



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 10 No. 10

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

October 2022

IN THIS EDITION:
10-YEAR ANNIVERSARY PARTY
 Cemetery Tours
 History of Halloween

INSTALLING
 MULTIPLE
 SCREWS

LUBRICATING
 LOCKS



The Utah Valley Model A Club ten-year anniversary party. Thirteen cars were present and about 40 club members attended

Photographer: Robert Mack



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	bjerg_menneskene@yahoo.com
	Howard Eckstein	h_eckstein@hotmail.com
Photographers	Greg Mack	gregmack02@yahoo.com
	Howard Eckstein	h_eckstein@hotmail.com
	Amber Morrell	mystuff@live.com
Newsletter	Robert Mack	mack4759@yahoo.com

October Activity



Meet at
Chuck-A-Rama
 1081 S. University Ave Provo
 at
12:00 noon
 We'll eat first, then tour



Beware of hitchhikin^g ghosts



President's Message

BY BRAD CHRISTOFFERSON



**PRESIDENT
BRAD CHRISTOFFERSON**

I'm sorry to have missed the last two monthly club meetings and the UVMAC 10th anniversary picnic in September. I had some unexpected and some long-planned travel take me away during these events. I apologize for being "hit-and-miss" as a club leader lately and am grateful to our VP Brian Lindenlaub and other

board members for their efforts to make these events happen!

For two weeks in September, my wife Lynne and I celebrated our 35th wedding anniversary visiting and touring many regions of Italy. We truly enjoyed our time there experiencing the culture, food, scenery, pasta, history, pizza, art, gelato, architecture, and – did I say food? The weather treated us kindly as well – not too hot and not too cold with mostly sunny blue skies and only a couple hours of light rain.

Some of the most memorable outings we experienced were the wild taxi rides through the chaotic streets and roundabouts of Rome, the



Ferry ride on Lake Como

gorgeous ferry tour of Lake Como at the foot of the Alps, and the romantic, slow-rocking glide in a sleek gondola through the canals of Venice, listening to our gondolier serenade us with his Italian songs.

I was grateful for the various modes of transportation that made it possible to enjoy our trip in comfort and convenience. I tried to count the number of different types of vehicles we traveled in and think it totaled 11. We rode in a passenger car, small jet aircraft, large jet aircraft, water taxi motorboat, gondola, ferry, passenger

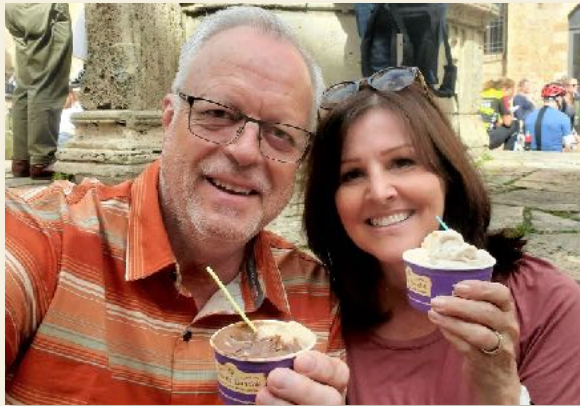
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Gondola ride in Venice

bus, open-topped touring bus, shuttle van, train, and taxicab. Had we been a little more adventurous we could have rented scooters or bicycles which were also plentiful in the country. The roads there are narrow and most of the cars are very small, like the ubiquitous Fiat, and they



World's best Gelato

zip through the streets at speeds that seem unsafe - but that is what they are used to.

I think about the ease of travel we enjoy today compared to the turn of the 20th century and I am grateful to men such as Karl Benz, Gottlieb Daimler, Henry Ford, the Wright brothers, and William Boeing who pioneered and ushered in a new era of travel for the masses. Their innovations, along with those of other transportation giants have made travel in our day much more comfortable, convenient, faster, and cheaper. I guess I reflect more about those things than most of my fellow vacationers because my career has revolved around transportation design and construction.

While walking through one of the cities we visited, dodging the cars, scooters and busses, Lynne asked me what I thought the reaction would be if I drove my Model A on the streets there. I told her I'm sure it would cause quite a stir. I must admit, I thought more than once how much fun it would be to drive the roads of Italy in my Vicky. The scenery of Tuscany would be a phenomenal backdrop for such an outing. Maybe we can schedule that for our next summer tour. Ciao!

Saluto dall'italia 🇮🇹

Went for a ride last night. Had some engine trouble.



Last Halloween there was a knock on the door. I looked out the window and shouted to my wife, "There's an ugly witch at the door. What shall I do?"

She shouted back, "Give her some candy and tell her to get lost!"

My mother-in-law hasn't spoken to me since.





Heard it Through the Grapevine

OUT AND ABOUT

We don't have to own a Model A to enjoy pre-war cars. **Howard Eckstein** reports, "I got a call from a Robert Hack of Lindon today. He got my name from Andrew. He is restoring a 1931 Chevy and wants some help with his project. His work is beautiful and complete. He started with a pile of parts and is working through it all to build this car.



Being retired, I never know what surprises await me for the day. "



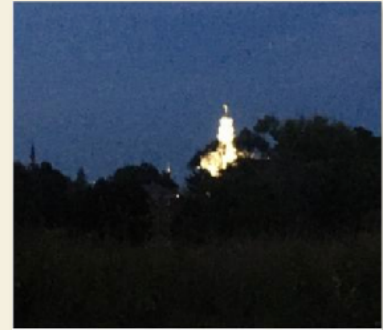
We have another Model A resurrection story. Here is a picture that will hopefully lure you to page 19 where you can read the complete story.

Guess who's coming to town? **Bob and Janell Todd** have finished

yet another mission. Let's hope they stay long enough for us to enjoy their companionship before they leave again. Here's the latest on their adventure in Illinois.

