



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 11 No. 2

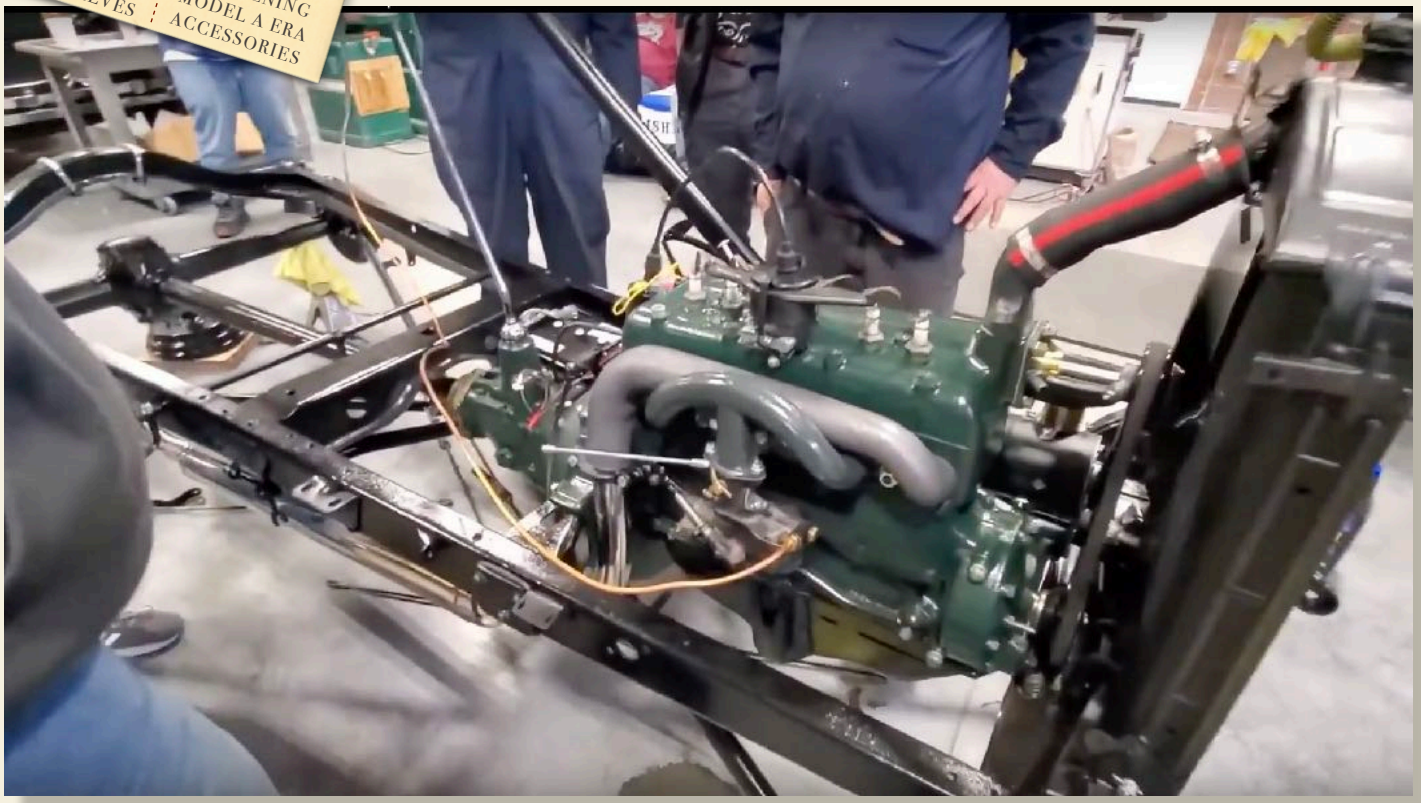
• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

February 2023

IN THIS EDITION:
ENGINE INSTALLATION IN SPEEDSTER
 Nevin's Member Spotlight
EVICTON NOTICE

LACK OF
 COMPRESSION
 STUCK VALVES

SHARPENING
 MODEL A ERA
 ACCESSORIES



It's not the best cover photo, but it preserves a landmark accomplishment — installation of a newly rebuilt engine on a restored chassis for our speedster project. Photographer, Brad Christofferson



**UVMAC MISSION
STATEMENT**

2023 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

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**Turn to page 18 for more information
concerning this change!**

>>> February


Goal of the month:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30	31	1 	2	3	4
5	6	7	8	9	10	11
12	13	14 <i>Valentine's Day</i>	15 	16 	17	18 
19	20 <i>Presidents' Day</i>	21	22	23	24	25 
26	27	28	1	2	3	4

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**FEBRUARY
CLUB
CALENDAR**

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

Enlarge the calendar by zooming in on your PDF reader. 

February's Other Little Known "Holidays"

- 2 - Crêpe Day
- 6 - Ronald Reagan Day
- 7 - Send a Card to a Friend Day
- 17 - Random Acts of Kindness Day
- 18 - National Caregivers Day
- 20 - National Muffin Day
- 24 - National Fake Mustache Day

Happy Birthday
to you

- 1st — Deanna Jessee
- 15th — Paul Jerome
- 18th — Janell Todd

Vice President's Message

BY ROGER DAVIS

I am so grateful for your trust in making me a member of the Club's Board. What a wonderful opportunity and challenge. I hope that I can help us all achieve what we want with our Model As. Of course, it's the members that make the Model A community so great and rewarding.



I'm sure you've been asked how much it would cost to buy a vintage Model A. Clifford Ray Hughes regularly posts on the MAFCA Facebook page the analysis he has conducted over the past two years on purchase prices of Model As on Ebay. He kindly provided me with this chart showing how many cars have been sold in the various price ranges. Here's how I summarize it in very general terms:

- Less than \$6,000 for a complete but non-running Model A
- \$6,000-\$15,000 for one in good condition/older restoration
- Anything \$18,000-20,000 or above should be a very nicely-restored Model A, maybe even a Model A fine-point award winner (I don't put much dollar value on awards received at local car shows as they are extremely subjective—but I love getting them)
- 75% sell for under \$16,000, 50% sell for under \$12,000
- Unique or rare vehicles like panel wagons, etc probably won't fit well in this analysis

