



UTAH VALLEY

- Model A Club -

MOTOMETER

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

June 2023

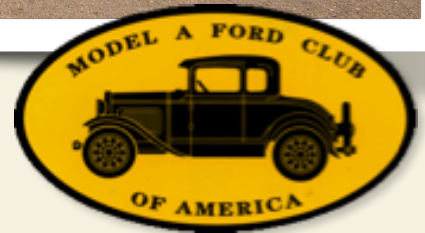
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 Going Around the Lake

MODEL A
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 ADJUSTMENTS

ACKERMANN
 STEERING



Covington Senior Living car show. During the show, several club members gave rides to residents. Robert Mack, photographer



**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
President	Brian Lindenlaub	b.lindenlaub@gmail.com
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Sec/Historian	Elaine Carlson & Jennifer Paulson	sewingbird@msn.com jenpaulson74@gmail.com
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Activities	Howard Eckstein	h_eckstein@hotmail.com
Membership	Amber Morrell	mystuff@live.com

APPOINTED POSITIONS

Awards	Jeff Niven	jeffreyniven@gmail.com
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Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com



It's Parade Season

<p>Saturday June 3rd Eagle Mountain</p> <p>Meet at 8:00 a.m. Hart's Gas Station 585 E. State St. American Fork</p> <p>Follow us to the parade staging area at Cedar Drive and Fort Hill Road in Eagle Mountain</p>	<p>Saturday June 10th Springville</p> <p>Meet at 8:00 a.m. Ream's Grocery 759 E. 400 S. Springville</p> <p>Follow us to the parade staging area</p>
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Vice President's Message

BY ROGER DAVIS

There are so many facets to owning a Model A, people, cars, history, cars, tours, cars, etc, cars, etc. I enjoy meeting people who love their Model As. I have learned so much from them. And, they often share some additional nuggets that you didn't know existed.

Earlier this year, I asked a question on the MAFCA Facebook page and promptly received a response and then an email with just what I was looking for. I had my answer and a new friend. Soon after, without me asking, he emailed a table that shows the sales price each year for most of the body styles of the Model A.

It's interesting what you can learn from the table. For example, a Victoria was cheaper than a Fordor—I don't believe that's the case today. And, a Town Car cost around twice as much as almost every other body style—maybe even more today.

This information may help you understand your car a bit more. I hope it makes your story even more interesting as you share details about your car.

Body Style	1928	1929	1930	1931
Phaeton	\$395	\$440	\$440	\$435
De Luxe Phaeton	---	---	\$625	\$580
Roadster	385	\$435	\$450	\$430
De Luxe Roadster	---	---	\$520	\$475
Standard Coupe	\$495	\$500	\$495	\$490
De Luxe Coupe	---	---	\$545	\$525
Business Coupe	\$495	\$490	---	---
Special Coupe	\$500	\$510	---	---
Sport Coupe	\$550	\$530	\$525	\$500
Tudor	\$495	\$500	\$495	\$490
De Luxe Tudor	---	---	---	\$525
Fordor	\$570	\$600	\$600	\$590
De Luxe Fordor	---	---	\$640	\$630
Town Sedan	---	\$670	\$640	\$630
Cabriolet	\$645	\$645	\$625	\$630
Victoria	---	---	\$580	\$580
Conv. Sedan	---	---	---	\$640
Taxi	---	\$800	---	---
Town Car	---	\$1,200	\$1,200	\$1,200
Station Wagon	\$600	---	\$640	\$625
Roadster Pickup	\$395	\$440	\$495	\$500

This information was adapted by Lou Till primarily from Henry's Fabulous Model "A" by Floyd Clymer.

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>>> June 2023 Goal of the month:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 	2 
	4	5	6	7 	8	9
						10 
	11 	12	13	14	15 	16 
	18 Father's Day	19 	20	21 	22	23 
	25	26 	27 	28	29 	30 

JUNE CLUB CALENDAR

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

Enlarge the calendar by zooming in on your PDF reader.



