



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 11 No. 4

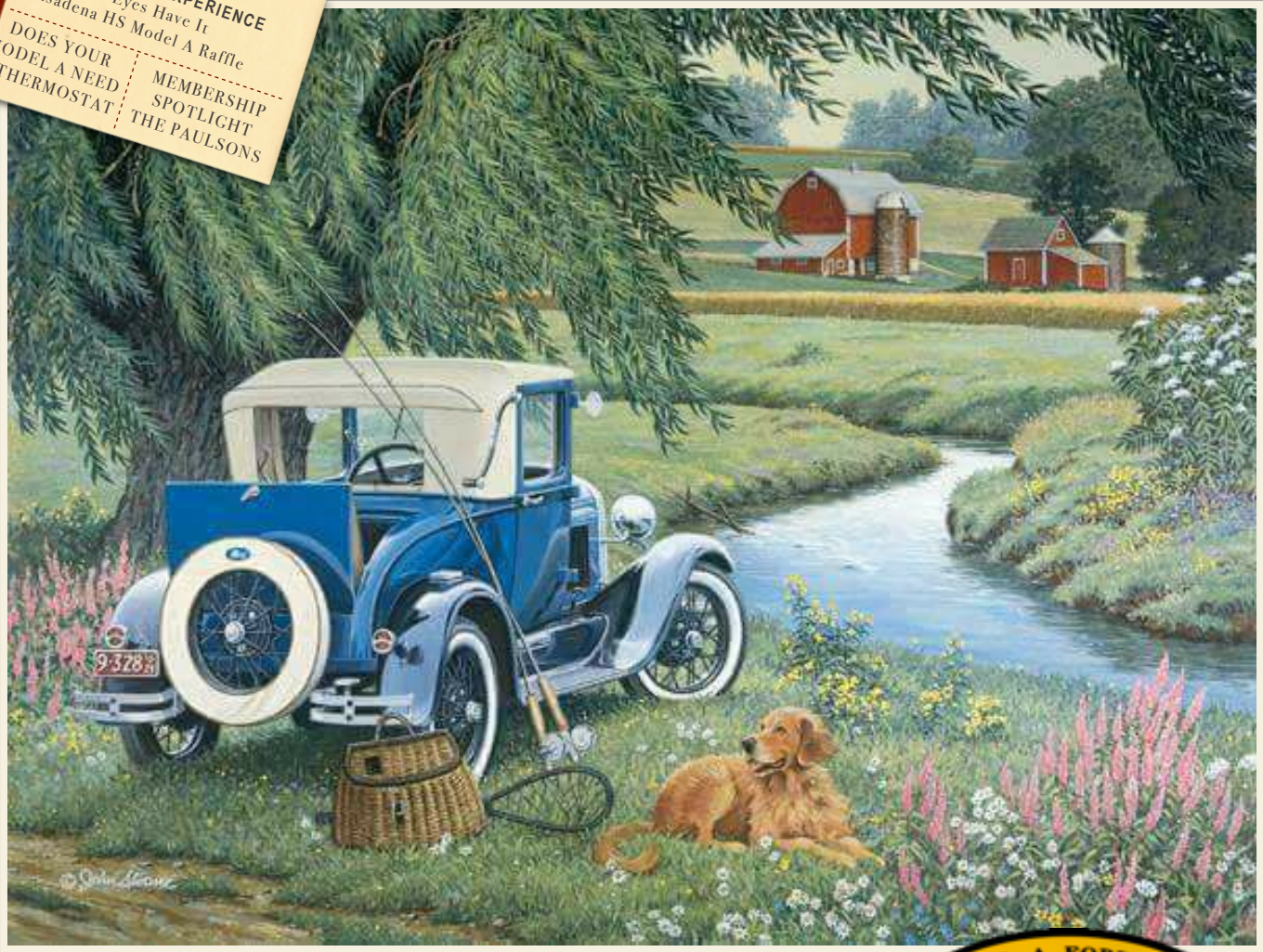
• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

April 2023

IN THIS EDITION:
EYE TRACKING EXPERIENCE
 The Eyes Have It
 Pasadena HS Model A Raffle

DOES YOUR
 MODEL A NEED
 A THERMOSTAT

MEMBERSHIP
 SPOTLIGHT
 THE PAULSONS



This is what we look forward to in just a few months. Art work from the MAFCA Facebook page. There is a lot of current information on their Facebook page. Check it out and see what you think.

<https://www.facebook.com/groups/MAFCA/>

Artist Unknown





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 held on the third Thursday of each month — 7:00 p.m. in the Clyde Companies building at 730 N. 1500 W. Orem, Utah. Use the north side entrance. The meeting room is on the immediate right.

CLUB OFFICERS

Board Chairman	Brad Christofferson	bdc.p51@gmail.com
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Sec/Historian	Elaine Carlson & Jennifer Paulson	sewingbird@msn.com jenpaulson74@gmail.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com
Membership	Amber Morrell	mystuff@live.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson Howard Eckstein	bjerg_menneskene@yahoo.com h_eckstein@hotmail.com
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Newsletter	Robert Mack	mack4759@yahoo.com
Librarian	Mike Carlton	mcarlton1@gmail.com



Garage Day



Let's help
Theon Laney
install his freshly
rebuilt engine

**Saturday
April 22
10:00 a.m.**

Drive east on 400 South in Springville. Turn right at the traffic circle onto Canyon Road. Just past the golf course, follow the left fork onto Left Fork Hobbie Road. Continue to the only house on the left.



Vice President's Message

BY ROGER DAVIS

I am so grateful to be a member of this great club! We had a great time at our duckpin bowling activity at Doc Brundy's in Spanish Fork. This building was the site of the first Ford dealership in Spanish Fork about 1918.

I was recently at a swap meet and chatting with one of the vendors about how to install the smaller rivets on my Model A. For several years, I've needed to install some new round, rubber, hood bumpers on my Sedan. We discussed that it would be easy to just use today's pop rivets, but they don't look authentic. One gentleman nearby gently interjected, just go to ebay and find a Tonka truck rivet machine. I thought to myself, "Really? A toy rivet machine? Ingenious!"

I purchased this clamp-like device on ebay and it worked quite well. They are made for softer rivets than those used on the Model A so you must use some care to keep the clamp ends in place and to



keep the rivet top properly shaped. Also, the size of the clamp limits where it can be used. For example, I don't think you can use it to secure the rivets on the engine plate to the firewall where there's a long reach.