"On the first night of our mission, we took this picture of the temple from our apartment.

"We will always have the wonderful memory of serving in the beautiful Navuoo Temple as a great privilege from our Heavenly



Father. This view of the Temple from our apartment the evening we first arrived in Nauvoo has been engraved in our hearts. What a precious blessing this service has been in our lives."

Brian Lindenlaub submitted this e-mail, "I finished reassembling the front end of my Model A, and a picture is attached. All that is left is reconnecting the brakes and shock absorbers, installing wheel bearings and brake drums and wheels, and perhaps adjusting brakes and front end alignment. Oh yeah, and reinstalling the coil that I lent to Nicholas on the way home from Idaho :) (*Editor's Note: Brian completed his repairs and drove his car to the 10th Anniversary Party.*)





September Club Meeting

BY ELAINE CARLSON

Attendance: Jason Beadle Diane Brimley, Reid & Elaine Carlson, Mike Carlton, Roger Davis, Howard & Gemma Eckstein, Joe Jeppson, Sam Korologos, Brian Lindenlaub, Greg & Robert Mack, Amber & Dave Morrell, Clyde Munson, Jeff Nevin, Bill & Colette Thompson.

New Members: More new members! We are so pleased to welcome Darren & Jennifer Paulson to our group. Darren knows several people in our club already. Darren works with Brad Christofferson and Greg Mack. The Paulsons are also neighbors of Reid and Elaine Carlson. They bought Tony Jacobs 1931 Victoria. Welcome!

News:

- Dennis Thompson of the Beehive A's have invited both us and the Salty A's to their 40th anniversary. It is on the same day as our 10th anniversary party.
- Roger Davis is one of several avid fans of Paul Shinn. In one of Paul's videos he mentioned that he took his dad's favorite Model As to the Reno Nevada Commemorative Postal Stamp Reveal. Shinn's Model A Mail Truck as well as a second Mail Truck were on display during the event. The Roger and Geena went up to see the display after seeing the video on Youtube. They enjoyed this Model A related trip.
- A good number of club members turned up to replace Diane's brakes. Even with this large group, it took all day to get the brakes installed and working right. But it was finally accomplished late in the day. Diane spent over \$100.00, in food, to encourage her volunteers to keep working. Big O used an airgun to put the locking lug nuts all on one wheel. Not knowing a special tool must be used, they stripped a lug. Diane says she loves the look of her new white wall tires, but is ecstatic that her car stops when she presses on the brake pedal.

Club Business:

Finances and Dues: Treasurer Diane Brimley reported that in spite of expenses incurred for the anniversary party, our finances are still healthy.



Awards:

Mileage Award — Diane Brimley earned her 1,000 Mile Award. She, not her late husband, drove the 1,000 miles on her own. Brian Lindenlaub also earn a Mileage Award for driving his roadster 1,200 miles. Congratulations. Keep those cars on the road and rack up another 1,000 miles.

Monthly Club Meeting Location — Since the club was unable to find a larger room to meet in, we will continue to congregate at the Larry H. Miller Ford Dealership on Freedom Parkway in Provo at 6:30 p.m.

Past Activities:

- In spite of the heavy rain, Karl Furr’s funeral was well attended. There were 12 Model As that followed Diane Furr in their Roadster to the Orem Cemetery. A large crowd gathered to pay tribute to Karl and his exemplary life. At the end of the funeral, the Furr family set up and fired 19 cannons These cannons were machined and built by Karl for his children and grandchildren. It was quite a sight.
- The club’s 10th anniversary party was well attended, and the participants well fed! Club members brought side dishes, and the Palmers cooked hot dogs, hamburgers, and fries. Afterwards, we played car games organized by Clyde Munson.

Future Activities:

- **October 8th** — Fishlake Drive. The Model T Club of Utah has invited us to join entourage as they drive around the shores of Fishlake enjoying the serene surroundings, the fall colors, and the company of another car club. Meet at the Gunnison City Park at 10:00 a.m.. The group will trailer their cars (or drive) to the southern end of the lake, unload, then tour.
- **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.
- **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. We will meet a Chuck-A-Rama at 12:00 noon, eat, and then explore the histories of those who have gone before us.
- **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.



October 2022						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	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	October 31				

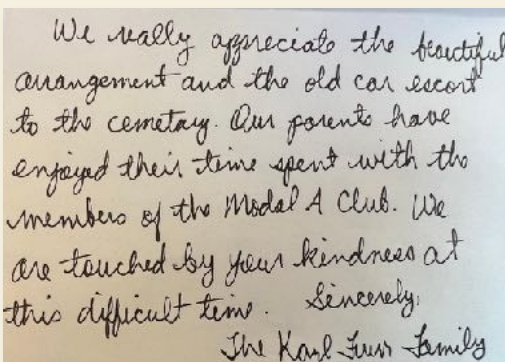
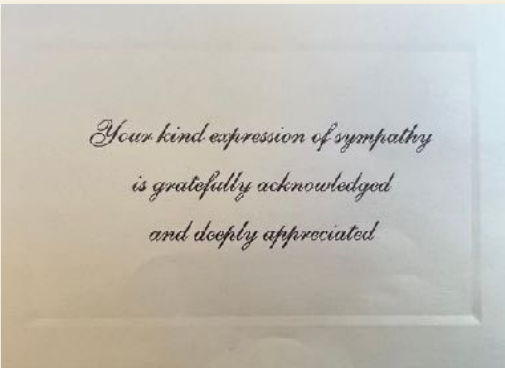
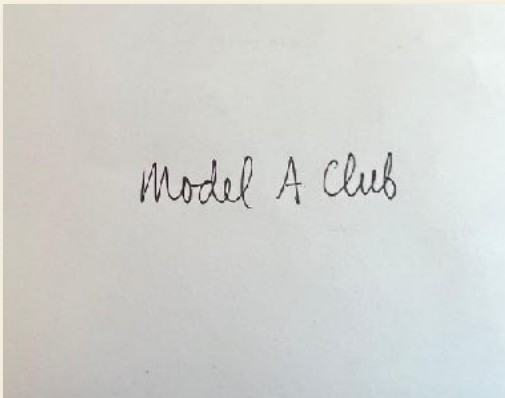
- = Club Meetings
- = Activities/Tours
- = Other Club’s Activities
- = Other Activities
- = Birthdays