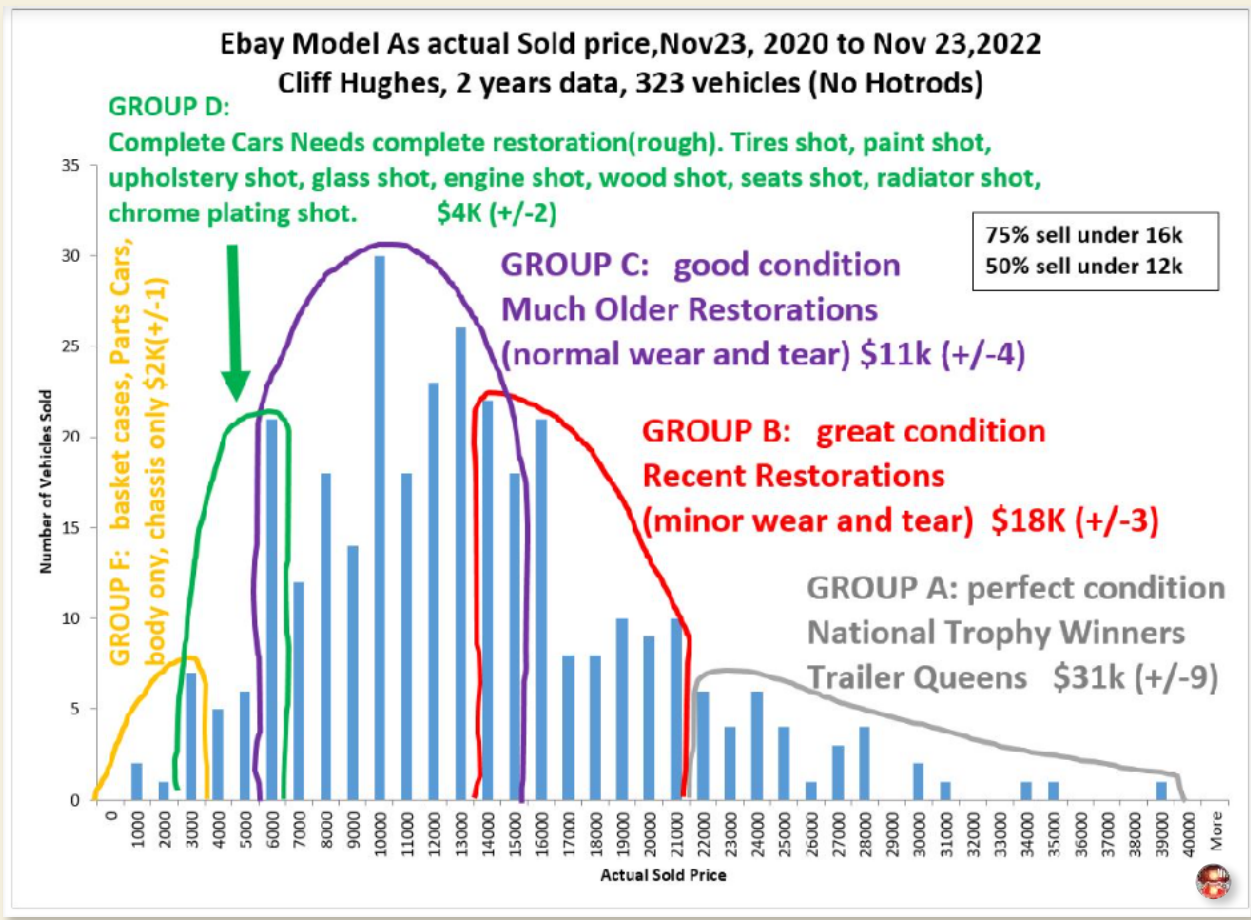
See Cliff's analytical chart on next page.

Information about our Model As is readily available from fellow club members, MAFCA/MARC home pages, and various Facebook pages. What's great about the Model a community is that all you have to do is ask and you'll get the information you seek (and then some).

Happy driving!

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What do you call two sparrows who just got engaged? "Lovebirds."

Who ALWAYS has a date on Valentin's Day — the calendar.

What did the love-obsessed candle say when it was lit?
 "I found the perfect match!"

THAT TINGLY FEELING YOU GET WHEN YOU MEET SOMEONE YOU'RE REALLY ATTRACTED TO?
 THAT IS COMMON SENSE LEAVING YOUR BODY.

January Club Meeting

BY ELAINE CARLSON

Attendance: Jason Beadle, Bruce Boggus, Jennifer Brown & her parents, Reid & Elaine Carlson, Brad Christofferson, Roger Davis, Stephen Dutton, John _____, Howard & Gemma Eckstein, Buster Hansen, Joe Jeppson, Larry Laxman, Brian Lindenlaub, Sam Korologos, Greg, Nicholas & Robert Mack, Clyde Munson, Darren Paulson, Par & Patsy Palmer, Jeff Nevin, Bill & Colette Thompson.

Salty A's Spies: Bill Pool, Larry Laxman and Bruce Boggus, double agent; he is a UVMAC member as well. They came to see what we were doing and what ideas they could incorporate into their club.

New Members: We want to give Rodney Gardner, Paul Jerome, and Roger Nair a big welcome! See page 12 in the February newsletter for more information. They were not the only new faces at today's meeting. Although she has been a member for awhile, this is the first meeting Jennifer Brown and her parents were able to attend. Because she lives in Salt Lake Valley, she has a longer distance to travel. We hope she, and her family, will continue coming to club functions.

News:

- Diane and Clyde have been in the hospital again. See "Heard it Through the Grapevine" on page nine in the newsletter for more details.
- Pat Justesen continues her battle with Cancer, but is dealing with it. More on page nine of the February newsletter.

Club Business:

Finances: Because of Diane Brimley's hospital stay, she was not present to give an update on the club's financial status.

Motometer Newsletter:

- The newsletter is in need of articles, Member Spotlights, and personal interest stories.
- The Motometer needs new blood and new ideas. If you would like to try your hand as the newsletter editor, please contact Robert Mack at (801) 682-3731 or e-mail mack4759@yahoo.com.

2023 GOALS

1. 18,000 Driven as a club.
2. Get one of Greg's Model A's running.
3. Recruit new members and activate old one.
4. Carry out another community service project.
5. Finish Speedster by International Model A Day



Dues: \$25.00 a year are due by the January Meeting. Remember a procrastination fee (late fee) of \$5.00 will be applied after March 1st. Please get your dues paid promptly. The club would rather you add five dollars worth of gas to your Model A's gas tank instead of the club's coffers.

Speedster: Progress continues. On Saturday, January 14th, a large group of mechanics came to work on the car, and an equal number supervisors attended as well.

MAFCA National Awards Banquet: Held in Golden, Colorado was attended by Howard and Gemma Eckstein, Robert Mack, and Dennis and Jeri Thompson from the Beehive A's. They went to see what went on behind the scenes at the national banquet. The trip was definitely worth doing.

Awards:

Clyde explained each award, and their requirements to new members.

2022 Top Mileages: 1st Clyde Munson, 1931 miles, 2nd Roger and Genna Davis, 1756 miles, Greg and Robert Mack, 1628 miles.

Bent Rod Award:

Crying Towel Award: Greg Mack, for having his newly rebuilt engine arrive on it's side with studs extending outside of the crate.

Club Mileage Awards:

- Jeff Nevin has earned his 500 and 1,000 mile awards.
- Bill and Colette Thompson have accumulated 10,000 miles.

Golden Wrench Award (GWA): Jeff Nevin was presented his first, but not last, GWA for installing a manifold heater in his Model A. After it's competition, he wrote an article for the newsletter and provided step-by-step photos.

Past Activities:

- **The 2022 Christmas Luncheon** held on December 3rd was well attended. Meeting at Golden Corral meant that everyone could eat what ever they wanted and how much.
- **UVMAC Speedster Project** had a much larger group participate than an expected. There will be an article, written by Jeff Niven, with details of the rebuild.