This is just one example of the marvelous interactions I've had with Model A folks across the country and around the globe. The people

help me solve my problems, they take me on wonderful drives and tours, and give me ideas of what I can do in this hobby of endless possibilities. Happy driving! 🍷

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>>> April 2023

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

APRIL CLUB CALENDAR

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

Enlarge the calendar by zooming in on your PDF reader.



Template © calendarlabs.com

April Activities

9TH — EASTER SUNDAY

20TH — CLUB MEETING

22ND — GARAGE DAY



19th — Natalie Mack
21st — Carl Vernon



March Club Meeting

BY ELAINE CARLSON



A ttendance: Jason Beadle, Paul Bush, Reid & Elaine Carlson, Mike Carlton, Roger Davis, Stephen Dutton, Howard & Grant Eckstein, Par Gardner, Buster Hansen, Harley Jacobs, Joe Jeppesen, Brian Lindenlaub, Sam Korologos, Theon & Lauren Laney, Greg & Nicholas Mack, Amber Morrell, Jeff Nivens, John Salzl, Bill & Colette Thompson, Bob Todd, Carl Vernon, and Andrew Watson.

New and Returning Members:

- Larry Harrison, who comes to us with fame, has joined our club tonight. His claim to fame is because of his recent purchase of a Tudor from Paul Shinn. He trailered his new 1931 Ford all the way home from Sacramento, CA. Welcome Larry!
- Rodney Gardner, who bought Richard Burr's Shay and Andrew Watson's Roadster Pickup, is back with us. In case you didn't know, he is a commander in the American Legion.
- Theon Laney isn't new but his wife is. Welcome Lauren. Lauren, you wondered what Theon was doing the third Thursday of the month? Well, it's true, he really was coming to a Model A meeting. No need to worry (well, considering the people he is rubbing shoulders with, there might be a cause to worry after all).

2023 GOALS

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

News:

- A special note was sent to Brian Lindenlaub from one of the MAFCA board members. The reason for the note? He congratulated him on his excellent penmanship. The board member said he reads a lot of correspondence and Brian's club application was the only one he could read. Brian credits his drafting class for his good penmanship. He can't say that for his cursive writing. Congratulations Brian!
- Show and Tell. Roger Davis brought a rare Model A part to show fellow club members. He found a governor for his mail truck. It limits the truck to 25 mph. Roger said they are extremely difficult to find.
- Did something fun, memorable, or interesting happen to you recently? Please tell us about it. Send Robert Mack an article about your experience for the newsletter. We need your help.



Club Business:

Finances: Our club funds continue to grow, largely because of member's dues. This year 40 members have paid their dues, more than any other year. THANK YOU!!

Goals:

Service Project — escorting veterans in the Lindon parade, or doing a car show at the assisted living in Orem, might be our service project.

Speedster — A hood was picked up for the speedster. It was advertised as a Model A hood, but it is 4" longer than a Model A hood. Nobody is sure what it is for, but we don't want to cut it to fit, so they are trying to figure out how to make it work.

To get the 13+ award you must drive your car consecutively throughout the year each month plus bring it to one club meeting. Howard stated, "you cannot drive your car 13 times in a month and call it good. Well, actually you can, but it will not qualify you for the 13+ award."

Awards:

- Dave Morrell was presented his 500 mile award this month
- Clyde Munson, who's article was in last month's Motometer. He too was given his award, a Golden Wrench certificate and patch.

2024 National Awards Banquet: Another committee meeting was held and it was decided that the Marriott Hotel in Salt Lake City, up by the U of U, will be the host hotel. It is a nice facility in a great location.

Howard received a package from Snyder's and they had included a flyer for a swap meet. Howard is thinking that we should send out flyers to the suppliers to include in their shipments to advertise the NAB. We would like to educate Model A'ers that the NAB is more than just an awards banquet.

Future Activities:

- **TBA** — A photo scavenger hunt is being planned. The details will be available soon.



- **August 11th** — The Mayor of Lindon has asked the club to provide rides for city dignitaries and veterans. Parade will start at 7:30 p.m.
- **August 11-12th** — Beehive A's Evanston, Wyoming Tour will be an overnighiter. They have invited members from both the UVMAC and the Salty A's to join them.

Guest Speaker:

Dr. Grant Eckstein, who is studying the science of eye movements from the BYU Linguistics Lab, gave a very enlightening presentation. He discussed a lot of in-depth technical concepts that he uses in his work at BYU. The nice thing about it was the way he presented it. He didn't act like professor "know-it-all". It was down to earth and he knew who his target audience was.

It was so fascinating it was hard to take notes while listening to Dr. Eckstein. Here are a few concepts that were new to most of us.

- You have a working memory, short term memory, and long term memory.
- Working memory is about 15 seconds. If a sentence takes longer than 15 seconds to read, you will most likely forget what you are reading.
- If you are struggling to understand a long sentence, try reading it faster, this way the beginning of the sentence is still in your working memory by the time you get to the end of the sentence.

On Saturday, March 25th, the club will be visiting his lab where he will give us some hands-on experience.

Dr. Eckstein also teaches graduate writing for international students. He also assists ESL (English as a second language) students write their doctorates.

Refreshments: Par spoiled us with pizza from The Pie. A general consensus is that Par should provide refreshments for every meeting.





Heard it Through the Grapevine

OUT AND ABOUT

This sounds like a broken record, but **Diane Brimley** is still having health issues and is bleeding internally. She has been in and out of the hospital again. Diane said she will beat this and get better soon.

Amber Morrell has missed a few club meetings because of back problems. She has good days and bad. We hope she will find relief soon.

Roger Davis sent this e-mail, "I'm refinishing and installing an original set of shock link tubes I picked up from Tony's collection on my Fordor. You can tell they are original by the star on three of them and plain end of the other one."



Last month **Robert & Becky Mack** reported that their daughter had another boy; five grandsons now. This month the trend has been broken They will receive a granddaughter in July.

Christine Dee Cloward Tucker **March 30, 1944 - January 3, 2023**

We are sad to report that Richard Tucker, long time club member, has lost his wife Chris. She was born into a military family, but when her father retired, they moved to Provo, where she and four other sisters "lived a pretty carefree childhood in a family who loved music and gathering around the table to play cards".