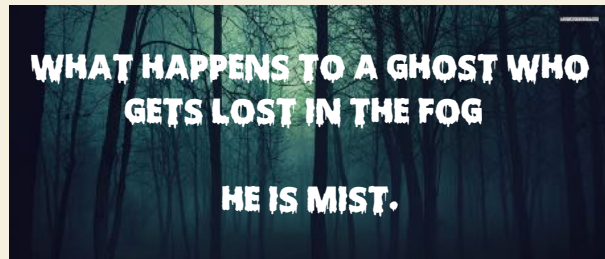
- **November** — TBD
- **December 3rd** — Christmas Party at the Orem Golden Corral, 12 noon.

TechTalk: Robert Mack continued with a PowerPoint presentation that documents the ten years of the club's existence. We ran out of time again, so he will have to finish during the October meeting.

Refreshments: Carlsons brought refreshments tonight and it was a wonderful assortment of delectable treats. It was obvious that Elaine was the confectioner and Reid responsible for quality control.



Buster Hansen received this thank you card from the (Karl) Furr Family. They are very grateful for our efforts to bring as many Model As as possible to the funeral. Even during the funeral, family members were expressing their appreciation to club members for their willingness to bring their Model As.





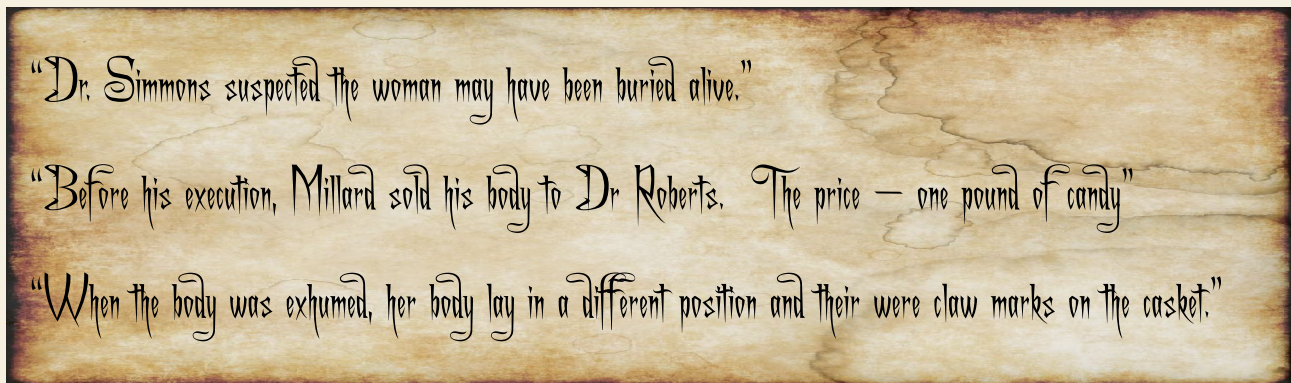
Cemetery Tours

BY ROBERT MACK



How many haunted houses, spook allies or corn mazes have you been to throughout the years? Did you ever take them seriously? Not likely, but they were fun and sometimes got the adrenaline pumping. This tour won't be like any of those commercial "fun houses" or hunted forests.

There will not be any stories about visiting a tombstone, twirling around three times and saying aloud "oh spirit, show thyself." Then the tombstone glows a spooky purple color. But... the cemeteries we visit might be haunted or filled with strange sounds. One thing for sure, the stories you hear tonight are real, they did happen. The names have not been changed to protect the innocent. Here are some



excerpts:

To enjoy this unique tour, meet at Chuck-A-Rama in East Bay (1081 S University Ave) in Provo for lunch at noon, then we will make our way to various cemeteries past and present. Come and enjoy a





Stop! Stop! Please Stop!

BY DIANE BRIMLEY



STOP!!! STOP!!! PLEASE BRAKES STOP!!! Not going to happen, quick swerve, Don't hit Howard's car!!!! He'll never forgive you!!! WHOA, that was a close one. Now do I pray or do I cry? I think I will do both. Time for new brakes!!!! Before I hit someone.

Planning a garage day. First the Board has to approve it, ✓ done. Date set ✓ done. Find brakes. It was suggested that Andrew might have a pair, yep he does. He is even going to give them to me, and I will replace them with mine, after they have been rebuilt. ✓ done. Go to Andrew's to pick up brakes. ✓ done. Man they are big and heavy!!! Get someone to take them out of the trunk. Thank heavens for neighbor boys. Out of trunk. ✓ done. Andrew said I should paint them before putting them on, to protect them from rust. A very good idea. Paint!!!! I can't paint them, I can't even move them!! CLYDE, WHERE ARE YOU!?!?! Clyde said for me to go buy paint. Oh there are so many colors!! I could paint everyone a different color. That would look cool, maybe not. OK, let's give the car a girlie touch, I'll paint them a light purple. I don't think Clyde would approve. Ok, I'll buy boring ole' black. Paint bought, ✓ done.

Now it is the day before. Clyde brings my breaks back all painted, what a great guy.

