at 445 E. 300 N., American Fork.
- **September 17th** — The Beehive A's will be 40 years old in September. The club has been invited, so anyone who would like to go is welcome.
- **September 17th** — Jeff, Tony Jacobs son, will be holding a Model A parts sale at Tony Jacob's home. It is a first come first serve basis. The sale will start at 7:00 a.m. at Tony's home.
- **October 15th** — Salty A's have invited us to join them at Wheeler Farm in Murray. They will have prizes, pizza, a pumpkin carving contest and a car show. See previous page for details.
- **October 22nd** — Cemetery Tour will be held. We will be visiting cemeteries both past and present. In the process we will learn about the cemetery's residents.
- **October 29th** — Cedar City Livestock and Heritage Festival. We have been invited by the Cedar Breaks Model A Club to join them at the festival. They have requested that we put our Model As in the car show.
- **November** — TBD
- **December 3rd** — Christmas Party at the Orem Golden Corral, 12 noon.

TechTalk: As of August 25th, the Utah Valley Model A Club is ten years old. As part of the celebration, Robert Mack created a PowerPoint presentation that documents the ten years of the club's existence. He only made it 1/3 of the way through presentation before he ran out of time. He will show the rest at the next meeting.

Refreshments: Buster Hansen brought delicious sugar cookies for refreshments tonight. Thanks Buster, they were great.





Adding a Master Electrical Cutoff Switch

BY BILL LEE

One aspect of the normal Model A that is troubling is that the electrical system is always “hot”. In other words, there is always power in many places of the car with no easy way to shut it off. A modern car uses relays that close when the ignition key is turned on, and power elsewhere in the car is cut off when the key is off. Not so in a Model A.

Several articles have been written and the occasional thread on Ahooga or FordBarn talk about adding an electrical shut-off switch for safety. One point of confusion is where it should be located: **it MUST be in the ground line!** Everybody (well, at least MOST!) have a fuse that protects the ignition and lights and ... , but what protects the starter? And it's a frozen starter switch that can create a real bad day! Just ask Joe about his A at Winnsboro last fall!

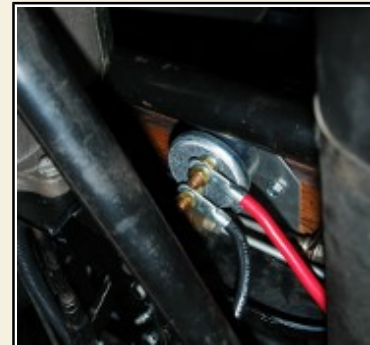
I added a switch, available from most all of the A parts suppliers, in the ground line of my A. I mounted it to a 3/32” sheet of aluminum that I cut to position the switch behind the cross member and just under the front edge of my seat. I wanted the switch where I could activate it quickly in emergency, and somewhere under the hood is NOT the answer. The pictures tell the story.



The switch was mounted so that it extended through the front edge of the center floor board on my A. That positions it at the back edge of the body cross member and just in front of the Emergency Brake Cross Shaft. Note that I had to make a small notch on the body cross member to give me clearance.

with a set screw in the side, and then shaped to allow the switch handle to be mounted up top. Its length was made to allow for the floor boards and carpet.

The switch in itself is too short to reach all the way through the floor board from its location. If you look closely you will see an extension I made: a piece of 1/2” aluminum barstock drilled on one end to slip over the actuating shaft of the switch



The switch was mounted to a piece of 3/32” aluminum sheet that I shaped to fit. It is attached to the bottom of the wooden cross member under the body cross member.



The ground wires run from the battery to the switch (the black wire) and then from the switch to the frame (the red wire). There is also a ground wire from the transmission to the frame that you can see in the picture at the left.

With my seat set-back mounts, the switch is right under the front edge where it is very convenient to access without being in the way. 🚗



Model As and Strongmen

BY HOWARD ECKSTEIN

What do Model As and Strongmen have in common? At first glance, it's hard to tell. The cars have lasted over 90 years; the strongmen, if they keep it up, aren't likely to make it that long.

Upon second thought, it seems the Model A is sufficiently attracted to gravity so that it provides a challenge to those special people who have an irresistible urge to defy this immutable law of nature.

Thus athletes, possessed with super-human strength, were keen to lift and pull our model As before a cheering crowd. It has got to be a modern gladiator sport.

Last May, we had a practice run with the cars and strongmen to determine whether this was a bright idea. Before that day, we really didn't know these little cars are so deceptively heavy. A 1929 roadster weighs 2155 pounds!

The apparatus used to lift the car is designed to give the athlete some mechanical advantage in the form of leverage. It has a place where the rear wheels are supported, with a fulcrum somewhere under the Model A's bell housing. During practice, none of the strongmen could lift the back of the roadster from the ground.

Our club's engineers consulted on the matter and made a studied observation which was then conveyed to the strongmen.

It required jacking up the handle and placing cribbing under the rails to raise the apparatus to the lifters' knee level so that their joints and muscles wouldn't receive injury.

After a day of practice and several trips to the gym, the strongmen were ready for the big show in August.

On the day of the event, Brad Christofferson's pickup truck was used for the dead lift competition. With a curb weight of 2265 pounds, not all of the strongmen could lift it. However, one of them did 20 smooth repetitions in the allotted time, setting a standard that none of the others could achieve.