While at BYU she met, and fell in love with, Richard. They married on April 9th 1968 in the Manti Temple. They had four children, two sons and two daughters.



Chris enjoyed reading to her children and eventually her grandchildren. "She made her home a place of fun with creative art projects, happy music always playing in the background, and the smell of cookies baking."

Chris taught school at Rock Canyon Elementary. She loved the outdoors and sewing. She was a wonderful seamstress. Her love of sewing spread to quilting. She was a master at combining fabrics and colors to create colorful works of art.

We send our condolences to Richard and pray that he will be consoled by the angels of heaven. We can't top the angels, but he is welcome to club meeting and activity anytime he wants to come.

We need to hear from YOU! If more club members contribute to "Hear It Through the Grapevine," we could learn more about each other. The reason you see submissions from the same people is because they turn in news each month. The club would like to see what's happening in your life. Please contribute, you only need to send in one paragraph and a picture if you have one.





Member Spotlight

THE PAULSON STORY

We are Darren and Jennifer Paulson. Darren grew up in Cardston, Alberta Canada. Jennifer grew up in the eastern states and St. George, Utah. We have two children, Ashlyn who is currently studying horticulture in college and Josef who is wrapping up the 9th grade. We met in Provo while Darren was studying Construction Management at BYU and Jen was working in the Provo School District at Joaquin Elementary School. Jen took a different teaching job in St. George and it just so happened that the construction company where Darren worked at while going to school was building an office park in St. George. That became an excuse for him to visit Jen, under the guise of also checking up on the construction project. We were married in St. George 25 years ago this June. Jen continued to teach elementary for a few years until Ashlyn was born. While Darren never intended to stay in Utah, he took a job at one of the Clyde Companies, Geneva Rock, as a concrete quality control engineer and ended up working in the same office as Brad Christofferson. Over the years he worked in different roles at various Clyde Company



subsidiaries. His path crossed Brad's again years later as they worked together on different acquisitions for the Clyde Companies. Darren would see Brad's computer desktop background with a picture of his Model A pickup and asked him questions about it. One thing you find about people who have a Model A is that they have no reservations talking about how much fun they are to own, and it's infectious. We lived in Saratoga Springs for 15 years and moved to Mapleton in 2016 where we met Reid and Elaine

Carlson and then Betsy soon after. Since we moved into a quaint home built before the turn of the century, we knew at some point we needed a car to match the home's charm. I think I heard someone in the club once say that Tony Jacobs always did the next, best thing. When he passed

away and his daughter Madeline was looking for the right home for his Vicky, Brad and Reid easily convinced us the next, best thing we could do is to buy that car.

A friend once asked why we got a Model A. He knows I'm not a gear head or gifted with mechanical aptitude. I told him the longer I own it I'm coming to the realization that I bought it to



be seen. Not for me to be seen, but for the car to be seen. Some people buy fancy sports car or a luxury vehicle that they want to be seen in. They like the aura that comes from owning that type of car.

It's not lost on me that the car originated in a time of the Great Depression. My great grandparents did well in the 20's with the price of wheat allowing them to expand their farming operations and purchase multiple vehicles, from Dodge Brothers and Ford Motor Co. By 1932 the price of wheat had dropped 80% and the Dust Bowl in the Canadian prairies all but wiped out their fortune. They sold one car to buy bikes for my grandmother and her sister to ride to high school, and hooked the Model A up to the horse since gas and maintenance was too much. When more prosperous times returned, the single horse went back to the pasture and the 40 horses roared back to life as the vehicle my dad and his brothers drove to high school. The car ended up being parked in the barn when his uncle took over the farm. No one seems to know or is willing to confess where she ended up after that.

As time goes on, I keep adding more reasons to the list why we have the car, but chief among them is that the car makes people happy and they smile when they see it. It makes me happy as it

transports someone to a place, a time, a memory. As we drive around in club activities, people who see us honk or wave and smile as the procession goes by. I know it's just a car and it's easy to exaggerate and romanticize the experience, but the car is a conduit--somehow the ah-oohga horn sound creates or connects them to a fondly recalled experience.

This quote sums it up for us:

"Anyone who imagines that bliss is normal is going to waste a lot of time running around shouting that he has been robbed...Life is just like an old time rail journey (in our case a Model A journey) ... delays, sidetracks, smoke, dust, cinders, and jolts, interspersed only occasionally by beautiful vistas and thrilling bursts of speed (if you have a Mitchell overdrive). The trick is to thank the Lord for letting you have the ride." — Jenkin Lloyd Jones





Beehive A's Evanston/Mirror Lake Hwy Tour

BY DENNIS THOMPSON

Friday, August 11th, we will travel from the Ogden area up past Morgan to Kamas where we will meet up with Model As from the Utah Valley club. From there we will travel up the Mirror Lake highway to the Bear River Lodge for lunch. After lunch we will journey into Evanston where we will stay overnight at the Best Western Dunmar Inn. Saturday morning, August 12th, we have a guided tour scheduled at the Evanston Roundhouse where steam engine locomotive #4420 is being restored. After the tour we will eat lunch in Evanston before traveling to Woodruff and back home over the Monte Cristo highway.

There are 10 rooms blocked in my name. Prices are \$139.99 for a single or you can book them on line for about \$120.00 but the lower price is non-refundable.