I get to buy and serve breakfast. YIPPIE!! I love cooking and feeding guys. Sausage, one package, nope better buy two. Eggs, at least a dozen. Donuts: so much fun! One of these, one of those. Now I have four dozen. Juice, breakfast is ✓ done. Oops I forgot the milk. Back to another store for milk. Oh look their Donuts are cheaper, must buy them also. Five dozen isn't too bad!! ✓ done.

Saturday morning, can't sleep, I'm so excited. Breakfast is cooked and ready. Here comes Brian, then Curt, then my son Mike, bless his heart he came all the way from Heber to help his momma, and Steven, a wonderful neighbor. Or to have breakfast, which ever, I'm glad he's here. Then Joe came in on his motorcycle. Robert and Greg where later coming. They had to clean the toilets at the Church.

Three tires off, but they can't get the fourth tire off. It seems when



Discount Auto put the tires on, they put all of the locking nuts on one tire. Using an impact wrench, they stripped the lugs, but it takes a special tool to get them off. Oh good, now I can be useful and go get a tool. Off to Discount Auto. They gave me the tool. ✓ done. All four tires off. ✓ done.

Food, men, grease, dirt, laughter, more food more laughter. Oh my it is almost lunch time. Clean up breakfast. "Hey guys, what do you want for lunch?" Pizza?!?! Ok how's "Papa John's"? Off to get pizza. I need a variety, so I'll get four different kinds. Back home. Lunch ✓ done. More eating, more laughter. Oh no something has gone wrong. Call Clyde, but he's at work. Tires back on. Almost finished??? Nope.

I'm informed my "dog bone" is broken. Mike showed it to me. Isn't it the cutest thing, it looks just like a dog bone. Well-named part. They said I could check with Richard, he might have one. Yep he did and he even gave me one. ✓ done.

Howard is sending us encouraging remarks from Hawaii. Telling us what a great time he is having and how beautiful the ocean is. Thanks Howard!!!

Oh no, it's dinner time. Clean up lunch. Go get tacos and burritos. Lot's of them. ✓ done.

A few guys had to leave. I understand. Brian, Robert, Greg and Joe are still working. Oh look who's pulling up, our hero CLYDE!!! And he's not even on a white horse!!!! He looks everything over. He said everything looked good. He started telling people what to do. Tires on ✓ done. Time for a test run. Clyde goes with me, oh my heavens, it actually stops when I put the breaks on. IT'S WONDERFUL!!! It even drives better. ✓ DONE.

How can I ever thank these guys for helping me out and working so hard. I appreciate them so much. Thank you all so much.



Continued on page 17



UTAH VALLEY

- Model A Club -



Ten-year Anniversary Culminates in a Grand Party

BY ROBERT MACK



Who would have thought that ten years after the organization of a fledgling Model A Club, about 13 cars, and 40 members could come together to celebrate the years of tours, wrenching, parties, technical seminars, and, above all, camaraderie.

The party was complete with plenty of food provided by the Palmers portable restaurant and side dishes provided by other club members.

Following the feast, members stuffed their full bellies into their Model As for car games. It was a very entertaining experience as we encouraged each other as they made their way through the obstacle course, or, as we laughed with each other when mishaps occurred.

After clean-up we bid each other adieu anticipating our next get together and the commencement of another ten years of fun.

These pictures will tell the rest of the story.





UTAH VALLEY

- Model A Club -





The Last Frontier and the Final Frontier

BY ROGER DAVIS

My wife and I spent a delightful August day visiting the Last Frontier in the United States at the Golden Spike National Historic Site and the Final Frontier of conquest of Outer Space--all here in the state of Utah.

I have lived most of my life in Utah and never visited the Golden Spike National Historic Site in northwestern Utah. As my wife has family in Idaho, I've driven I-84 past that historic site literally scores of times, saying to myself, I really should visit that Site. After all, the Transcontinental Railroad was a very key factor



in the population and industrialization of the United States.

We had the chance to see full-size, working replicas of the Central Pacific's Jupiter engine from Sacramento and the Union Pacific's 119 engine from Omaha, facing each other on the track, reenact the ceremony of driving the famous golden spike, the last spike in the first transcontinental railroad.





The National Park Service has preserved several miles of the original grade. We drove our 1929 Fordor sedan a seven mile stretch of the Central



Pacific's railroad grade--it was almost like being on the train back in the 1870s--beautiful vistas, clear skies, and seeing for miles and miles, all at less than 25 miles per hour. We saw where the Central Pacific laid 10 miles of track in one day--mind you that both railroads typically laid only 1 mile of track per day--and the Chinese workers carving the Central Pacific's tunnels through the Sierra Nevada range sometimes only progressed eight inches in a day. There were 2,500 ties on 8 flat cars for each mile of track. One gang could lay two pairs of 30-foot, 560-pound rails per minute. We learned about the national politics of the day where both railroads graded their own grades (and were paid by the federal government) literally parallel to each

other for over 200 miles because Congress had not designated where the tracks were to meet. Leaving the Last Frontier we stopped by the Northrup Grumman/Thiokol facility where the rocket booster engines that conquered the Final



Frontier of space travel were created, tested, and assembled to this day. It ends up their facility is just a couple of miles past the main turnoff to the Golden Spike monument. There is a large static display of nearly all of the key missile and space launch technologies used by NASA, the United States Air Force, the United States Navy, and the United States Army. It was pretty amazing to see just how massive the solid rocket boosters used on the space shuttle really are--can those things really fly?

Little did I know that the greatest frontiers of the 19th and 20th centuries were indeed conquered little more than two hours from my hometown.