The next event was the truck pull.



At 3000 pounds, Roger Davis's mail truck is likely the heaviest Model A in our club. This makes it a perfect candidate for tugging it along. To increase the challenge of this event, Roger put his truck in high gear. This caused the vehicle to buck like a bronco due to each cylinder's compression. One contestant asked to try pulling the truck while in second gear. He may have had better luck tugging a cement truck.

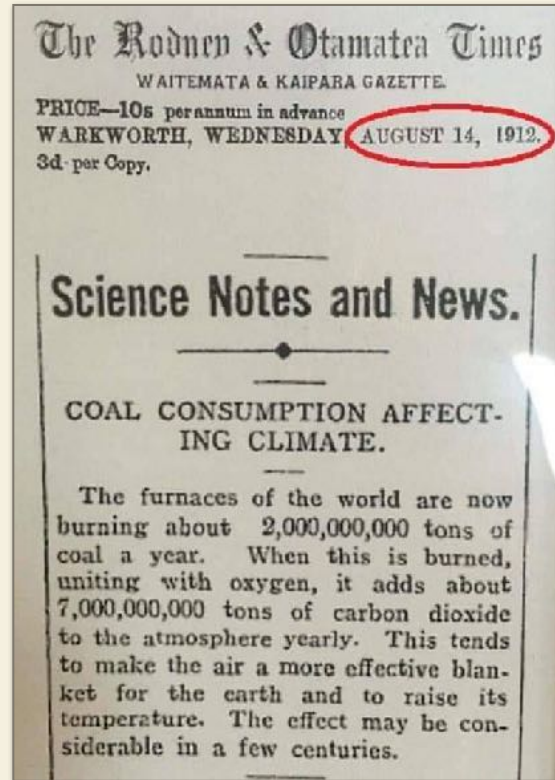


The strong ladies also participated in the truck pull, albeit with the truck in neutral. Still, this took serious strength to overcome Newton's First Law of Motion to get the truck rolling. After that, it was reeling in the rope as fast as possible to keep tension on it.



A big part of the enjoyment of owning a Model A is sharing it with others. Car shows are a way to do this. We took it a step further and set up a joint venture with the Utah Heavy Athletics organization. This way, the audience could see our cars in a different light. (Sorry, I meant heavy.)

When planning club activities, look for ways you can join with enthusiasts of other hobbies where you can share your passions with the public. It was a lot of fun for both our groups and the crowd. 🍷



Who says global warming is a new thing?



IF YOU MISSED THE INVITATION ON PAGE TWO, DON'T MISS IT THIS TIME.

WE ARE HAVING A PARTY TO CELEBRATE OUR TEN YEAR ANNIVERSARY. SEE PAGE TWO FOR MORE DETAILS.



Karl Furr Returned Home

OBITUARY FOR KARL JETHRO FURR

Our beloved Husband, Father, Grandfather, and Great-Grandfather, Karl Jethro Furr, age 91, passed away at home, peacefully, surrounded by his family Saturday, August 13, 2022.

He attended college for two years, then was appointed to a coveted machine shop apprenticeship, at Geneva Steel. He worked there for 30 years. During that time, he became a skilled

Karl was born March 10, 1931, in Eugene, Oregon to Carl J. Furr and Norma Henrie; he was the oldest of four children: Paul Furr, Bruce Furr, and Tamaree Littlefield. Karl grew up in Mesa, Arizona on a "citrus ranch". There he learned to work hard and love the outdoors. Anyone who knew Karl, knew of his love for storytelling. He enjoyed telling stories of his youth and his one-eyed horse which he rode to church and school. At 13, Karl moved to Provo, Utah and lived with his Grandma and Grandpa Henrie, where he attended Farrer Jr. High and Provo High School. In high school, Karl joined the Orchestra where his love for both the French horn and the conductor's daughter grew.



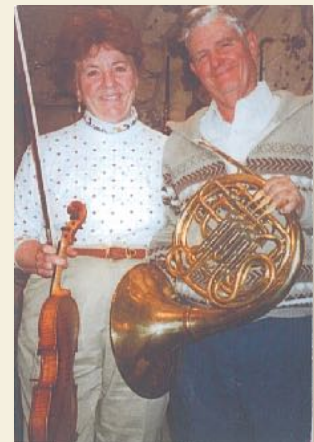
Karl and his favorite car

The conductor's daughter, Diane Hilgendorff, and Karl married December 1, 1951 in Provo. In

machinist which enabled him and his wife to start their own business, Furr Arms, where they made miniature cannons and gatling guns.



Karl and his wife were among the founding members of the Utah Valley Symphony. Which they continued to play with for 50 years. Karl playing the French horn and Diane playing the violin.



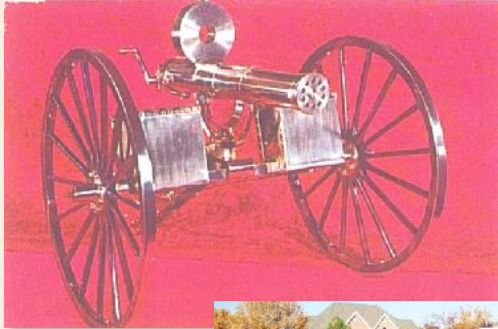
Karl had a great appreciation for cars and would later begin collecting and restoring vintage automobiles.