Best Western Dunmar Inn
1601 Harrison Dr
Evanston, WY
(307)789-3770

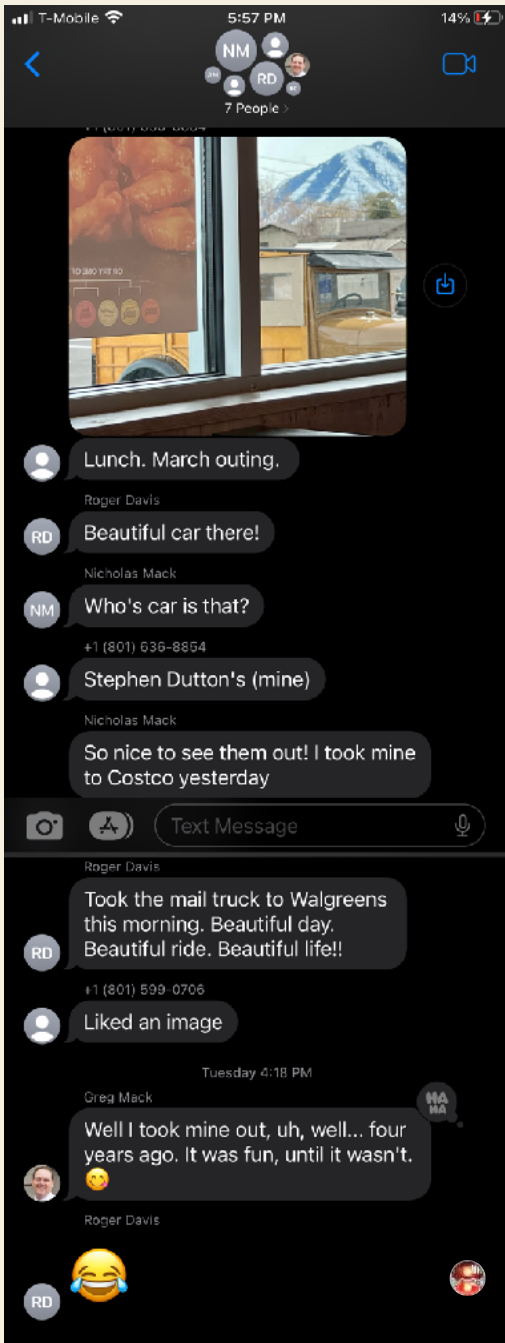
If you plan to attend this tour, please contact Dennis Thompson (801)510-5837, dennist30@comcast.net





Springtime is in the Air!

Spring, and the driving season associated with it, is approaching fast. Many of the club members have caught spring fever. Here is a copy of a text message that illustrates the point. Are you working toward achieving the 13+ award?



The Future of the Model A Hobby Rests in the Hands of Today's Youth

The Model A Ford Club of America encourages the local club newsletter editors to write a monthly column. As the title of this column suggests, I would like to express the need to introduce Model As to the youth in our area. As we age, we will be losing more and more stewards of these precious relics. Who will be there to take our cherished Model As under their wings and care for them like we do.

The leadership of the Pasadena High School Model A Club realized the need to involve youth in such a way as to preserve the car as it drove off the assembly line instead of making hotrods of them. The students learn how to rebuild brakes, learn body work and paint, put together transmissions and rear ends, and reupholster the interior to name a few skills they learn. On the next page, Dr. Smith describes the success they are having with today's youth.

One way to help is to support the PHS Model A Club. Each year they rebuild a Model A from the ground up and raffle it off at the end of the year. The money goes toward funding this program so there is no cost to the students. PHSMAC has a new video you can check out its link is <https://www.youtube.com/watch?v=DYN88O2yvrc>. MAFCA is very supportive of this program and other club's efforts to invite and encourage youth to become involved in the Model A Hobby. Click on this link https://www.mafca.com/youth_appeal.html to see the youth activities of other clubs. May is Model A Youth Month which is supported by both national clubs, MAFCA and MARC. Until we develop our own youth program, let's support programs like the PHSMAC.

Robert - Editor

Pasadena High School Model A Raffle

BY DR. WILBERT SMITH



Richard Alexander, of Lompoc, California, held the winning raffle ticket for the high school's most recent body-off restoration, a 1929 Murray-bodied Fordor Sedan.

PASADENA HIGH SCHOOL Model A Club's third car raffle was a success. Our winner of the 1929 Murray Fordor, Richard Alexander of Lompoc, California, was elated. "This is the first time I have ever won anything," he said. "I am surprised at how beautiful the car turned out."

Richard has been a strong supporter of the high school club since its inception in 2016. Its students, in grades 9 through 12, experience historical operation and restoration, including engine, transmission, autobody repair and paint, upholstery, and general assembly.

THE MODEL A FORD CLUB is one of the campus's most popular after-school groups. It meets weekly and is funded totally by



generous donations, including its car raffle, whose entries are primarily purchased by MAFCA clubs and members. "The fun of being in the Model A club," says president Amy Castillo, "is getting together with fellow students to learn about the Model A. I hope to own my own Model A some day."

THE CLUB'S PARTNERS include Pasadena Community College's Automotive Technology Department, Safelite Auto Glass, Sardo's Upholstery, Caliber Collision, and Fixx Auto, each in the local Pasadena community.

THE CLUB HAS STARTED its fourth Model A restoration and has begun offering raffle entries for a 1930 Ford Maroon and Black Coupe. Look for more details as we get closer to our mid-year 2023 drawing. ☹

Dr. Smith serves as Technical Director of the Pasadena High School Model A Ford Club. Email him at pshmafci@gmail.com

PLEASE SUPPORT US. For each \$100 contribution, you receive one raffle entry. Send your entry to: PHSMAFC, 1968 Lake Ave., Ste. 101, Altadena, CA 91001. Include a stamped, self-addressed envelope and your phone number and email address. Your entry will be mailed back to you, so please print clearly. To use a credit or debit card, contact us at 626-390-7322 or pshmafci@gmail.com.



The Pasadena High School Model A Ford Club's members in the fall of 2022.



2023 MAFCA National Tour

BY HAPPY BEGG

2023 MAFCA NATIONAL TOUR "BACKROADS TO THE CLASSICS" JULY 16 - 21, AUBURN, INDIANA



5 Fabulous Days of Touring in Beautiful Indiana and Michigan Amish Country! This will be a Circle Tour beginning and ending in Auburn, Indiana, "Home of The Classics." You will also visit Shipshewanna, Elkhart, and South Bend in Indiana and Kalamazoo in Michigan, with stops at The Early V8 Museum, the RV/MH Museum, The Studebaker National Museum, Notre Dame, and The Gilmore Car Museum, home of The Model A Ford Museum. And more!

There will be Private Dinner Parties in the National Auto and Truck Museum and the Auburn Cord Duesenberg Museum with access to their entire collections on Sunday and Friday evening, both included in your registration!

Registration materials are in the Jan/Feb issue of The Restorer and online @ www.southeasterntouringgroup.com. Register online or by mail. Visit www.southeasterntouringgroup.com for an overview of the event.

Support The Model A Ford Museum by joining MAFFI. Your visit to The Gilmore Car Museum and The Model A Museum will be paid for the next 12 months. www.maffi.org.