America's Favorite Classic Cars

SUMMARIZED BY ROBERT MACK

In a recent article from Hagerty Insurance, David Zenlea listed the top ten cars that garnered the most interest grouped by generations. In David's article he defines each generation as follows:

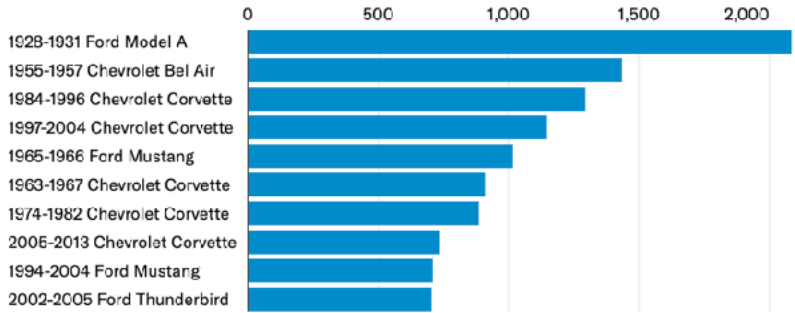
- Pre-baby boomer (1920–1945)
- Baby boomers (1946–1964)
- Generation-X (1965–1981)
- Millennials (1982–1996)
- Gen-Z (1995–2012)

As Zenlea's charts show, the Model A is listed only once, in the Pre-baby Boomer generation. It doesn't specify, however, if that interest is in the stock Model A or the hot rodded version. I don't think we have many club members who fit in that category, yet there are approximately sixty members who don't fit in the Pre-baby Boomer generation. Are there any other cars in this category you are interested in?

This chart shows that Pre-Baby Boomers are highly interested in Corvettes as well.

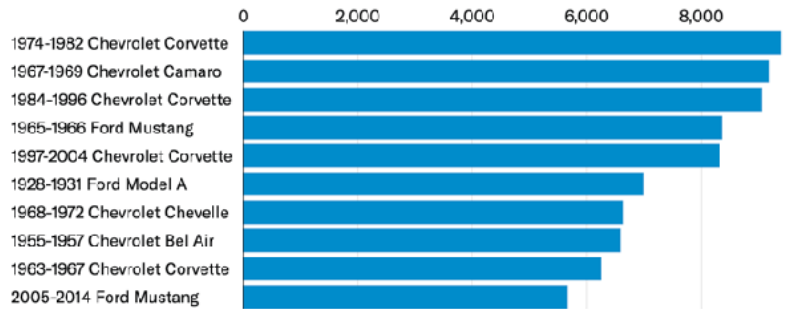
Do your tastes in cars match the Baby Boomer Generation better? According to this graph, men born between 1946 and

Vehicles Pre-Baby Boomers are most interested in



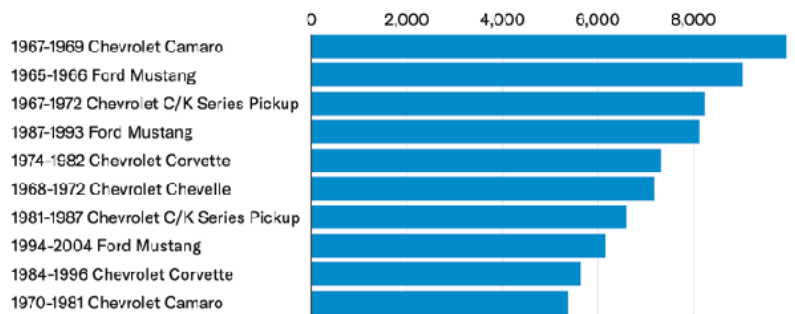
Per Hagerty insurance quote data

Vehicles Baby Boomers are most interested in



Per Hagerty insurance quote data

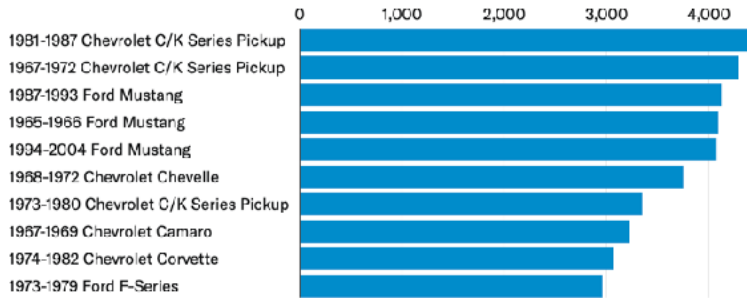
Vehicles Gen-Xers are most interested in



Per Hagerty insurance quote data



Vehicles Millennials show the most interest in



Per Hagerty insurance quote data

1964 are most interested in Chevy products. The Corvette, in particular, carries over from the Pre-Baby Boomers.

According to the Gen-X graph, individuals born between 1965 and 1981, are still interested in Chevys but their highest preference is for trucks.

Notice however, that the Mustang has risen in interest from #5 with Pre-Baby Boomers up through the ranks to #2 with the Gen-X generation. The Mustang continues to maintain interest with the Millennials too.

So, when considering the information above, it is easy to see that we Model A owners are a unique group indeed. Congratulations. 🎉

Continued from page 10

Time to clean the car. My new white walls look like Dalmatians, black spots all over them. Off to the Auto store for white wall cleaner. Car is now cleaned and so pretty.