December of 2019, they were sealed for Time and All Eternity in the Provo City Center Temple. They recently celebrated their 70th wedding anniversary.

He did not like to sit still and had many other hobbies, which included, boating at Lake Powell, Jeeping with his brother Paul, golfing, and



traveling the world. He loved life, as long as he had his sweetheart Diane, by his side, even on his jeep safaris, which caused many gray hairs on Mom.



He retired from Geneva Steel at age 55, but always found projects to occupy his time. He began traveling the country playing the "1812 Overture" with 16 of his miniature cannons which he had made. Eventually, he gifted these cannons to each of his grandchildren.



Karl had the opportunity and took great pride in playing his Bugle for the American Legion. He loved showing respect to veterans and their families. He truly valued the friendships he made with the men in Post 72 and spoke very highly of them.

Karl was very loved by his family and friends. He always seemed to be around whenever he was needed, always willing to give of his time and resources for those he loved. Karl was a very hard and dedicated worker, a trait he passed down to each of his children. We will greatly miss him.





“Tony” Antonius Leonardus Jacobs

BY DIANE BRIMLEY



"Tony" Antonius Leonardus Jacobs Oct 22, 1933-July 29, 2022.

Tony left this earth peacefully and with great courage. His Bishop said he had completed his work here on earth, it was time to go be with Janice.

The week before he left this earth he gave the greatest tech talk for the Model A club. He talked about old parts and new parts.

Tony was born in Oude-Tonge Holland. He lived in Holland until he turned 14. In 1939, Tony's father and two older brothers sailed to the USA. Seven years later, after WW11 Tony, his mother and two younger brothers came to the USA. In 1947 they arrived in California and were a family again.

Tony spent his first year in Bellflower, California He worked on the family dairy farm. Then the family moved to Bishop, California They owned Sierra Farms Dairy in 1948.

He met his wife Janice Castagno when her horse ran into their dairy farm. Tony loved animals all animals. He could tell the horse hadn't been broken yet. So he took it in and started working with it. One day Tony's older brother said, "Tony you can't keep the horse." Tony's reply was, "I found it, it's mine." His brother said, "Tony it has a brand on it, it belongs to someone. " To which Tony replied, "I love it and am taking care of it, so it is mine." The brother replied, "Tony we live in America now not Holland, they will hang you here for stealing someone's horse." So they decided to put up flyers.

Well who came to claim the horse, Janice and her father. The father could see that the horse was well kept, so he made a deal with Tony to train the horse and train Janice how to ride it. Janice was 13 and Tony was 15. They fell madly in love. But they had one problem, Tony didn't speak English. In June of 1954 they where married in the Catholic church. Tony was named after two Catholic Saints. He was proud of that.

Tony became a citizen of the USA in 1955.

Janice and Tony had two children. Madeline and Jeff. The missionaries from the Church of Jesus Christ of Latter Day Saints knocked on their door in 1958. Janice knew immediately that this was the true Church. Tony was a little hesitant. His roots where deep with the Catholic Church. But with more studying and prayer he soon realized it was the true Church. He was proud to be a Priesthood holder and was very dedicated to the Church. Janice and Tony were sealed in the Los Angeles Temple in 1964. Janice and he served a mission back to his homeland, the Netherlands from 2006 to 2008.



Tony, with his 31 Victoria and Frankenstein



Tony has worked at many professions. His first was on the Dairy Farm. Then he went to meat cutting school in Toledo, Ohio in 1958. He owned the old Matlick slaughter house. Then later owned Tony's Meat and Lockers.

will cherish them forever. He has such a big kind heart.

His funeral service was one I will not forget for a long time. The music was played by a trio with a Fiddle, a Mandolin and a Guitar. The Spirit was so strong. Madeline spoke and a few of the grandchildren spoke on "Memories of Opa". Then the Bishop spoke. A friend gave the closing prayer in Dutch. I am sure Tony was pleased with the service as much as we were.

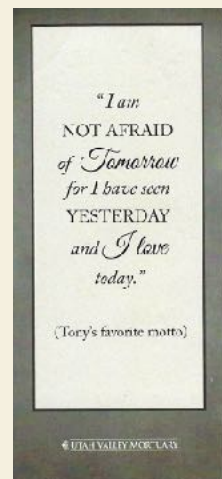
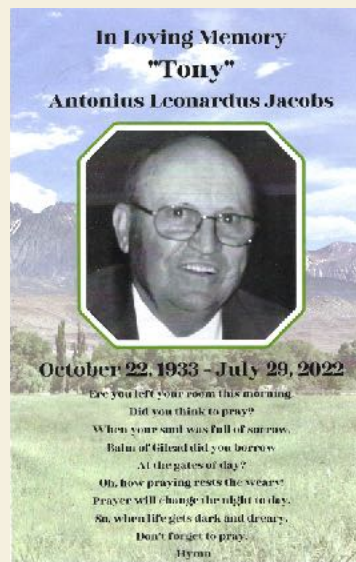
He was a 23 year veteran of the Bishop Volunteer Fire Department He was a past President of the Bishop 20-30 club. He also was a past president of the Owen's Valley Wranglers. He was active in the Lyon's and Elk clubs. He was a three term past president of the Bishop Homecoming and Labor Day association. In 1997 he was honored to be the Grand Marshall of the Bishop Homecoming and Labor Day Association parade. He was referred to as "The wooden shoe cowboy."