Hosted by the Southeastern Touring Group

For more information, contact Happy Begg (803)622-0048 or happybegg@gmail.com.



CENTERFOLD OF THE MONTH
1929



RODNEY & THERESA GARDNER
76-A ROADSTER PICKUP



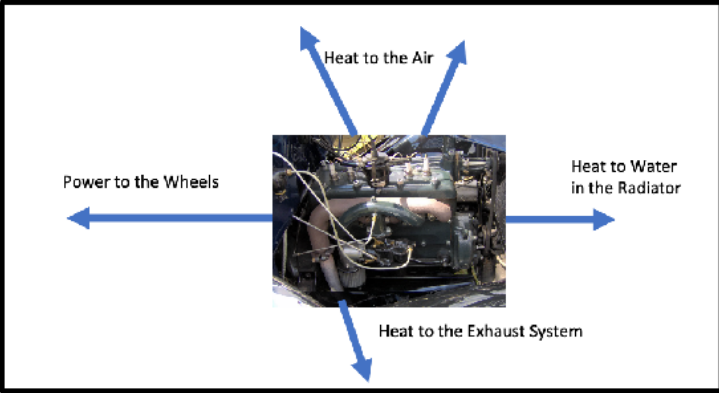
Do I Need a Thermostat?

BY JEFF NIVEN

The subject of the need for a thermostat in a Model A Ford, has been discussed and argued for many years. When the Model A was first produced, it did not have a thermostat, so you might ask yourself, "Why would someone want to install one now?" That is the question that will be discussed here. But first we need to understand some of the basics of engine temperature control.

The thermal efficiency of the standard automobile engine is the ratio of the amount of energy that actually moves the car, divided by

the excess heat in the metal must be removed from the engine. The two most common methods of transferring heat out from the metal of the engine are; 1) cooling by blowing air over the engine, or 2) cooling the engine with water.



Early "Hit and Miss" gasoline engines, such as this John Deere, incorporated a metal pot on top of the cylinder and cylinder head, which was filled with water to keep the engine cool until the water boiled out of the pot. The John Deere name is printed on the side of the pot of water and water had to be continually added to the pot through the rectangular hole on top.

the total amount of energy in the gasoline. In most engines, the amount of energy produced from the available energy within the gasoline, is less than 30%. Thus, the majority of the energy released from burning the gasoline is not used to move the car, but is released from the engine in the form of heat. That heat energy is absorbed by the metal in the engine (especially the walls of the cylinders), and much of the energy is simply dumped into the air via the engine exhaust system. To prevent the metal engines from mechanical failure due to extreme temperatures,

As automobile engines became larger, with multiple cylinders, a larger container of water was employed and the water was



circulated through a radiator in an effort to eliminate the need to constantly add more water as it boiled away. Eventually the water cooling system was closed with a tight cap. This cap increased the pressure of the water inside the engine and thereby increased the boiling point/temperature of the water before it began to boil.



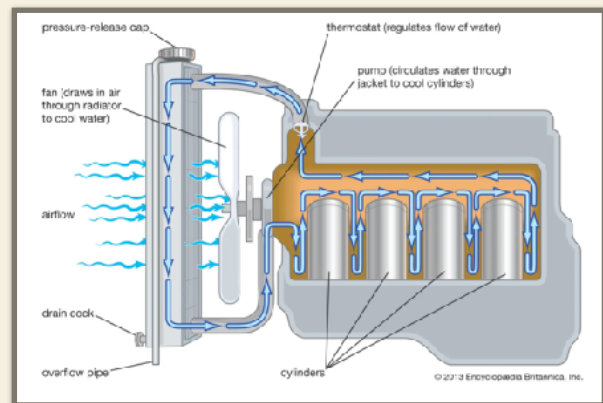
This technique also posed a safety problem when boiling water and steam escaped the pressurized radiator and hoses. Later, Chemicals were added to the water to raise the boiling point even higher.

In addition to preventing the engine from overheating, the cooling system must also enable the engine to run at the appropriate operating temperature. If the engine is too cold, it will not operate efficiently, and the number of miles per gallon that the engine can achieve will be low. Cold engines also produce more emissions and they increase the contamination of the oil in the engine. On the other hand, if the engine is too hot, it may be damaged.

The engine temperature, and thus the cooling water temperature, for most automobile engines is between approximately 160 and 225 degrees F. Cooler temperatures will lower the gas mileage due to wasted fuel, and will produce

higher emissions. Higher temperatures, on the other hand, mean less wasted fuel and thus better gas mileage, lower emissions, but also the increased possibility of engine damage due to overheating. And for those who use their engine for heating their car on cold winter months, the higher engine and water temperatures keep you and your passengers warmer inside.

The design solution used in the automobile industry, to regulate the engine and water temperature, is called the thermostat. It is a simple, inexpensive, and reliable mechanical valve, which restricts the flow of water through the radiator until the water temperature reaches a specified temperature. At that temperature and above, the valve is fully open and allows the normal cooling system to function as designed. Once the thermostat is fully opened, the temperature of the water in the



engine is dependent upon the load on the engine, and the efficiency of the cooling system including the water pump, the size of the radiator and the type of coolant.



Thermostats for Model A engines are available with opening temperatures of 160 or 180 degrees F, depending on personal preference. A 160 degree thermostat will restrict the flow of water until the water temperature in the engine reaches 160 degrees F. Conversely, a 180 degree thermostat will restrict the flow of coolant until the temperature reaches 180 degrees F. As was mentioned previously, the temperature of the water and the engine, at any time, is dependent on the capacity of the cooling system and the load being placed on the engine.

When I bought my own 1930 Model A, it did not have a thermostat. In the summer months, one of the downsides of not having a thermostat was the length of time it took for my cold engine to heat up to operating temperature of about 165 degrees F. In the winter months, however, my coolant never reached 130 degrees F. Installing a 160 degree thermostat reduces the time for the engine to reach normal operating temperature in the summer, and in the winter it forces the operating temperature of the engine to increase to 160 degrees F. The benefit in both cases is a more efficient engine as evidenced by an increase in gas mileage and reduced emissions.