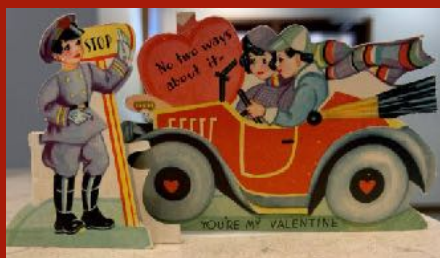
Future Activities:

- **February 16th** — Our next club meeting will be 1/2 hour later than normal. The meeting will start at 7:00 p.m. We will be meeting in a new location. Brad Christofferson was able to arrange for a large room in the W.W. Clyde building just off 800 north at 869 N. 1500 W. in Orem.
- **February 25th** — Duckpin Bowling at Doc Grundy's Burger Cafe and Luxury Lanes on Spanish Fork's Main Street at 12:00 noon. Come hungry or plan on taking a "doggie bag" home.
- **March 25th** — We will be visiting Grant Eckstein's lab on the BYU Campus. He will give us a tour of the Linguistics lab and possibly club members to conduct research on.

TechTalk: Greg Mack spoke and used a PowerPoint presentation on Checking and Adjusting Model A Bearings. He used actual photographs of an engine he checked and adjusted the bearings on. It was very informative and easy to follow the process he used to check the bearing.

Refreshments: Robert Mack brought a delectable treat with very no sugar added. It was a cup of berries and for those that wanted, topped with whipped cream.

VALENTINES OF THE TIME



Heard it Through the Grapevine

OUT AND ABOUT

Diane Brimley is in the news again. She has made another trip to the hospital. She has had gastric pains bad enough her doctor her to the hospital and into surgery because of a blocked artery. She is home recuperating now. We wish her a speedy recovery.

Other members also made visits to the hospital. **Clyde Munson** was feeling under the weather after recent surgery for a hernia repair. His doctor removed a huge blood clot and said he had not seen a blood clot that large during his career.

Pat Justesen is another member, from Manti, who has been having health problems. Alan, her husband, said it was a daily battle for her, but she is keeping the faith and has the attitude of a champion.

Syd Crockett is mending well from her knee surgery. We hope it won't be long before she is behind the wheel of her Tudor. Syd's grandkids are very anxious to get back in the Model A and take another ride.

Last month we announced new family members to our club. The **Jerome family** brought their Model A to the recent speedster



assembly session. here is a pictures of Paul and son Will.

Greg Mack received his rebuilt engine from Antique Engine Rebuilders, but freighter XPO, brought it out with the crate laying on it's side. Head bolts were sticking out of the walls in several places. The amount of damage won't be known until the engine is tested.





Member Spotlight

THE NIVEN FAMILY

Jeff and Barbara Niven were born a year apart in the same hospital in North Hollywood, California. Their parents knew each other at the time and remained in contact over the years, through Christmas Cards, as the two families moved from place to place in Southern California. In 1963 Jeff's family moved into a new home in a small community



called Thousand Oaks, about an hour north of

Los Angeles. The town grew quickly and a year later the City of Thousand Oaks was officially organized. Here Jeff attended elementary school, junior high school and in 1971 he graduated from Thousand Oaks High School.

One night in 1971, a new girl named Barbara came to their youth meeting and immediately caught Jeff's attention. The two became acquainted and began dating. Jeff went off to BYU and Barbara stayed to finish High School. The two stayed in contact, through that year and during the next two years, when Jeff served his mission in the Ohio and West Virginia Mission, and Barbara graduated from Dixie College, in Saint George, Utah.

Upon Jeff's return, he and Barbara resumed dating and were married a year later, in the Los Angeles Temple. The young couple immediately moved to Provo where they both attended BYU, Jeff in Mechanical Engineering and Barbara in Elementary Education. In 1979 Jeff graduated from BYU and he and Barbara packed up their meager belongings, and two small sons, and moved back to Thousand Oaks, where Jeff started



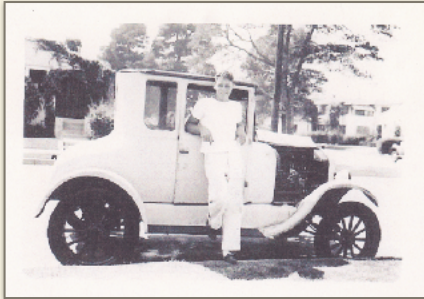
work at Burroughs Corporation, making computers. Four years, later, following a major layoff, Jeff joined his Burroughs boss as he started his own small aerospace company in the same town. Jeff remained with that aerospace company for nearly 30 years, through numerous owners and bosses and company names. During those years, their family welcomed another son and finally a daughter. All of their kids attended the same schools as their parents, in Thousand Oaks.

During his young years, Jeff displayed great interest in



building wooden coasters, and go-karts. In junior high school, Jeff designed and built a two-engine

go-kart, that he drove until his graduation from high school, whereupon he sold it to his Physics teacher for \$50. Jeff's father, Errol, always talked about his many adventures growing up in Los Angeles, with his Model T and his Model A. This was Jeff's introduction to the Model A, and he and his father shared this common interest, although neither purchased one during those years.



Jeff remembers finding Model T and Model A parts and tools in their garage as he grew up, and his dad would always tell him about their use.

In 2011, Jeff and Barbara moved to Utah, to be with their four children and their families, who were then living in Provo following school, at UVU or BYU. Jeff began teaching part time at



Brigham Young University, in the Mechanical Engineering Department, which he still enjoys.

Jeff's interest in Model A's continued in Utah and he would always stop to check out one when he saw it parked on the street or in a lot. But there was never enough money to purchase one.

Finally, in 2022, after selling their home in Provo and moving to American Fork, they now had enough money for Jeff to consider finally purchasing his own Model A Ford. Through the



expert help of Andrew Watson, Jeff was finally able to buy the car of his dreams; a 1930 Two Door Sedan, which had just arrived in Andrew's lot 1-1/2 hours before Jeff drove by and saw it. The next day after some serious soul searching and consideration, Barbara and Jeff drove to Andrew's lot to purchase the shiny black Tudor.

Jeff and Barbara enjoyed driving the Tudor around town this past Christmas to look at Christmas lights, and Jeff enjoys taking friends and family, and anyone who is willing, on rides around town. Jeff and Barbara's favorite riders, however, are their three young grand-daughters who live down the street in American Fork.





Welcome

New UVMAC Members

BY ROBERT MACK

Last month we announced a new family who just joined our club. The Jerome family bought their 1930 Deluxe Coupe from Andrew Watson. Paul (father) has already gone through the car and performed a lot of maintenance tasks. He should write up a short article of what he has done and send it in for newsletter submission and earn a Golden Wrench patch and certificate.



Shortly after the Jeromes joined the club, Andrew Watson paid the club dues for Rodney Gardner. He purchased Richard Burr's Shay and the 1929 Roadster Pickup that many of us had been drooling over. He is a Legion member so he knows Reid Carlson and was there during Karl Furr's funeral to provide a veteran's tribute.

It was a surprise to see a new face just appear in the crowd of faces at our last club meeting. Then we found out that he has recently moved from California and settled in Manti (what a change that is). At that moment, it was clear that Bill and Collette are the likely culprits who invited Ralph Nair to our meeting. We are sure glad Ralph came. He has a 1930 Cabriolet. Now we have two Cabriolets in the club.



Doc Brundy's Duckpin Bowling Reunion

BY ROBERT MACK

What a “hoot” we had in November of 2021! We proved that if you are a bad bowler, you are worse at Duck Pin Bowling. The highest score out of several games was 76! The average score was 57. The best part about the activity (other than the food) was laughing at each other as we tried to improve our scores. We could laugh without demeaning each other because we were all in the same “boat”.