After the service, Tony was put in the mortuary vehicle the 11 Model A's followed it around a few blocks and past his house. People came out and watched us. Cars pulled over to the side of the road out of respect. It was a fitting tribute to a wonderful man. He will be so missed in the Utah Valley Model A club.

Tony moved the family to Utah in 1978. He bought and sold a Baskin Robbins ice cream parlor in Orem. He also bought 10 acres of fruit trees in Santaquin. He worked for Valgardson transportation, moving mobile units across the West. Then he drove for Reed Incorporate, delivering fuel from Logan to Ely Nevada. He retired at 72.

Goodbye Tony, we all love you.

One of his hobbies was restoring Model As. Janice supported him in this. She loved them also. Tony was always there to lend a helping hand to anyone who needed help. I asked him one day, how did he attach his flags to the front of his car. He said he made tubes. A few days later I heard a knock at my door, there stood Tony with two tubes and two flags. He said, "let's put them on your car." I





Wayne Carlton

September 26, 1938 - July 6, 2022

Wayne Carlton, age 83, passed away on Wednesday, July 6, 2022 in Lehi, Utah after a six year battle with Parkinson's and Lewy Body Dementia.

He was born on September 26, 1938 to George Albert and Hazel Porter Carlton in Draper, Utah. At age five, his parents moved their young family to Lehi, and purchased a home on Trinnaman Road. Wayne attended Lehi Elementary and Lehi High School. He graduated from Lehi High School in 1956.

Wayne married Loraine Evans on April 14, 1961 in the Salt Lake Temple. Wayne had a deep love for Lehi. He and Loraine built a home on Trinnaman Road, next to his parents, where they raised their family.

He was a member of the Army National Guard for eight years as part of the 1457 Engineering Battalion. Wayne worked for F.G. Ferre and Sons, Hercules, and Salt Lake Hardware. In 1968, he began a career at Kennecott Copper Corporation as a Metallurgical Statistician. He retired in 2001, after more than 30 years.

He was an avid fan of University of Utah sports. For many decades, he attended football games with his wife, Loraine, and his son, Mike.

Wayne dedicated his life to community service. He was a member of the Lehi Booster Club. In the early 1970s, he was asked to serve on the Supervisory Committee at Cyprus Credit Union. Little did he know this experience would propel him to a position on the Board of Directors of Cyprus Credit Union, culminating in 39 years of service. Wayne also served on the Lehi City Planning and Zoning, Parks and Recreation Committees and was elected to serve on the Lehi City Council for two and a half terms.

Wayne was an active member of the Church of Jesus Christ of Latter-day Saints where he served in multiple bishoprics as a ward clerk. Together, Wayne and Loraine served for five years as Guest Service Missionaries at the Conference Center in Salt Lake City and as temple workers at Mount Timpanogos Temple.

Wayne loved to travel with his wife and family and enjoyed being at the family cabin he built with Loraine at Legacy Mountain in Fairview, Utah. Recently, Wayne restored a 1929 Model A Ford which he enjoyed riding in.

He is survived by his wife, Loraine, and his four children Troy (Helen) Carlton, Ann (Jeff) McAllister, Sharee (Jeff) Hills, and Mike (Hollie) Carlton all of Lehi, 12 grandchildren and five great grandchildren. His siblings: Kenneth (Lorene) Carlton, Geraldine Burnham,

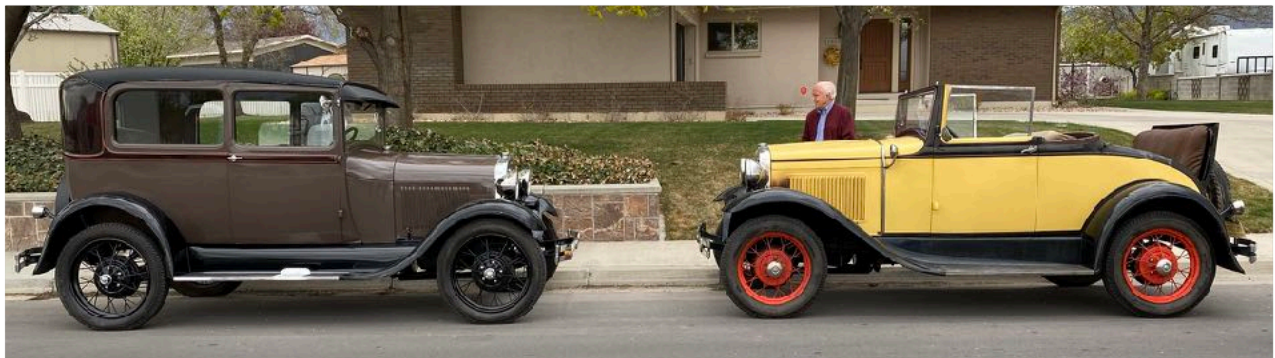


Faye (Jerry) Finkelstein, and Blaine (Marilyn) Carlton. He is preceded in death by his parents and brother-in-law, Rex Burnham.