Also, consider that for short duration drive times, a cold engine may never reach normal operating temperature, which leaves condensation and soot in your exhaust system. It also produces very poor gas mileage during the warm-up. If the previous drive was of short duration, you may notice wet, black soot spots on the floor of your garage the next time you start your engine. During long drives, the water will evaporate from the exhaust system and



thus eliminate the soot and water on the floor of your garage. If water is allowed to accumulate in your muffler and exhaust pipes, it can cause premature failure of the

muffler and exhaust pipes due to corrosion. For all of these reasons it is beneficial to have your cold engine reach the proper operating temperature as soon as possible after it is started.



All modern automobiles have a thermostat installed in their cooling systems. There is, however, a difference between the way the thermostat in many modern cars operate compared to how a retrofit thermostat operates in a Model A engine. The biggest difference is in the “bypass” function. When the thermostat in many modern automobile engines is closed, the cooling water bypasses the radiator and the water pump continues to circulate the coolant



around inside the engine. This bypass feature is part of the design of the engine block and the appropriate water passages are cast into the metal when the engine is being manufactured. An obvious benefit of this function, is that by continuing to circulate the coolant inside the engine, it helps to maintain a more uniform temperature across the engine, when the thermostat is closed.



aftermarket thermostat in a Model A, the device is simply placed in the upper/front of the block or inside the hose which connects to the top of the radiator, in the location shown here. It cannot bypass the radiator, but can only restrict the flow of coolant that the water pump is trying to pump into the radiator. Therefore, until the engine heats up and the thermostat opens, it is possible that there might be uneven heating or areas of the engine which are hotter than others, depending on where the heat is being produced inside the engine block.

Since Model A cars were not originally designed to have at, the engines do not have a bypass system built into the engine block. Thus, when installing a

In this article, I have explained the purpose and operation of a thermostat and the benefits and



negative aspects of installing one in your Model A engine. In summary, the benefits from installing a thermostat include, better gas mileage, lower emissions, longer life of muffler and exhaust pipes, less soot on the floor of your garage, shorter engine warm-up time, as well as better heater operation in the winter. The drawbacks from adding a thermostat include possible uneven engine temperatures during warm-up. Another drawback that has not been mentioned, is the possibility that the thermostat might malfunction and your engine could overheat. To prevent the possibility of engine damage due to overheating, it is advisable to install a quality engine temperature gauge to enable the driver to monitor the temperature of the engine during operation.

You should consider all the pros and cons before installing a thermostat. Remember, the decision to install a thermostat or to leave it the way that it was designed by Henry Ford, is up to you. 🚗



The Eye Tracking Experience

BY HOWARD ECKSTEIN

On a cold March morning, too cold and icy to drive our Model As, about 15 or 20 curious club members came to BYU to be Doctor Grant Eckstein's lab rats. He was interested in our eyes. That is, our eye movements as we studied 12 sets of Model A parts and cars. You may think it was easy, but the general consensus was that the questions and pictures were too hard. Can you imagine that? Model A owners complaining about something? The suggestion was made that fine point judges should be subjected to the experiment.

OK, I confess, I had to consult the Restoration Guidelines and Judging Standards book to verify that the pictures, questions, and answers I chose conformed to the current body of Model A knowledge. But, to my credit, I didn't go for the hard stuff, like the subtle bumps and labeling of carburetors or the bale anchors on late model distributors.

Almost everyone chinned up to the eye tracker bracket and picked out the answers to the questions. The device measured the movements of the eyes as people studied the photos to find the answers. Nobody was harmed in the process, though some pride may have been bruised.

Afterwards, Grant brought up a summary of the group's performance, showing where

most people looked for answers. There's a 50/50 chance that one of the ladies will best the rest of the participants as she chose the pretty pictures. Another said that her short-term memory was on the blink, creating a leak in her think tank. That is to say that she forgot the questions by the time the pictures came on screen.

Grant will spend some time analyzing the results. He'll do a bunch of cabalistic statistical voodoo, and report back to the club later in the year; maybe this fall. Until then, brush up on your Model A acuity.





The “Eyes” Have It

HOWARD AND GRANT ECKSTEIN

***Editor’s Note:** If you were absent for the activity on Saturday, March 25th, you missed an enlightening experience. But, we don’t want you to feel left out, so below is the quiz portion (written by Howard). Grant and his graduate assistant administered the quiz. Obviously you won’t see the eye movement report, but you will be able to test your Model A knowledge. Enlarge page to see detail. Go ahead, test your knowledge. Regardless, of your score, you will be in good company.*



1. Which car is older? L__R__



2. Which is the Cabriolet? L__R__



3. Which is the newer car? L__R__



3. Which car was produced before June of 1929 L__R__



5. Which headlights belong on a 1928 car? L ___ R ___



6. Which is the newer oil pan? L ___ R ___



7. Which quail will help you know water temperature? L ___ R ___



8. Where is the goofy spark plug? L ___ R ___



8. Which is the new steering column? L__R__



8. Find the drum tail light. L__R__



9. Which is the 1931 Coupe? L__R__



10. Which wheel belongs on your car? L__R__

How did you do? You can find out by hitting this link which will take you to the club's website.