The food was excellent, and plentiful as you can see from the photograph Howard Eckstein took. We either stuffed ourself so full we hurt, or for those with self control, had enough left over for another meal.

The thing that made the activity so worthwhile was the camaraderie with other club members. If you know much about our fellow Model A lovers, we've got some larger-than-life personalities that keep us in stitches.

	1	2	3	4	5	6	7	8	9	10	SCRATCH	HDP	TOTAL
TOTAL 7 PLAYERS													
QAM 7 PLAYERS													
BOWLER 2	-	1	0	1	-	1	8	-	1	7	1	0	57
BOWLER 11	3	3	-	-	-	1	0	3	4	-	0	0	52
BOWLER 12	6	5	4	2	6	-	4	1	5	4	1	0	73
BOWLER 13	6	1	-	1	1	0	3	1	2	1	0	0	45
BOWLER 14	-	5	-	-	1	7	-	-	8	-	0	0	56
BOWLER 15	6	-	1	3	6	-	5	-	3	X	5	0	76
BOWLER 16	9	-	4	-	9	-	-	1	3	-	-	0	53

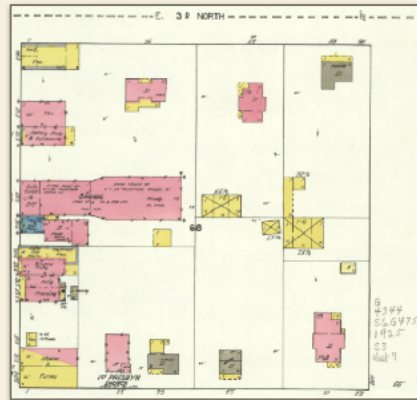
This is a good activity for February because it is indoors. We will meet at Doc Brundy's (280 N Main Street, Spanish Fork) at 12:00 noon. The activity will likely last until 2:00 p.m. The club will cover the cost of bowling so all you have to pay for is your food.

Come with us and enjoy your day with the club. You will be glad you did.

Clyde Munson, Howard Eckstein, Robert Mack photographers

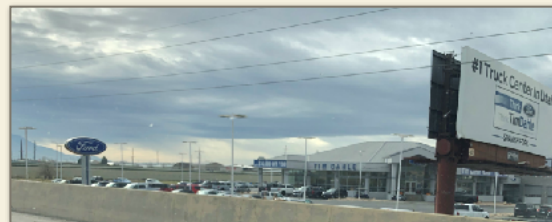
History of Ford Dealerships in Spanish Fork, Utah

BY ROGER DAVIS

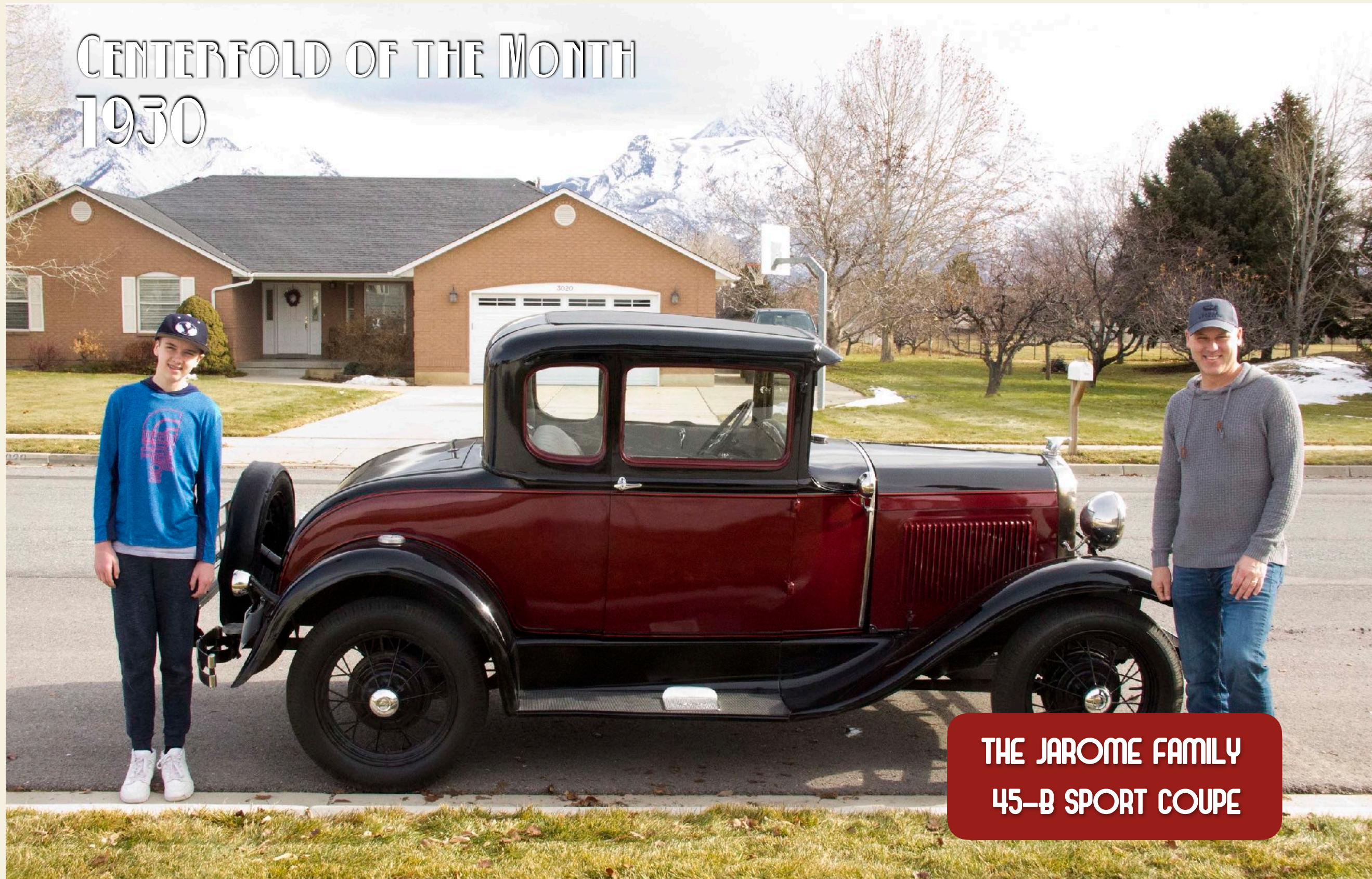


In 1913, Hugh McKinney and Thomas Holm were issued licenses to sell autos at their residences. Sometime after 1916 the Spanish Fork Motor Company, 258 North Main Street, pictured above was created. It was owned by Warren Adams and became a Chevy dealer run by Angus and Clarence Olsen. It was Christensen's Department Store from the 1950s until a few years ago. This building now hosts Doc Brundy's Café.

On the Northeast corner of 300 North and Main where the Cold Stone Creamery stands today, another Ford dealer was established in the Model T/A era. It became Smith Auto. Smith Auto was destroyed by fire on 8 Jan 1959 and moved their new car sales across the street to the west to take over the Skousen Buick Dealership which still stands. Smith retained the property of the burned-out facility, paving a parking lot for their used car sales. Smith Auto somewhat recently moved to the North end of town near the freeway and is now Tim Dahle Ford.