The family would like to thank Bellaview Assisted Living in Lehi for their love and care of Wayne over this last year, as well as Deanna and

Allison from Inspiration Hospice. We are forever grateful.

A live broadcast of the service can be found at <https://zoom.us/j/92283487779>





CENTERFOLD OF THE MONTH



LAVA HOT SPRINGS
TOUR



Overnight in Evanston

BY ROGER DAVIS

Earlier this summer, Geena mentioned that she'd like to visit Cokeville, WY. You may recall that the Cokeville Elementary School was the site of a tragic, yet miraculous, bombing incident in 1986--it was the subject of the TC Christensen movie, "The Cokeville Miracle." As Cokeville, WY is about 200 miles and a three-hour drive from our home, we thought we could just drive up, spend less than an hour in Cokeville, drive back and be done in a long day--and lots of time on the road.

This is the blessing of being retired, instead we decided that we could drive two hours to Evanston, WY, spend the night, visit Cokeville, Kemmerer, and Evanston, then return the next day--we'd leave on Monday. Then our Model A called my name. I knew that Evanston, WY was a coal, oil, cowboy community that could be fun to visit in the Sedan. So, we loaded the Sedan in the trailer, headed out to Evanston and had a wonderful two-day trip.

We visited the Bear Paw Trail river walk, the Cokeville Elementary School, Fossil Butte National Monument, and passed the open pit coal mine and the Pacificorp Naughton coal-fired power plant and a couple of other mines near Kemmerer.

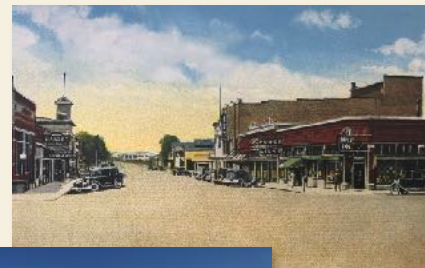
We had a photo opportunity with the Model A on the Lincoln Highway which follows Front Street in Evanston, observed one of the Lincoln Highway markers in the park, and peaked into the restored Train Depot which boasts separate



men's and women's salons.

A visit to the Uinta County Museum taught me about the history of the Soshone

Indian tribe, details of the Lincoln Highway, how a modern oil rig works, some unique WWII history, and the role of the Union Pacific Railroad in assisting the Thomas Flyer of the New York to Paris Race of 1908. I learned what a Mesker storefront is--a storefront you could purchase through your Sears catalog--and saw one that still exists on Front Street. I even



saw a piece of the Old Lincoln Highway recently found between Fort

Bridger and Evanston.



UTAH VALLEY

MOTOMETER *Model A Club*



The highlight of the trip was walking around the restored roundhouse and the associated buildings at the old Union Pacific Railroad



yard.



The roundhouse is a massive building that has been very well restored. A local told me that it is one of only about seven roundhouses remaining in the United States. The turntable is still there, along with the machine shop, the Superintendent's Office, and the washhouse. I got a peak at Switch Engine 4420, 105 years old, and her tender in the roundhouse. 4420 is currently being restored (https://www.wyomingnews.com/news/local_news/105-year-old-train-returns-to-evanston-roundhouse/article_84e33fb3-c157-5445-ba47-2a62658acd02.html).

Near the end of our visit, a local pulled up next to me and told me about a painting from the 1930s hanging in the City Drug with a Model A sedan in the first parking stall. I recreated the photo shoot with my car in that same parking place.





Ladies Fashion Journal

USING BEADS TO ENHANCE ERA FASHIONS



Other articles such as this can be found at the MAFCA Fashion page on their website:

https://www.mafca.com/ef_articles.html

Early Bead History

Beads have been made by every culture and have been revealed in archaeology sites.

October 12, 1492, Columbus recorded in his logbook the natives of San Salvador Island were given glass beads. This is the earliest written record of glass beads in the Americas. His ships carried glass beads along with other European trade goods. The Spanish explorers in 1527 and in 1539 carried glass beads for trade with the native inhabitants of Florida.

Types of Beads

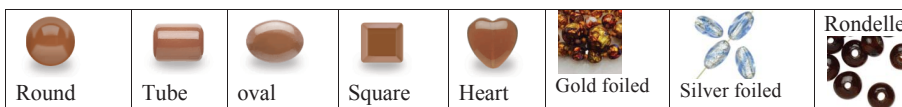
Most often, it was an old-fashioned stone drill bit pumped by hand or even an awl that created the hole in the natural bead or stone so that it could be strung.

Natural Beads are made from natural materials such as bone, teeth, stone, wood and fossilized bamboo, skeleton of sea creatures, shells, abalone, coral, mother-of-pearl, pearls, dentalium shells, horns of many animals, and ivory from tusk of elephants until it was banned.



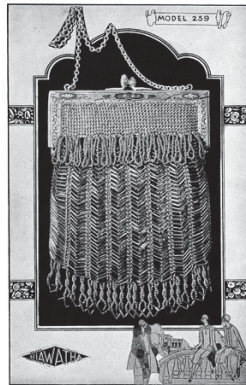
Man Made Beads made by hand from hollow tube of blown glass or wound beads from a heated glass rod to make glass beads, crystals, bugles, Swarovski crystals, cubes and Delica and seed beads. Beads come in imitation pearls, turquoise, steel, pewter, enameled metal, silver, gold and cloisonné. The AB (aurora borealis) beads were made after the model A Era.