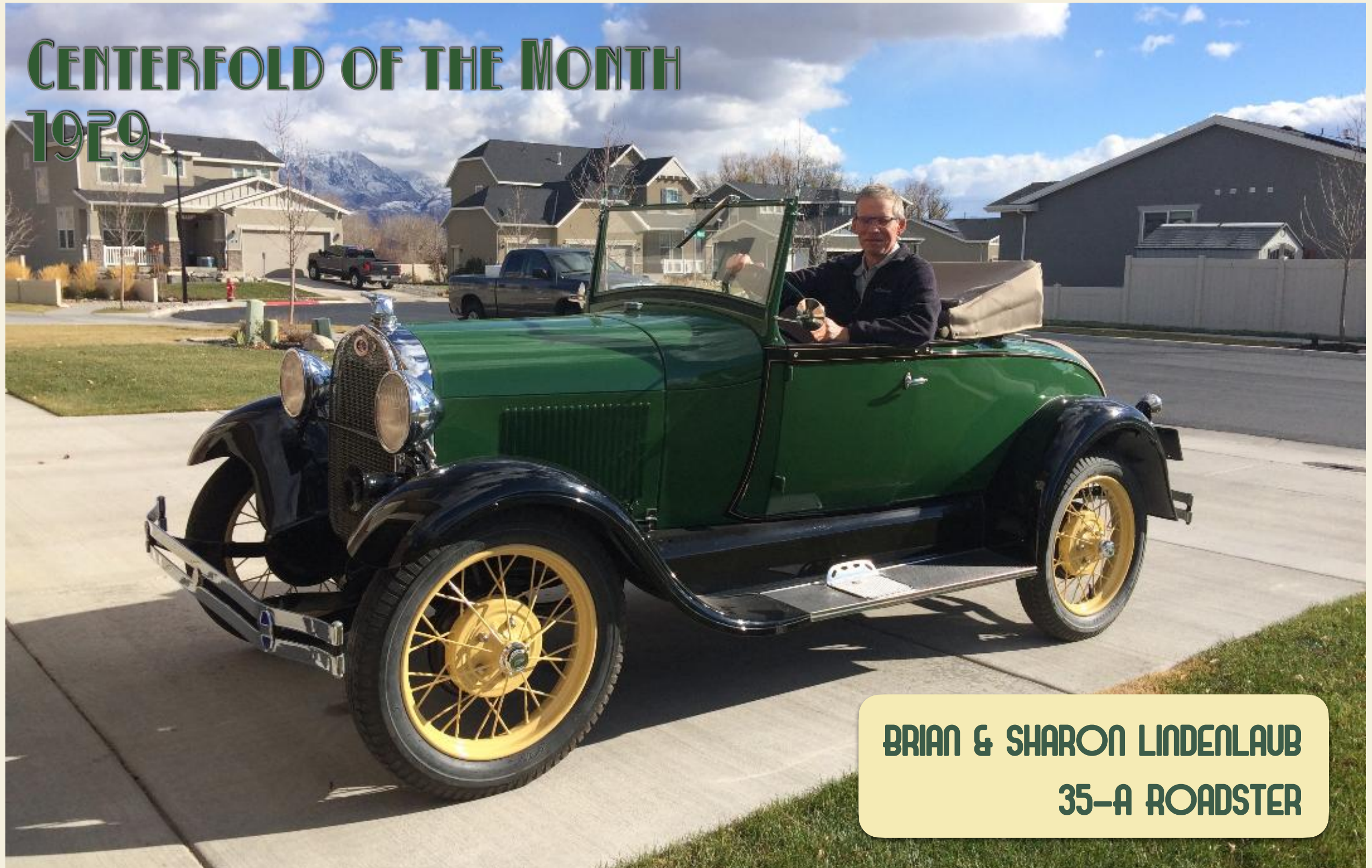
Oh this isn't the end of the story. I have Randy's card, the break guy. I give him a call to get his address and tell him I'm sending him my breaks. So I get 2 boxes and put them in the trunk after I put them together. Thank heavens for Margaret, she is able to put the brakes in the boxes. Off to UPS. They helped me get them out of the car and into the store. Yikes almost \$400. But I just feel it's important to insure them.

A couple of days went by. I got a call from Randy. The front brakes arrived intact, but the back breaks haven't arrived. A couple of days more. Still no brakes. So I call UPS, they and

Randy track them. Both said they were in Ontario, about 30 minutes away from Randy.

Ok, now to call the one who knows everything about UPS stores, Robert. He told me to call the UPS store and tell them they need to track where they are. So I did and they told me to call the main office. They sent me an email to fill out. Now I'm confused. Call Robert again. He said go back down to UPS and tell them to find the breaks. So I did. They said they would try and find them; give them 7 to 10 days. If they don't find them I can start the paperwork to be reimbursed. Calls from Randy. What a nice guy. He sent Andrew the front breaks, rebuilt. Me the bill. He's going to work up a bill for UPS, in case they have to reimburse me. That is where we are today....to be continued. 🎉

CENTERFOLD OF THE MONTH
1929



BRIAN & SHARON LINDENLAUB
35-A ROADSTER



Another Model A Emerges

BY HOWARD ECKSTEIN AND ROBERT MACK

You read it right. Another Model A emerges from the dark recesses of a garage. It was a series of events that led to its discovery. Just like “it takes a community to raise a child,” It is also true that it takes a club to revive a Model A. Here’s the story as Howard tells it: ”**Mike Carlton** met Stephen Dutton at a Lehi car show. Stephen told Mike that he has a Station Wagon that has been in the family for many years. It has recently been returned from a restoration shop in Salt Lake City where it was repainted. Problem was: it didn’t run. The restoration shop is not familiar with Model A mechanicals. Stephen was looking for help.

Mike referred Stephen to **Howard Eckstein** (me) so that I could take a look. The cam on his distributor was damaged, and so was the rotor. I didn’t have a new rotor in my kit. Being at Stephen’s home in Spanish Fork, I called **Roger Davis** to ask if he has a spare rotor. Roger found one and said he’d loan it to the cause.

We went to Roger’s to get the rotor. Of course Roger gave Stephen the cook’s tour of the two Model As in his stable. I invited Roger to follow us to Stephen’s place to see the station wagon. We got another cam from a spare distributor and timed the engine. I had Roger show Stephen how to do it.

After fine tuning the ignition timing, Roger went back home. The next project was to get the horn to work again. After lubricating it and making adjustments, it roared back to life.