CENTERFOLD OF THE MONTH
1930



**THE JAROME FAMILY
45-B SPORT COUPE**

Lack of Compression Due to Stuck Valves

BY HOWARD ECKSTEIN

In 1965, my dad bought a 1931 Model A Coupe for me. **Fig. 1** I wasn't old enough for a license, but was old enough for a keen interest in such a car. Although it hadn't run for eight years, once home with it, we endeavored to start it to hear it run. It ran badly and backfired a lot. Having managed to get it out onto the street, we created a prodigious neighborhood disturbance. A man came from a couple doors down and took the valve cover off; whereupon he began to work a stuck valve loose. Having succeeded, he turned heel and grumbled "Now I can get some sleep!"



Fig. 1

If you encounter a Model A that has sat for an extended time and won't start, there are four areas to check. They are spark, fuel, timing, and compression. If you can verify that the first three areas are satisfactory, but compression is nearly zero in one or more cylinders, this may be an indication of stuck valves.

Removing the manifold set, valve cover and spark plugs, gives you the opportunity to visually observe the action of the valves. Should you find gummy varnish in the intake ports, you will have a job ahead of you.

Fig. 2 is a picture of the back half of a Model A engine where the manifolds have been removed. Of the three ports, the center is an intake port that feeds the air/fuel mixture to cylinders 3 and 4. The front intake port on this engine for cylinders one and two looked the same. The dry-looking ports are for the exhaust.

The air/fuel mixture is just over 14 parts air to 1 part gasoline. Gasoline is a liquid, so there should be



Fig. 2

no surprise that these ports are wet. The issue here is that the goo you see in this picture is thick as tar when you try to wipe it out with a rag.

Gasoline is a blend of 200 or so fluids. Some of them vaporize quickly while others do not. When you turn off your ignition, the engine makes a few revolutions before stopping. Gasoline is then left standing in the intake system. This leaves a residue that, if left for a long time, can cause intake valves to stick open so that the engine will not run due to lack of compression.

We've seen this on engines that have not been run for months or even years where this gum is very thick. In one case, the cylinder head had to be removed so the valves could be worked out for stem and guide cleaning.

If you are faced with sticking valves, try this procedure before removing the cylinder head:

1. Remove the manifolds, valve cover and spark plugs.
2. Concentrate on the intake valves. Usually, the exhaust valves are OK.
3. The bottom of the valve guide is inside the top of the valve spring. Using carburetor cleaner, direct the nozzle tube up through the spring to soak the bottom of the guide.
4. With access through the intake port, spray carburetor cleaner into the top of the guide.
5. Use a wood dowel through the spark plug hole and a screwdriver between the valve and lifter to move the valve up and down between applications of carburetor cleaner until it is easily retracted by its spring.
6. Crank the engine with the starter to observe valve operation. If the one you were working on is now normal, move on to

the next stuck valve.

Should the above procedure prove ineffective, the more invasive



Fig. 3

method is to remove the cylinder head and the valves.

In the case of the engine shown at the beginning of this article in Fig 2, the owner was able to loosen the valves with many liberal applications of carburetor cleaner. He said it took six cans. The next group of pictures shows another engine that couldn't be cleaned the "easy" way.

With the cylinder head removed, there is better access and solvent can be directed to the top of the guide as shown in **Fig. 3**.

Removing the valves will not be an easy task. The valve guides are full of the gummy varnish that acts like a strong glue. Solvent application as shown will be needed to extract the valve for thorough cleaning.

For valve removal, a spring compressor will be needed. Once the keeper and spring have been removed, work the valve up so the two-piece guides can be removed. This is for the original style flared-end valves. For modern valves, the guides need not be removed.

In **Fig. 4** you can see the buildup of varnish in the intake port for number 3 cylinder. The valve has been removed and will be cleaned as shown in the following pictures.



Fig. 4



Fig. 5

Fig. 5 shows the varnish covered valve. After much effort and carburetor cleaner, it was finally extracted. One valve at a time was serviced this way to avoid mixing parts.

Cleaning the varnish from the valve and its stem takes a lot of solvent and effort. When cleaning the stems as shown in **Fig. 6** any scratches should be around the stem, not along its length. This will



Fig. 6



Fig. 7

better control oil movement past the stems in the guides. A plastic abrasive pad, though effective, won't reduce the stem diameter the way sandpaper can. **Fig. 7** shows the valve after cleaning.


Continued on page 21.



THAT'S RIGHT. In essence, we have been evicted from the Larry H. Miller Dealership because they have changed their hours again. Now they close at 6:00 p.m.

We found out the hard way. We gathered at Larry H. Miller and found the building closed. Brad Christofferson made some last minute arrangements and we will be meeting in the Clyde Companies building. It is a wonderful facility. It is by the UPS hub, the Driver's License building and the Boy Scout office. The new address is:

Clyde Companies
730 N 1500 W, Orem

We will be meeting at **7:00 p.m.** on the third Thursday of each month. 

Model A Speedster Assembly

BY JEFF NEVIN



At 10 a. m. on the cold morning of 14 January 2023, members of the Utah Valley Model A Club converged on a large shop located in Lehi, Utah. Their objective was to assemble a running chassis for the club’s Model A Speedster. To increase attendance, the invitation described the meeting place as the “Heated Garage” of club member, Brad Christofferson. The club members were not disappointed when they arrived to find a nice warm shop, with tools and Model A parts arranged on tables around the black gleaming frame. A plentiful supply of donuts was also available for those who had not bothered to eat breakfast and later a generous quantity of pizza and soda was provided at lunch time.

The first 30 minutes of the morning were spent getting acquainted with several new Model A owners who had heard about the meeting and were eager to join the club and help with the assembly of the Speedster. The event also brought out some club members, who hadn’t been around for some time. Soon the shop was packed with excited people ready to get their



hands dirty, and to experience the process of assembling the chassis of a Model A Speedster.

Club members Howard Eckstein and Andrew Watson had carefully planned the assembly process so that numerous teams of club members could work independently around the spacious shop. The group began with a bare

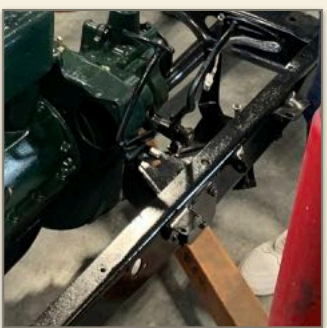


newly painted frame sitting on jack-stands in the center of the work space. One of the teams worked to assemble the front suspension with the leaf springs and radius rod. Another team bolted the rear leaf springs to the underside of

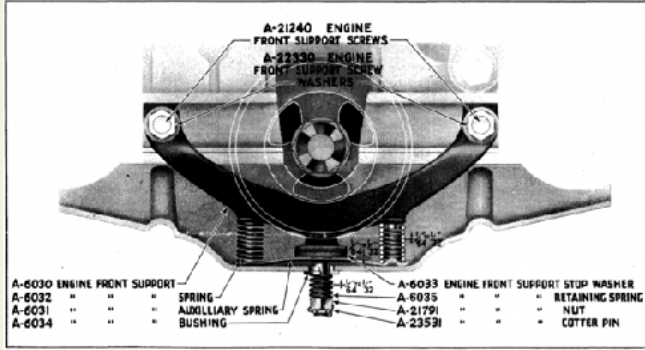
the frame, while still another group attached the engine mounts to the frame to support the rebuilt engine and transmission. The battery support was bolted to the frame by another group and the grounding strap bolted into place. The service brake cross shaft was also bolted to the frame. The excitement level in the room took a big leap when yet another group used an engine hoist to lift the engine from its wooden shipping dolly and prepared to lower it into place.