Glass beads were available with metal foil, known as silver or gold foiled lined. These were made with a thin layer of gold or silver leaf or foil sandwiched between two layers of clear glass. The first glass layer is usually drawn or wound, while the second layer of glass is folded around the metal leaf. In the early 1800s, the mercury glass beads were originally made with mercury to give them a metallic luster. By the 1900s, the mercury was replaced with a silver nitrate solution, made of silver nitrate, water and sugar, but the name stuck.





During the Model A Era, you would find beads hand sewn on evening dresses, lace, head gear, purses and in the jewelry worn for daytime and evening. Great care should be taken with the cleaning of any dress, lace, gloves or outfit that has vintage beads attached to it, to not ruin the color or appearance of these hard to find vintage items.



Reference: The Beading Book by Julia Jones
Antiquedress.com
Indians.org/articles/beads.html
Firemountain Gems Catalog
Hiawatha Book of Bead Bags --1927



Ignition Cam Screws

BY JIM CANNON

I have helped a few Model A owners with an unusual problem: For no reason at all, their distributor goes “out of time”. They lose power and have to limp home. They reset the timing and the car runs great again, but after a while the same thing happens and they limp home. Gremlins? No.

The problem is that the ignition cam screw may not hold the cam down tightly to the distributor shaft. After a bit of driving, the cam rotates into a more and more “retarded” position and the engine loses power.

In spite of getting out a big screw driver and tightening the screw as much as possible, the cam still moves on them. Why is this? The SCREW that they are using is too long for the hole that is drilled and tapped in the top of the distributor shaft.

Some reproduction screws are just too long. Or the hole in the reproduction distributor shaft is too shallow. Or both! Whatever the case, the screw bottoms out in the hole and jams up tight before the cam is properly locked down on the shaft. So the cam moves.

The simple fix is to add a washer under the head of the cam screw. Now the cam will get locked down well before the screw bottoms out in the hole. You also want to inspect the underside of the cam; it should have ridges that help lock it down on the shaft. Once the screw is tight, put the rotor on the cam and gently try to turn it on the distributor shaft. It should not move.

If you or a friend encounters this problem with the engine going out of time, I hope my little Tip does the trick for you.





Mechanic's Gloves are Great

BY JIM CANNON



I resisted wearing mechanic's gloves for many years when working on my old cars. I didn't think I needed them. Let me tell you, I was wrong! They are great!

I found a pack of 15 pair of work gloves on Amazon for \$10 last year, and I am now a believer. They are branded "Grease Monkey". They are red woven gloves that have dipped the fingers and palm into a rubbery polymer that gives grip and protection. You can use them and when they get too greasy, dirty, or torn up, you throw them away and don't feel too bad, because they're only 75 cents a pair.



They help me grip things better, they keep my hands cleaner, the open weave does not make my hand sweat too much, and I am now avoiding a lot of the scrapes, cuts and bruises that I used to get when working on my cars. I do have to remove them for very fine work, but for most of my wrenching, they really help.

And after using them for a year now, I have another low-tech Tech Tip for you: Take a black marker and draw a 3" to 4" line up the back of the left glove every time you pull a new pair out of the package. When you grab a pair off the bench or out of a toolbox to put on, You will quickly spot that black line up the back of the left glove and get the gloves on the right hand the first time. (Lefts and rights look identical at first glance.)

For 75 cents, you'll throw a pair in each car, in your toolbox, and out in the tool shed. What a deal! Until next time,