Next came the test drive. Stephen got behind the wheel and took off down the street. It ran with plenty of power and response. I

thought he would just take it around the block. Instead, he kept driving all over Spanish Fork.

As he was driving, Stephen turned to me and said: *‘I’m surprised I’m not bawling; it’s been 22 years since I was able to drive this car’.* **These are the moments when it’s all worth it.”**

Here’s Stephens story. He got the car when he was 12 years old. He says that the was a car that should not have been restored. The wood was all but nonexistent so it was practically useless for patterns. However, Stephen, his dad and uncle, set to work recreating the body. It was a long arduous journey, but they worked steadily on the restoration until it was finally completed.

Like a puppy, the car followed him from New Hampshire to California and finally Utah.

Needless to say, it is great to see another Model A treated with great care.





Installing Multiple Screws

BY JIM CANNON



There are several places on a Model A where you are installing something that is attached with multiple screws. For example, here are a few:

- Instrument panel
- Floor boards
- Valve cover (under exhaust manifold)
- Oil pan
- Window trim

When installing them, start each screw with only a few threads. Leave them all pretty loose to start. Then you can move the piece around, as needed, to finesse each subsequent screw into the next threaded hole. The last ones are often the hardest to get aligned. I use an awl in the hole where the screw will be going to adjust the piece to get the holes to line up.



Get all of the screws started, and then go around and tighten them all up in several passes. Have the screw head just touching the piece at first, then make them all snug, then make them all fully tightened. Just like you do when tightening head nuts, start with tightening the screws in the middle and then work your way out to the ends. Alternate sides left and right as you go on each tightening pass.

I hope this helps you get things together a bit faster and easier next time.

Have a Model A Day! Jim 

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I'm not snoring,
I'm dreaming I'm
a Model A.

"You don't stop laughing when you grow old, you grow old when you stop laughing."

— Playwright George Bernard Shaw



Lubricating Locks

BY IIM CANNON

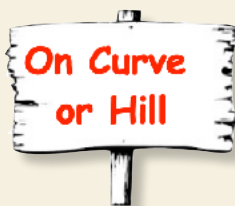
THE BEST LUBRICANT I HAVE FOUND FOR CAR DOOR LOCKS, TRUNK HANDLE LOCKS, AND IGNITION LOCKS, RECOMMENDED BY EVERY LOCKSMITH THAT I KNOW, IS DRY POWDERED GRAPHITE.



YOU BUY THE GRAPHITE IN A SMALL TUBE WITH A POINTED TIP. YOU INSERT THE TIP INTO THE KEY HOLE AND "PUFF" SOME GRAPHITE INTO THE LOCK. THEN YOU INSERT AND REMOVE THE KEY SEVERAL TIMES TO WORK THE GRAPHITE INTO THE LOCK TUMBLERS, AND OPERATE THE LOCK A FEW TIMES.



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1920S HALLOWEEN COSTUMES

[HTTPS://SMILEANDGUN.WORDPRESS.COM/2016/10/31/HOW-TO-MAKE-A-REAL-1920S-HALLOWEEN-COSTUME/](https://smileandgun.wordpress.com/2016/10/31/how-to-make-a-real-1920s-halloween-costume/)

Before mass-produced costumes entered the scene, Halloween costumes were a lot more...creative. Forced to make their own masks, dresses, and props — often using highly questionable crafting skills — adults and children across the nation created costumes that were creative, bizarre, and often a LOT scarier than ones we see today.

Don't want to be a clown? If you're a woman, you could always go the witch route. The shapeless drop-waist dresses and skirts popular during the Roaring Twenties lent themselves easily to witch costumes, so they were pretty easy to manage. Throw on a plain black dress and a pointy hat, and ta-dah, you're a witch!

Want to tap into a wellspring of vintage creativity this Halloween? Then forget the flapper and gangster costumes and follow these ideas to create a truly authentic 1920s Halloween costume...

You could buy a costume. This makes sense, too, seeing as it was the 1920s that saw the birth of Halloween parties, particularly among the rich and middle class, that often required one come in costume. Popular purchased costumes included: clowns, witches, Indians, and pirates.



COSTUME MASKS

Clowns!
Costumes of

Perriot clowns in particular — the white and black mimes with sad faces — were all the rage during the 1920s with both men and women.

However, it seems people had more fun making their own costumes — and to do that, they used stuff like... crepe paper! Crepe paper was very big in the 1920s, just don't get it wet!



Before the advent of mass-produced masks, people made their own masks out of paper mache and fabric. Thanks to questionable crafting ability, these often turned out looking probably waaaay more creepy than intended. Again, crepe paper was also very popular.

Now that you have a costume, you're ready to go out and have fun! During the 1920s, children roamed the streets in costume, burning stuff and trashing the place, until adults instituted more controlled celebrations in the form of parties and events at schools,

churches, and other public areas, as well as at home.

Adults, meanwhile, went to fun, lavish costume parties, full of dancing, festive treats, and party games.

All ages enjoyed showing off their costumes and playing at being someone else for the night.

Source: Script A News





A BRIEF HISTORY OF HALLOWEEN

BY TIM LAMBERT, NORTHWEST CT A'S

EARLY HALLOWEEN

The word Halloween is derived from the old words, All Hallows Eve because it was the eve of All Hallows Day (November 1st). Hallow is an old word for saint and today we call November 1st All Saints Day.

In the Fourth Century, the church began to celebrate a fest to all the martyrs. At first, it was celebrated on the first Sunday after Pentecost (in late May or early June).



The Eastern Orthodox churches still celebrate it on that day. However, in the West, in 609 or 610, Pope Boniface IV (550-615) moved the fest of all martyrs to May 13th. Then in the Eighth Century, Pope Gregory III (713-41) made November 1st a feast to remember all the pants and it became know as All Saints Day or All Hallows Day.