When everything was ready, Howard gathered the entire group of club members together around the frame, and the beautiful, green, newly rebuilt engine with the transmission assembly (already attached) was carefully lowered onto the engine mounts. As one member eased the engine slowly down, others carefully guided it into place between the two rear engine mounts and the front engine support with its two beefy coil springs. Quite a bit of pushing and pulling was required in order to get the bolts to fit into their threaded holes, but finally the



engine was securely bolted in place on the frame. Next, the rear axle assembly was attached to the leaf springs, at the same time the



drive shaft and U-joints were attached to the rear of the transmission. Andrew Watson attached a beautiful new chrome plated muffler to the exhaust manifold and frame.

All the members worked in a coordinated effort so that everything fit together properly. Whenever there was a question about how something was supposed to be oriented, other knowledgeable Model A mechanics were consulted before proceeding.

Finally, the carburetor was installed along with the starter motor, the battery and starter cable, the radiator, water hoses, and the generator, complete with fan belts and fan. At this point, a disaster was averted when it was observed that the fan blade was too close to the upper water hose. The hose was removed and the radiator was tilted to provide more clearance. A short section of the water hose was cut off, and the hose was reattached. The final clearance between the tip of the fan blade and the hose was now, about 3/16 of an inch, but it was deemed to be sufficient and the assembly continued. Clyde Munson hooked up the distributor, the coil and spark plugs, and then set the timing on the engine. The suspense was building as club members began to realize that

the engine could be running in a short time. All they needed, now, was a source of gasoline. Howard came to the rescue and rigged up a makeshift fuel tank, using a plastic funnel and rubber hose. The funnel was held above the engine, by one of the club members, so that the fuel could flow downward into the carburetor. The moment of truth had finally arrived.

Anyone who has ever started a newly rebuilt automobile engine can understand the excitement in the room, as the traditional Model A starting procedure was now followed. The spark was retarded, the ignition was turned on, and the transmission was put into neutral. There was no need to turn “on” the fuel, but Howard did make sure that the funnel “fuel tank” was above the height of the engine. Clyde took care of the choke and throttle position on the side of the carburetor, and everyone in the room stood in rapt silence. Then Howard pressed the starter switch. Immediately the starter sprang to life and began to crank the engine. Due to the high level of excitement, the engine was briefly flooded, but after a few seconds of steady cranking, the engine finally turned over and came to life on its own. Immediately, traditional adjustments were made to the spark advance and throttle setting and the members cheered to hear the steady idle of the new Speedster engine.

The team of club members, under careful guidance based on many years of experience, had turned a bare frame, with boxes and bags of loose parts, into a running chassis, in about five hours. It was an exciting moment to hear the engine run, and realize that the club members had accomplished a major milestone in the Speedster Project of the Utah Valley Model A Club.



Continued from page eight.

Any car runs better the more it is driven. With constant use, these parts of your engine are regularly washed with fresh gasoline.

There are many brands of gas additives that can ameliorate the varnish buildup we are talking about. But they only work with running engines to help prevent gums from forming.

In both cases of stuck valves shown here, ethanol gasoline used by the owners was the common denominator. This gumming of the valves is but one reason we urge Model A owners to fuel their cars with ethanol-free gas.

Ladies Fashion Journal

SHARPENING YOUR ACCESSORY KNOWLEDGE

By Diann Eason
from
Model A Ford Club of
Colorado



Walking into the fashion judging room requires knowledge of five fashion areas for competition. As an entrant, the primary focus is on the Major Garment, then Coordinating Apparel, those fabulous Hats and Hairdos, and of course Footwear. Accessories provide hundreds of combinations to complete your ensemble. Men and women have three accessories with them, which not only complete the ensemble but can add interesting information to the written description, valuable points toward the final score, and a bit of spark to the entrant's overall appearance. Adding information obtained by research will give the judges the information necessary to confirm the entry. Ensuring your accessories are within the 1928–1931-time frame, in good condition, and coordinated with the major garment will make your fashion judging a wonderful experience.

MAFCA fashion judges are always curious as to what is pulled from the pockets of the gents, and carefully removed from the fragile purses of the ladies. Pocket watches, handkerchiefs, compacts, pen and pencils, mirrors, or coins are commonly seen. How about pocket knives? While not the usual accessory, pocket knives can make an impact and will make a point of the depth of research.



Figure 1 Camillus Knife

Knives of many forms and styles have been used since the caveman era; necessary for protection, securing food, and for crafting utensils. Many manufacturers of pocket knives pre-dated the Model A Era, so doing the research on the manufacturer will result in the possibility of a higher score for authenticity of the era.

Figure 2 Tang Stamp



The logo or company stamp can often be found on the tang stamp located at the bottom of the blades near the hub of the knife handle.

Pocket knives available during the Model A era were made by several well-known manufacturers: US Wallkill River Works, Walden New York The New York Knife Company, Colonial Providence RI, and Shapleigh Hardware Company/Diamond Edge Company, Boker Knife Company, Solingen Germany and the United States of America, Hammer Brand Knives, and the Camillus Knife Company.



Figure 3 Boker Knife with Trademark Tree

Pocket knives were used by men and women for many different careers, sporting activities, and homelife. A tradesman would take his sturdy pocket knife from his uniform to cut a box, or use it as an all-in-one type tool depending on number of blades and/or attachments. A golfer could use a pocket knife to remove dirt clods from the golf cleats. Of course, at home, a pocket knife could have been used in the garden to cut string, hose, or a plant by a man or woman.

The length of the knife could vary from two- and one-half inches to seven and three fourth inches with blades fully extended. The blades were made of hardened stainless steel and sharpened to a fine razor edge. The handles were often wood, ivory, celluloid, polished steel, silver, brass, pearl, or bone stag handles.



Figure 4 Stag handle

The inner casings were brass. The placement of the hinges could be as various as styles. One knife could have one or two blades at one end with a single blade of a different width at the opposite end. Another pocket knife might have two blades moving independently of each other at the same hinge. The shape of the blades differed based on the function. A shorter, thicker blade with a flat tip could be used as leverage, while a blade with a sharp point was used to get into tiny spots.



Figure 5 Utility knife with blunt blade

Gentlemen often wore a pocket knife attached to a metal chain, similar to a watch chain and fob. A smaller pocket knife with a chain is appropriate to be worn with a business suit or sport ensemble.



Figure 6 Montgomery Wards & Company 1929-1930

Women may have had smaller or “lady like” pocket knives for self-protection. In addition, a pocket knife would be helpful for those minor repairs necessary when driving your car without a man present!



Figure 7 Small ladies pocket knife

When considering the accessories for your Model A Era ensemble, certainly coordinate the items with the main garment, but provide an element of surprise and unpredictability with a pocket knife.

Several sales catalogs show the unique styles of pocket knives. Attach copies of documentation, showing the authenticity of your accessories to your fashion judging entry forms.