"Have a Model A Day!"
Jim



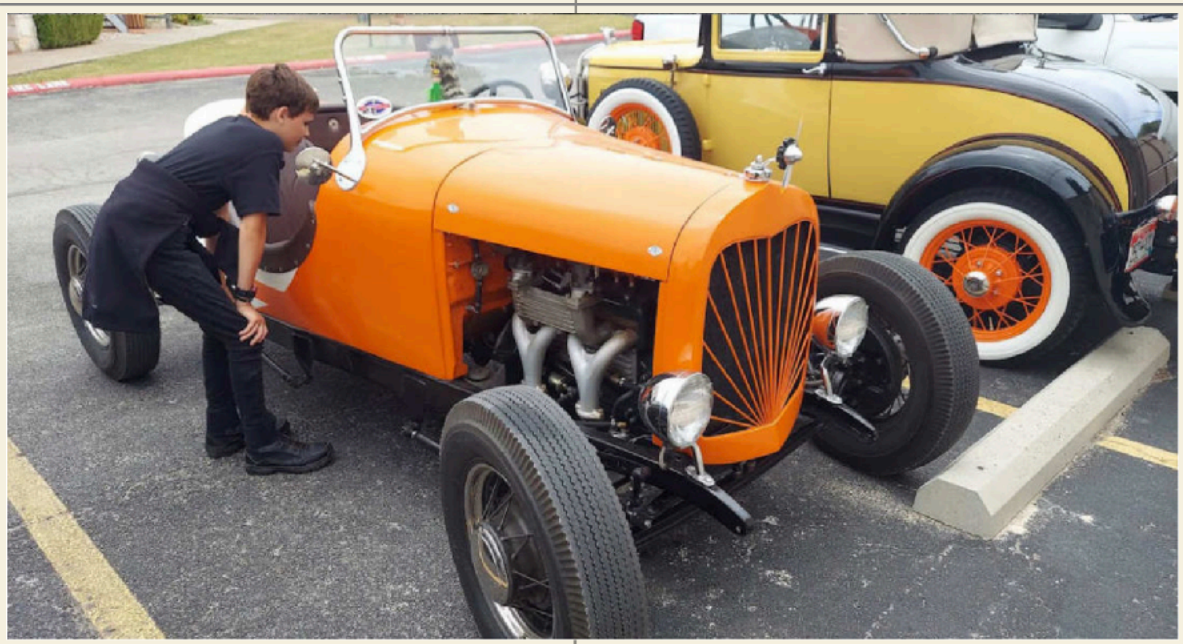
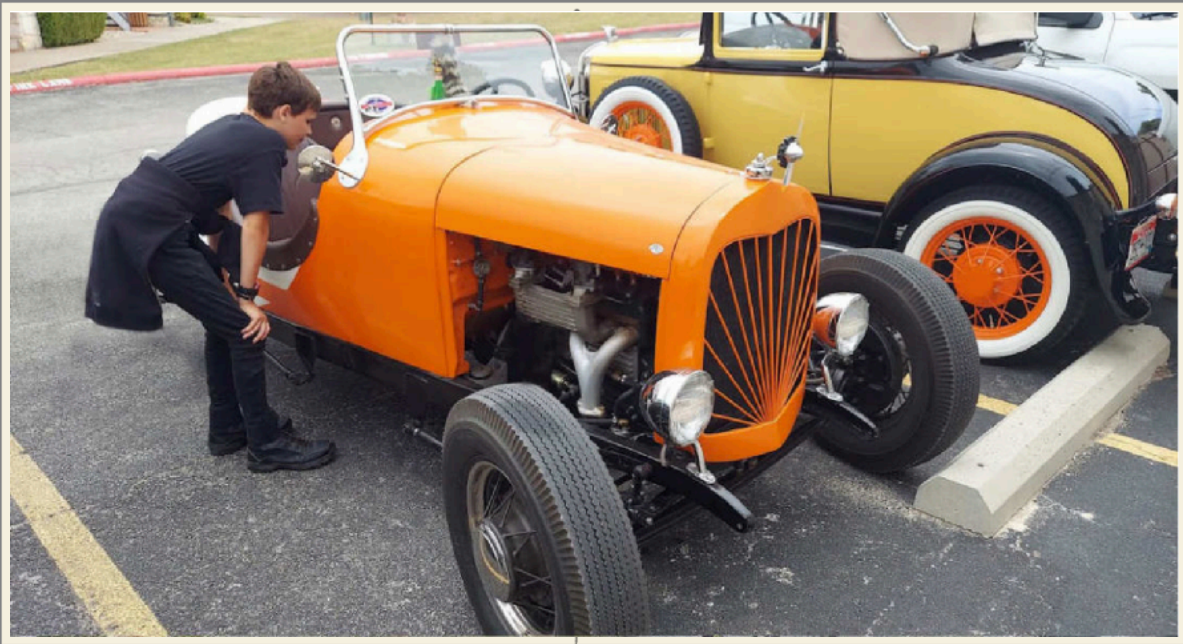


From A World,
Sherry Winkinhofer
Editor

Let's Have Some Fun

[CLICK HERE](#) TO VISIT A WORLD

Can you find six differences between the two photographs?



Answers on page 28





Winding Down for the Year Already?

BY ROBERT MACK

Each month I receive approximately 90 newsletters from other Model A clubs. Recently, the newsletters reflect on the great summer they have had, moaning about the close of the touring season.

I know there are different reasons the club's are winding down, so my comments are stereotypical, and may not be true of all clubs.

After reading their President's Messages reminiscing about their tour season activities, I compared their club's mindset and found that our club doesn't fit that mold. We haven't even began to think about winding down. Looking at our calendar of activities, we are still "full steam ahead."

That is one of the many things I like about our club. We seem to be different than most of the other clubs. We may not have weekly breakfasts together, but we stay active every month of the year. We are fortunate to have leadership that supports this philosophy.



If we were to slow our activities during the late fall, winter, and spring, we would be missing out on the fun of murder mysteries, photo booth fun, history tours and Christmas tours. We may change the focus of our activities to compensate for the weather, but we don't slow down.

When our club was first organized, a founding member suggested we should limit our activities to about two or three. I'm glad this advice was not followed. From my perspective, the reason the UVMAC is so successful and why clubs use us as a good example is because we are an active group.

My hat goes off to those who make this happen. When you look closely, all members have a role in contributing to making our's an energetic club.

Thank you for making the first ten years so successful. I look forward to the next ten years.

Robert



Model A Ford Club of America

Established 1937

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



The following are samples of videos available to both MAFCA members and clubs. They can be checked out at <https://www.mafca.com/videos.html>

Under the Hood

Carburetor/Fuel System

Setting Float Level

Short video showing how to adjust the float in the Zenith Carburetor

Posted 11/13/21

Carburetors

Master Model A Mechanic **Bob Guimarin** on Zenith Carburetors

Posted 09/29/20

Drain Gas Tank & Clean Gas Line

Paul Shinn shows how to empty that old gasoline from the gas tank and clear the fuel line.