<https://utahvalleymodelclub.org>



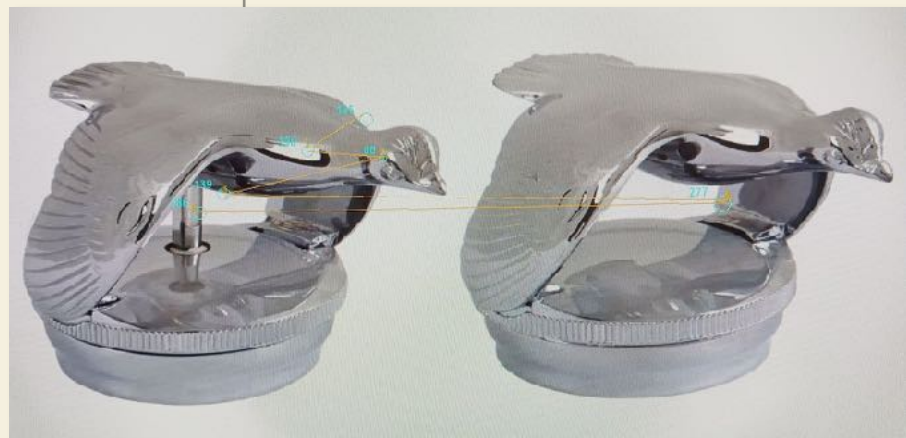
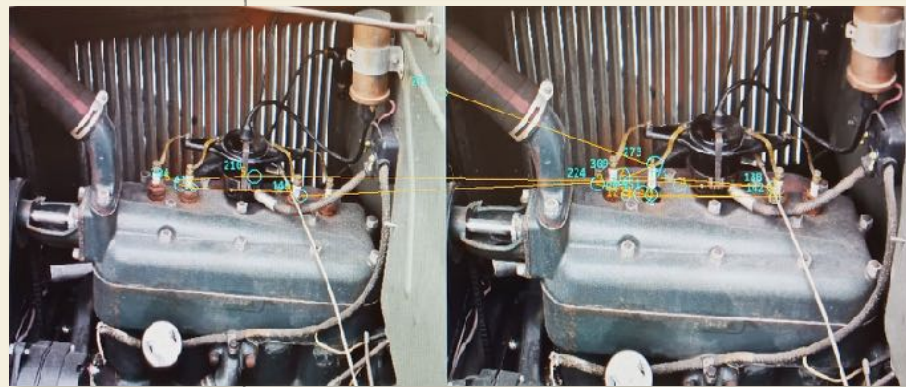
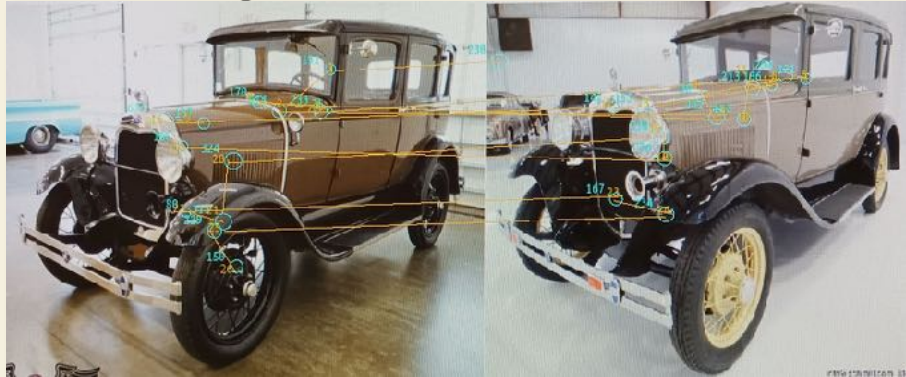


By blowing up the images with your browser, you can see blue/green circles and yellow lines on each image. These markings are from the machine Dr. Eckstein was using. It tracked the path of the test taker.

Notice that the blue/green circles are different sizes. This corresponds with the length of time the test taker's eyes stayed on that portion of the photograph. The yellow lines trace the eye movement of each individual taking the test.

The concentration of circles pinpoint the focus areas that would provide clues to help the test taker's answer the question.

There are more images of both the test, focus areas, and club members at the activity on the club's website <http://utahvalleymodelclub.org/comparison-quiz/>.





Ladies Fashion Journal

FLOWERS AS FASHION

By *Sherry Winkinhofer*
Northwest Missouri
Model A Ford Club

Continued from March *Motometer*, page 22

Dresses were another item that could often be found with flowers providing the final touch, on a shoulder, a neckline, or even on the dress sash. Here are a few examples from era catalogs:

Lapel corsages or boutonnières, worn on the left side of the collar.

Corsages worn at the shoulder could be a little larger. The colors could compliment or match the dress.



-Chicago Mail Order Co. Winter 1929-30
-Montgomery Ward Spring and Summer 1930



- National Bellas Hess Catalog Spring and Summer 1931
-The Robert Simpson Catalog Fall & Winter 1928-29
-Chicago Mail Order Co. Winter 1929-30

Flowers worn at the neckline tended to be smaller corsages or single blooms with minimal or no additional trimmings.



- Simpson Spring and Summer 1931
- National Bellas Hess Spring Summer 1931



Last, but not least, here are a few examples drawn from advertisements found in magazines throughout the era. They illustrate the use of flowers in different social settings. It's apparent they were not worn just for formal occasions such as dances and parties, but instead were a part of everyday life.



- August 1928 Good Housekeeping ad for linens.



- August 1928 Good Housekeeping ad for a dentist.



- June 1928 Farm and Fireside article on gardening.



- October 1929 Cosmopolitan Body by Fisher ad



- June 1929 Good Housekeeping luggage ad

I hope this article brings new understanding and new inspiration in the use of flowers in recreating that era image. Feel free to add big and bold or small and delicate floral touches to your next Model A fashion outing!

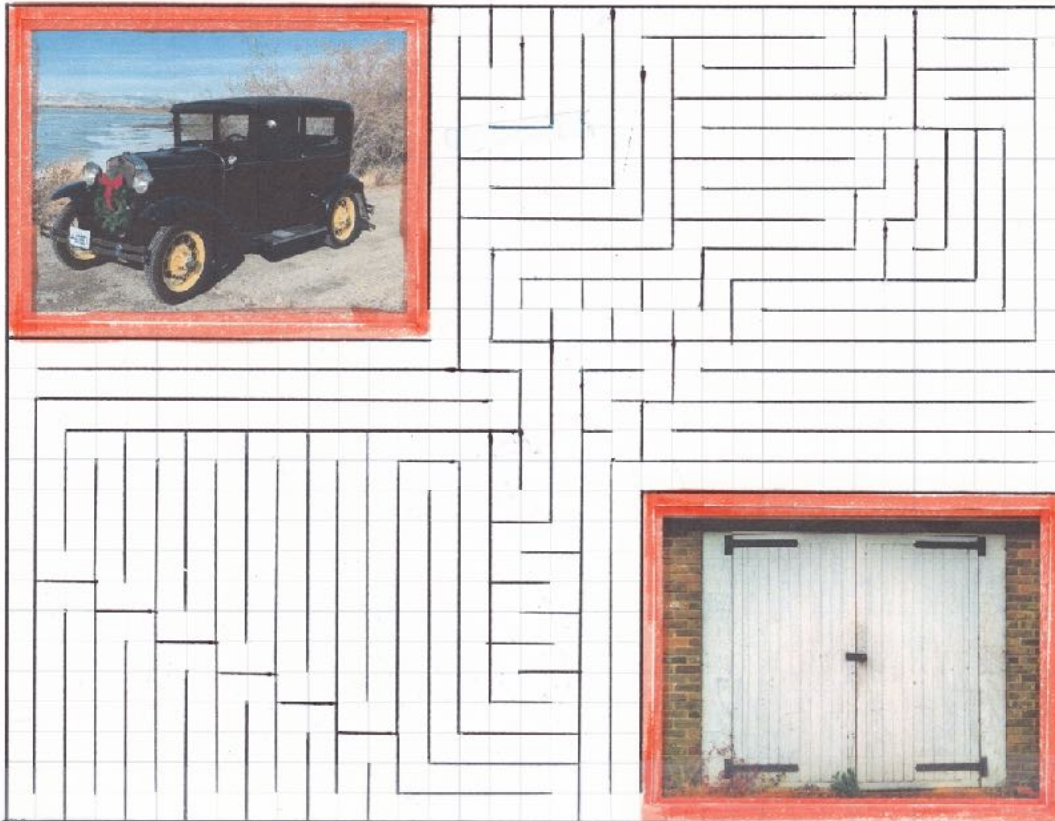
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Let's Have Some Fun