After the 16th Century Reformation All Saints Day and Halloween were virtually forgotten in most of England, along with most other saints days. However, Halloween continued to be observed in Scotland and Ireland. There was a belief that ghosts and witches were particularly active on that day.

MODERN HALLOWEEN

In the 18th century in Ireland Halloween became a day for playing pranks like blocking doors with carts, removing gates, throwing vegetables at doors and covering chimneys with turf. There were similar mischief making days in Britain at different times of the year.

In the mid-19th century, Irish and other immigrants took Halloween customs to the USA. Playing pranks such as moving farm animals, removing gates, etc. were common. The Irish also hollowed out turnips and put candles in them. In the USA the turnip became a pumpkin.

In the early 20th century little attention was paid to Halloween in Britain. However, in the late 20th century the festival of Halloween was revived in Britain with parties becoming popular. The American customs of "trick-or-treat" and carving pumpkins at Halloween were imported at that time.

All Hallows Day



The Communion of Saints, by Fran Angelico. Retrieved from *Call to Communion*

All Hallows Eve



The Three Living and the Three Dead from the De Lisle Psalter. England, c. 1308-1340.



From A World
1st Quarter, 2011
Sherry Winkhofer
Editor

Let's Have Some Fun

[CLICK HERE](#) TO VISIT A WORLD



Our Model A Family

BY ROBERT MACK

I've always believed that the Model A family sticks together, we have each other's backs. The last few months have borne this out.

For example, when Brian's Model A broke down on the Carbon Corridor Tour, Morrells came to his rescue by taking their Model A off their trailer and putting Brian's on, then they towed it to Brian's home.

Brian, a frequent recipient of the Bent Rod Award, had another break down, and Morrells repeated their good-will gesture by towing Brian's Model A home again.

Clyde has countlessly helped fellow club members solve car problems both on the road and at home, yet he seldom mentions this.

The story Howard shared in this issue of the Motometer is a great example of looking out for our Model A family. Mike, Howard, and Roger used their valuable time to help Stephen Dalton get his Station Wagon back on the road, and Stephen isn't even a member of our club, but it must have been a heart rendering moment when Stephen said, "I'm

surprised I'm not bawling; it's been 22 years since I was able to drive this car".

Diane Brimley's brake job was another example of Model A owners looking out for each other.

Then there's Andrew's willingness to introduce customers, who buy a Model A from him, to UVMAC by paying their first-year membership. Lending car parts to each other is so common place, we don't even give it a second thought.

Dennis Thompson, a member of the Beehive A's, didn't think twice when he donated wheel washers to Nicholas Mack whose rear wheel became loose and ruined the lug holes in the rim.

Our immediate Model A family within our club, the friendship of Utah clubs are just a smaller example of the Model A hobby's tight-knit nature. On a larger basis, going to regional meets and national conventions bares this out as well.

Providing help to each other is when, as Howard says, "It's all worth it." Thank you for service. You are what makes the Model A hobby so fun and exiting. 🍷





Model A Ford Club of America

Established 1937

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



MAFCA President, Jay McCord

I would like to call your attention to the upcoming MAFCA Election of officers for 2023. The candidates have been approved by the board, their Biographical material has been submitted and you will see it the next Restorer. Your ballots will be arriving soon. Included in the mailing you will find your membership renewal forms. I would like

to encourage you to study the candidates' qualifications and VOTE for the five who you feel will represent you best. I urge you vote as soon as you receive the ballots and renew your membership promptly. By sending in your ballots and renewal form, you will help our office staff to get the membership renewal process done efficiently.

In a few short weeks, October 3rd through 7th, will be the Hershey Fall Meet. We will have our usual tent there with seminars, sale items and fun. I would like to invite you to stop by and see our display and meet Sandra, our business manager and several of our Board members.

The Chapters of MAFCA are where the Rubber Meets the Road. These club meetings are where friendships are developed, it has been fun to visit many meetings this year. I have enjoyed seeing clubs conduct their business, present programs, hold raffles for Model A items, and enjoy refreshments. The bottom-line regarding club meetings it to make them a fun activity that your members want to attend. One club provided name tags so when someone new attended, they were self-introduced.

It has been rewarding to watch MAFCA grow this year.

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

Happy Motoring,
Jay McCord 🍷



Brian Lindenlaub can relate to this.
This should be added to our car game repertoire.



Model A Ford Foundation Inc.

2022 FORD MODEL A DAYS AT THE GILMORE MUSEUM



#paulshinn
Mayhem on Model A Day at the Gilmore Car Museum 2022

<https://www.youtube.com/watch?app=desktop&v=brHF9XEx6FM&feature=youtu.be#menu>

Paul Shinn participated in the 2022 Model A Ford Museum. In his latest video, he highlights the events and activities of this two-day event. Take a look, it might entice you you join in this annual celebration.

Photos from the MAFFI Facebook page at: <https://www.facebook.com/groups424471569614682>





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



1930 Model A \$13,500



1929 Hudson \$30,000



1951 Hornet \$26,000



1956 Cushman Eagle \$5,500



1959 Cushman Highlander \$5,000

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



- No ABS
- No Airbags
- No Electronic injection
- No Brake assist
- No Power steering
- No Air conditioner
- No Electric windows
- No Central locking
- No Stabilize bars
- No Heated seats
- No Heater
- No Radio
- No GPS
- No Air filter
- No Gas filter
- No Oil filter
- No Security system
- No Sun roof
- No Fog lights
- No Back up camera
- No Problem.

A salesman was selling patented clothes wringers door-to-door and when a prospective customer opened the door he began his spiel:

“Any child can run it, it makes life easier, requires no care, costs nothing for upkeep, will last indefinitely and can be cranked very easily-”

“We have a Ford already,” interrupted the housewife.



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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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