Figure 8 Montgomery Ward's & Company 1929-1930 1

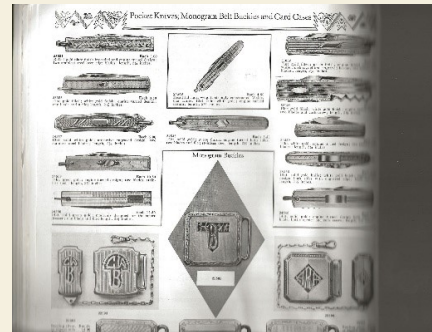


Figure 9 Decorative pocket knives in jewelry catalogs

References:

- Kerzman, Joe (2003), "Pocket Knives", *Sporting Knives* 2003, 117,148-149 IBN 0-87349-430-X
- The Winchester *Keen Kutter* Diamond Edge Chronicles*, Volume 1, Number 3&4, March 1997
- New York State Museum's, *Cultural Resources Site Examination Report 2002*
- Stewart, Ron and Ritchie, Roy. *Big Book of Pocket Knives*

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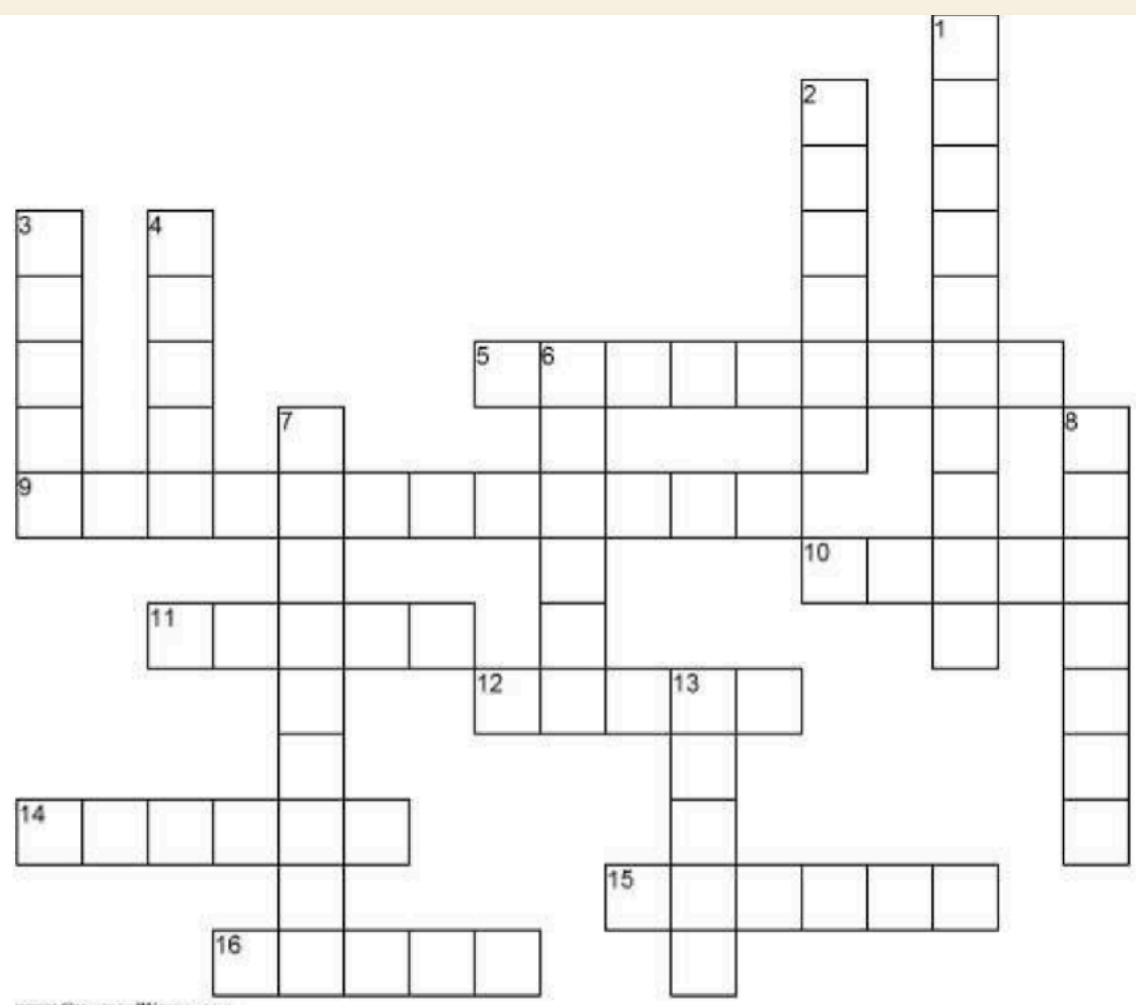




Model A body types crossword puzzle. Can you fill in the whole crossword puzzle?

Let's Have Some Fun

FROM A WORLD, BY SHERRY WINKINHOFFER



www.CrosswordWeaver.com

ACROSS

- 5) A 2 door convertible but with glass windows
- 9) Support for climbing in a Model A
- 10) Mr. Ford's wife
- 11) Son of Mr. Ford and also the co-designer of the Model A
- 12) A great Model A Organization
- 14) A nickname for the Victoria body style
- 15) Wire wheel supports
- 16) Mr. Ford's first name

DOWN

- 1) Fold out rear seating
- 2) 4 door 5 passenger version
- 3) 2 door 5 passenger model
- 4) Alignment of front tires at a tilt
- 6) The sound a Model A horn makes
- 7) A thin line of decorative paint
- 8) A 4 door convertible
- 13) A 2 passenger hard top



Answers on page 28

UVMAC Membership Application



Membership Application and Renewal Form

Name _____ Birthday _____
 Spouse _____ Birthday _____
 Address _____
 Email _____
 Cell Phone _____ MAFCA Membership Yes No

Membership in the Model A Ford Club of America (MAFCA) is optional but highly recommended. Free memberships are available for first-time members.

Tell Us About Your Model As

Year _____ Body _____ Color _____ Odometer _____ Roadworthy
 Year _____ Body _____ Color _____ Odometer _____ Roadworthy
 Other Classic Car: Year _____ Make _____ Body _____
 Other Classic Car: Year _____ Make _____ Body _____

Dues are \$25 each year per family, payable in January. This includes an award-winning monthly electronic newsletter. Hard copies of the newsletter are available by arrangement at an additional cost.

Announcements of upcoming events are sent electronically. Postcards are also sent. If you don't need postcards, please opt out, thus saving the club the costs of printing and postage. Please send the postcards No need to send postcards

Check your favorite kinds of activities to do as a club:

- | | | |
|--|---|---|
| <input type="checkbox"/> Local Day Trips | <input type="checkbox"/> History Tours | <input type="checkbox"/> Industry Tours |
| <input type="checkbox"/> Half-Day Trips | <input type="checkbox"/> Progressive Luncheon | <input type="checkbox"/> Era Fashions |
| <input type="checkbox"/> Multi-day Tours | <input type="checkbox"/> Manifold Cookoff | <input type="checkbox"/> Picnics/Fairs |
| <input type="checkbox"/> Car Shows | | <input type="checkbox"/> Garage Days |
| <input type="checkbox"/> Parades | | <input type="checkbox"/> Museums |

New members can complete applications at club meetings.