BY JEFF NIVENS

This is one of a series of Mazes, so some will be easy and others hard.



Help Thomas-the-Tudor find the way back to his garage.

Solution found on page 33



Fred was driving his truck when he got into a wreck with a car. The car was totaled. Fred was fine. The next week, Fred was on his motorcycle when a car pulled out in front of him. The car was totaled. Fred was fine. On the third week, Fred was crossing the street when a car hit him. The car was totaled. Fred was fine. The following week, Fred went to an immunologist and discovered he had an autoimmune disease.



UVMAC Membership Application



UTAH VALLEY

- Model A Club -

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:

- Local Day Trips
- Half-Day Trips
- Multi-day Tours
- Car Shows
- Parades
- History Tours
- Progressive Luncheon
- Manifold Cookoff
- Industry Tours
- Era Fashions
- Picnics/Fairs
- Garage Days
- Museums



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

March is my favorite month of the year. Besides being my birth month (I get to celebrate yet another birthday) it also ushers in the first day of spring (March 20th) and the return to daylight savings time (March 12). With the optimism that comes from Spring being just around the corner I

look forward to the longer days and more daylight in the afternoon and evenings. I love driving my Model A later in the day when the world has started to quieten down and the pace of life slows somewhat. The soft light of late afternoon, along with the long shadows, makes for great Model A driving on the rural roads in our area. You can almost feel mother nature's anticipation of the trees, flowers and fields coming back to life after winter. To me it is a great time to be outside and no time better to be driving a Model A.

A couple of exciting products are nearing distribution. First, the latest edition of our Membership Roster should be available for delivery by late Spring. Our 2023 edition will have all the latest membership information available for use at home or on the road. Additionally, it will have all our domestic and international chapter information sorted by state and/or country. This is also a must have book when Elaine and I travel out of our home area. Our 50 years of MAFCA magazine technical articles USB flash drive is

being update to 65 years and should be available in late summer.

The membership director, Jay McCord had his selection for the National Nominating Committee members approved. They will be conducting a nationwide search for members to run for election to the 2024-2025 Board. Please contact Jay at membership@mafca.com if you have a desire to serve as a director of MAFCA. On the MAFCA webpage on the left ribbon click MAFCA Info then click on "Elections". You will find a link midway down the page titled: "What you can expect if you become a MAFCA Board member." This is an excellent source of information on the expectations for serving on the Board.

I'm looking forward to seeing you soon,
See You Down the Road, Robert Bullard

MAFCA CALENDAR OF EVENTS

- **July 16-21, 2023** -- Indiana/Michigan
Hosts: Southeastern Touring Group
2023 MAFCA National Tour - Back Roads to the Classics
- **September 16, 2023** -- Worldwide
Hosts: International Model A Ford Day
- **December xx, 2023** -- Worldwide
Hosts: Santa Maria A's National Awards Banquet



Model A Ford Club of America

Established 1937

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



*February/March 2023 Flying Quail Chapter Coordinator Article
From the desk of 2023 Chapter Coordinator - Will Langford*

The new year is set to begin and with it a whole new set of opportunities for our local and national clubs. Many clubs will have new officers that may be serving for the first time just like my fellow new board members Melanie Whittington, Dave Stitt and Gary Price. I wish you all good luck with your new responsibilities and like you we are eager to get to work.

For your chapter it's time to put that calendar of events together that will make your club more than just a once a month meeting. Engage with your members in local events and parades that will showcase not only your Model A's but your clubs involvement with the community. Challenge yourself to look for new events that may have not been on your radar in the past. Whenever possible be the ambassadors of our organization and encourage others to join whether they own a Model A or not. It's in exposing others to this great hobby that we will attract the next generation of Model "A" owners.

It's not too early to start planning for the 2023 National Tour. The Southeast Touring Group has put together an exciting event. The Colorado group has also put together their Regional Tour. Each of these are great opportunities to drive and see spectacular sights and meet your fellow Model A enthusiasts. Full details are available on the MAFCA website.

I am looking forward to working with each and every one of you. Please do not hesitate to contact me at chaptercoordinator@mafca.com

Will Langford





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





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



1930 Model A \$13,500



1984 Shay Roadster \$16,500



1930 Tudor \$16,000



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

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.

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



WANTED

Reid Carlson needs a windshield wiper for Betsy, his 1929 coupe.

He wants Elaine to ride in the Model A with him, but she won't until he gets a wiper.



Image, CW Moss



Model A Ford Club of America

Join on line at **MAFCA.COM**

~Membership Benefits~

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

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

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

New Membership

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip _____

Country _____ Telephone _____

Permission to publish my telephone number in future Membership Rosters? Yes: No:

Return this Form and Payment to
MAFCA

250 South Cypress • La Habra, CA 90631-5515



Model A Ford Foundation Inc.

Yes! Count Me In!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone _____

Chapter: _____ Email Address: _____

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

Family Membership:

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

Club Membership:

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

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

Please apply additional contributions: Displays or Endowment

Fund. Total Contribution Enclosed: \$_____

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

Maze solution from



**NOT AN ACCIDENT,
RESULT OF 12/2021
TORNADO**