Posted 06/19/21

Cooling System

Back Flush Your Cooling System

Flathead Terry shows how to assemble the parts needed to back flush your engine and radiator.

Posted 05/20/21

Leakless Water pump rear bushing

Installing New Leakless Rear Bushing in Water Pump

Posted 05/16/21

Cylinder Head

Cylinder Head Removal

Evergreen Chapter's **George Sage** discusses several ways to remove a cylinder head.

Posted 02/08/22

Cylinder Head Removal Part 2

NEW

Evergreen Chapter's **George Sage** - Part 2 of ways to remove a cylinder head.

Posted 07/23/22

Cylinder Head Installation Part 1

Parts, Tools, and Techniques to Properly Install Your Cylinder Head.

Posted 07/08/21

Cylinder Head Installation Part 2

Final Preparation Before Installing Your Cylinder Head

Posted 07/08/21

Cylinder Head Installation Part 3

Head Gasket Break-in Procedures

Posted 07/08/21

Cylinder Head Tighten/Torquing

Cylinder Head Tightening and Torquing considerations.

Posted 07/08/21

Before installing a new head

Preparatory steps to take before installing a new cylinder head on your Model A Ford.

Posted 04/23/21

Rebuilding the Distributor

Paul Shinn shows how to rebuild a Model A distributor.

Posted 08/06/22



Model A Ford Foundation Inc.



Listed below are items that can be purchased to benefit the Model A Ford Foundation Endowment Fund!

Pins, Pins and More Pins

Please send check made out to MAFFI to:
Suzan O'Neale 477 Beaver Pond Way
Mineral, VA 23117

For all items (besides pins, see pin ad), shipping is included in the price. Please make the check out to MAFFI and send to:

MAFFI Items
PO Box 28
Peotone, IL 60468-0028

MODEL A DAY PINS AVAILABLE

THE MODEL A MUSEUM PIN COLLECTION NOW



TWENTY MILLIONTH MODEL A \$6.00



MODEL A DAY 2019 \$7.00



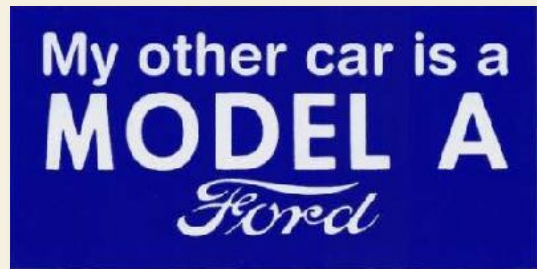
MODEL A FIRE TRUCK \$7.00

HELP SUPPORT THE MODEL A MUSEUM

ALL PRICES INCLUDE SHIPPING

Please make all checks payable to MAFFI Model A Ford Foundation, Inc.

To Place an Order contact Suzan O'Neale, 477 Beaver Pond way, Mineral, Virginia 23117.



Bumper Sticker



Patch



Decal

1. Show off your hobby while driving your modern car. A Ford blue bumper sticker which can be bought for \$3.00.
2. Spruce up any surface with our Museum Decal for \$2.00.
3. Your club jacket/vest will be upgraded with our iron-on Museum Cloth Patch \$4.00.



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 As



1931 Model A Coupe \$14,000



1965 Buick Skylark \$15,000



1929 Hudson \$30,000



1951 Hornet \$26,000



1956 Cushman Eagle \$5,500



1930 Austin Seven \$8,000

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

The Tony Jacobs estate has a lot of Model A parts they 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

On September 17th, there will be a garage sale. If you are interested in any of these parts, meet at his home (673 W. 20 S. Lindon) at 7:00 a.m.

Vern Cope has a complete front end and a complete rear end for sale, \$100.00 each. You can contact Vern at: (801) 377-0567

WANTED

Brian Lindenlaub is looking for a "dogbone" shock link to get his car back on the road. If you have one will you call him at: (801) 318-4668.



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

Dues per year are
 U.S. Membership- \$50
 Canada/Mexico Membership - \$60
 International Membership - \$70
Make checks payable to Model A Ford Club of America

Optional Initiation Package For New Members Only
 1—Back issue of *The Restorer*
 1—MAFCA Lapel Pin
 1—MAFCA Decal
 1 0 Name Badge
 Only \$11 extra

New Membership

Name _____
 Spouse's Name _____
 Address _____
 City _____
 State _____ Zip _____
 Country _____ Telephone _____
 Permission to publish my telephone number in future Membership Rosters? Yes: ___ No: ___

Return this Form and Payment to
MAFCA
 250 South Cypress • La Habra, CA 90631-5515

Model A Ford Foundation Inc.



Yes! Count Me In!

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____ Phone _____
 Chapter: _____ Email Address: _____
 ___ Check here if you prefer to receive your newsletter via email.

Family Membership:
 ___ Annual \$25.00 ___ 3 Year \$70.00 ___ Life \$350

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

I wish to make an additional tax deductible contribution of: \$_____
 Please apply additional contributions: Displays or Endowment Fund. Total Contribution Enclosed: \$_____

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