Model A Ford Club of America

Established 1937

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



*Robert Bullard
2023 President*

I am pleased and delighted to serve as MAFCA's President for 2023. I love the Model A hobby and I consider owning and driving a Model A as a great honor. To my knowledge, I can't think of another car club celebrating ownership of 90+ year old cars that can drive their cars with the frequency and abandon

that we enjoy with our Model A's. For instance, I've driven my Model A over 27,000 miles in the past three years and I have yet to pass a Chevrolet from the same era. We are blessed to have the "car bug" from arguably the most serviceable and drivable car of the 1920-30's era.

Many of you that live in the northern United States have put your cars away for winter storage or at best can only drive them on select days. However, if you live in the southern United States like I do the period from January to April offers some great opportunities to get the "A" out and drive it. Usually, this time of year we enjoy cool days (better for the car and

passengers), blue skies and low humidity. This makes for great touring days wonderfully better than our typical summer days. If you live in an area that allows winter touring, by all means get your car out and about. Doing so provides a great release from your daily routine.

For the last two years I've served as MAFCA's Chapter Coordinator. I have thoroughly enjoyed reading all the newsletters sent to me each month and seeing all the great events the chapters have hosted. I'm convinced after this experience that the strength of MAFCA is due to the many and great chapters we have. I believe that the visibility and fellowship provided at the member level is what drives the success of MAFCA.

The fact that we have such a broad presence across the country will drive our success into the future.



Anybody that's honked their "ah-oo-gah" horn in a crowd and witnessed the overwhelming smiles, hand waving, shouts of excitement and joy knows what a great car we have as the ambassador of our hobby. So, get out there and share it. You'll be amazed at the new friends you'll make.

See You Down the Road, Robert



MAFCA First Year Free Membership Form



Free 1st Year Membership 2023 USA Application

Please Print

Name: _____

Spouse: _____

Address: _____

City, State, Zip: _____

Sponsoring MAFCA Chapter: _____

- Provide Digital Copy of *The Restorer* (email required): Yes ___ No ___
 - Email: _____
- I give MAFCA permission to publish my name and contact information: Yes ___ No ___

Requirements For Free Membership

- Only families never having held membership in MAFCA may apply for free membership.
- Must be sponsored by a MAFCA chapter.
- Free membership includes *The Restorer* magazine from the time the application is received by the MAFCA Office until October 20, 2023.

Visit MAFCA.com to view merchandise store

Popular MAFCA Store Items Include:

- *The Coupe Book, Tudor Book, The Victoria Book*
- *Mechanics handbook Vol. I, Vol II and the Trouble Shooting Guide by Les Andrews*
- *Model A Restoration Guidelines and Judging Standards*
- *Model A & AA Paint & Finish Guide and the New How to Restore Your Model A Vol 10*



Mail Application to:
Model A Ford Club of America
250 S. Cypress St.
La Habra, CA 90631-5515



Model A Ford Foundation Inc.

MAFFI NEWSLETTER MINUTE

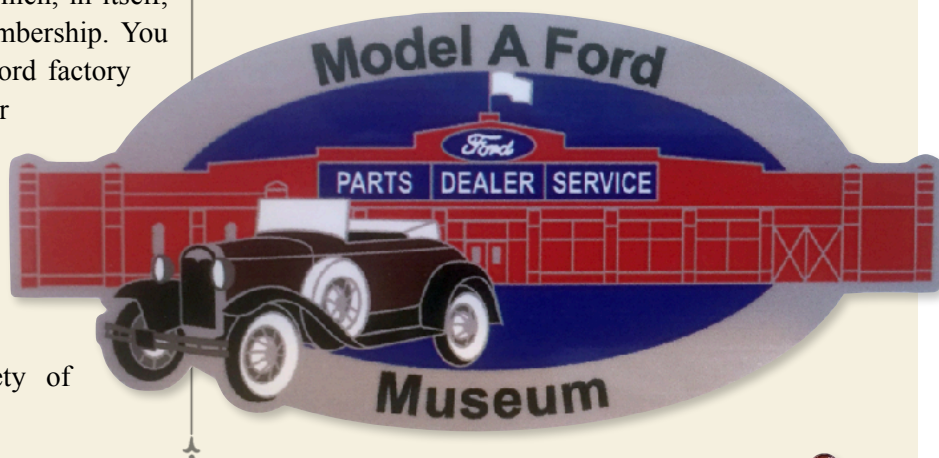
So... it is well established... you have a deep interest in the Model A Ford, and likely much more of the antique & classic car hobby. If you have not experienced the incredible automotive displays at the Gilmore Car Museum in Hickory Corners, MI, home of the Model A Ford Museum, you should really put it on your 'bucket list'! The Model A Ford Foundation, Inc. (MAFFI) was established in 1986 to preserve the historical significance of the Model A Ford automobile. This was very successfully accomplished by the building of the Model A Museum at The Gilmore. The displays there are updated frequently, giving you a fresh experience each time you visit. And many of our exhibits are interactive and provide an immersive experience for viewers, young and old alike.

If you are already a member of MAFFI, we thank you for your support. But for those who have not yet joined, please consider the many benefits. First, all paid members and spouses are granted free admission all year to the Gilmore Car Museum campus, which, in itself, is worth the price of annual membership. You can also get copies of original Ford factory photos, articles to share in your local newsletter, and find samples and detailed information on original upholstery materials and Model A Advertising. Members receive a quarterly newsletter and can borrow videos on a variety of Model A related topics.

The operation of the Model A Museum is funded totally through generous donations and member dues. That's right, one of the most important benefits of belonging to MAFFI is that you are financially supporting the Museum and related programs, allowing you and others to enjoy these benefits for years to come. I sincerely hope that you will join our ranks. You can get all the information you need on the MAFFI website, www.maffi.org.

You can also support your museum through monetary donations, as well as gifts of vehicles, parts, tools, era fashions, and other related items. [MAFFI is a 501(c)(3) charity; donations are tax deductible.] 100% of every donation goes towards operating the Foundation and Museum. What a great way to become a part of the heritage of this special automobile, the Model A Ford!

Joe Fox, President - MAFFI





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.



1930 Model A \$13,500



1931 Sport Coupe \$13,500



1930 Model A \$22,500



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

Tony Jacob's 1930 Tudor is for sale. Asking \$10,000. The new parts are worth the price of the car — new upholstery kit and new engine. Contact Jeff Jacobs at (801) 467-8520



Have extra Model A parts? Unclutter your garage by selling your parts, memorabilia, and era fashions here. Contact Robert Mack with details. mack4759@yahoo.com

Mark Layton is looking to clear out his collection of Model A and Model T parts. Howard may have a better idea of all that he has, but he does have several motors (poor condition) and a pile of other parts. If you are interested, please call Mark at 801-361-7300. 📞



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

<p>Dues per year are</p> <p>U.S. Membership- \$50</p> <p>Canada/Mexico Membership - \$60</p> <p>International Membership - \$70</p> <p><i>Make checks payable to Model A Ford Club of America</i></p> <p style="text-align: center;">New Membership</p>	<p>Optional Initiation Package For New Members Only</p> <p>1—Back issue of <i>The Restorer</i></p> <p>1—MAFCA Lapel Pin</p> <p>1—MAFCA Decal</p> <p>1 0 Name Badge</p> <p style="text-align: center;">Only \$11 extra</p>
--	--

Name _____

Spouse's Name _____

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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

Crossword Answers



www.CrosswordMaster.com