JUNE 3RD – EAGLE MOUNTAIN PONY EXPRESS DAYS PARADE

JUNE 10TH – SPRINGVILLE ART CITY DAYS PARADE

JUNE 11TH-16TH – HIGH COUNTRY TOUR, MIDWEST REGIONAL TOUR

JUNE 24TH – SARATOGA SPRINGS TEMPLE OPEN HOUSE

JULY 4TH – PROVO'S FREEDOM FESTIVAL GRAND PARADE

HAPPY BIRTHDAY

2nd – Naomi Ellsworth
 2nd – Laurel Laney
 8th – Jeffrey Niven
 19th – Barbara Niven
 21st – Reid Carlson
 21st – Darren Paulson
 26th – Amber Morrell
 27th – Bill Thompson
 29th – Joe White
 30th – Janet Davis



May Club Meeting

BY ELAINE CARLSON

A ttendance: Paul Bush, Reid & Elaine Carlson, Mike Carlton, Brad Christofferson, Dean & Janet Davis, Roger Davis, Stephen Dutton, Howard & Gemma Eckstein, Rod Gardner, Buster Hansen, Larry Harrison, Boyd Hash, Harley Jacobs, Paul Jerome, Joe Jeppesen, Brian Lindenlaub, Sam Korologos, Greg & Robert Mack, Curt Martinson, Karen & Dave Morrell, Clyde Munson, Ralph Nair, Jeff Niven, Jennifer & Darren Paulson, Dale Penrod, Karl Pope, Bill & Colette Thompson Bob & Janell Todd, Carl Vernon, and Andrew Watson.

New Members:

Andrew (Watson Motor Works) had a 1929 Roadster Pickup on his lot for 24 hours when Martha Nielson saw the old cars at Watson Motor Works. She went home and told her husband Clair about them. Within 24 hours Andrew had a sale, Clair and Martha had a Model A, and the club gained two new members. WELCOME Clair and Martha Nielson. We're excited to have you join our ranks.

News

- Jeff Nevin is on both the front and back cover of this month's *The Restorer* magazine. Howard Eckstein was the photographer as well as the author of an article entitled "Can You Crank-Start Your Model A?"
- Since June and July are parade months, Bill Thompson has a trick to get manure and other grime off the undersides of the fenders. He uses a 1/2 gallon sprayer with water to remove the unwanted debris. Just check out his fender wells and you will know how well it works.
- Bill also showed the members a drink holder he uses in his Model A. It is a typical drink holder, but this one has a flat area for miscellaneous objects like coins. It is in this flat area he cuts a circle large enough to go around the shift lever boot. Fits nicely and the drinks are out of the way.
- Dale Bench, a former member, sold his Tudor to Andrew at Watson Motor Works. Before you know it, Andrew will sell it.
- Clyde Munson brought samples he purchased from the state of Utah for Henry, his Model A. They are new historic vintage plates. These license plates are similar to the plates that would have been issued when the car was purchased new. Unfortunately, these "year of manufactured" plates are considered "vanity" plates, so there is an

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

annual \$60.00 charge. Andrew has experience with these plates being a dealer. He said that the historic plates will be issued to vehicles built prior to 1981. BUT, if you want a set, get them soon. Because of a free speech lawsuit, the state may discontinue “vanity plates” altogether.

Club Business:

Finances: The club treasurer was not present because of ongoing health problems.

Goals Update:

Speedster — a search is on for aluminum parts for backend of speedster. They are designing the rear of the car as they go. The front end is still in the planning stage. An artist has been contacted to paint “Rosie the Riveter” on the car.

Community Service Project — on May 20th at 11:00 a.m. those who can are asked to help with a car show for the residents of the Covington Senior Living. This will give them a chance to reminisce. If members are willing, rides will be offered.

Awards: Several members were worthy of receiving the Bent Rod Award, but Paul Jerome fought his way to the top and will be able to show off the award prominently somewhere within his home. Paul was coming to a stop and lost his clutch. He had to drive home in first gear, NON-STOP. It was an actuator arm that was the problem.

Future Activities:

- **May 20th** — Service Project at the Covington Senior Living in Orem (1925 N. State Street) will be begin at 11:00. The car show will give residents an opportunity to reminisce about “the good ole days”. If car owners would like to provide rides, the residents would be appreciative. During the car show the facility will provide a hot dog lunch. Dean Davis can’t wait to see an old girlfriend who is a resident of Covington.
- **June 3rd** — Eagle Mountain Pony Express Days Parade will begin at 10:00 a.m. Club members participating in the parade will need to meet at 8:30 a.m. at Cory Wride Memorial Park 5806 Pony Express Parkway in Eagle Mountain. For south county residents we will meet at Harts gas station in American

Non-club Sponsored Activities:

- **June 3** — Rat Fink car show in Manti City Park. The form to fill out for early registration is: <https://www.ratfink.com/events/21st-annual-ed-big-daddy-roths-rat-fink-reunion-2023> Early registration to guarantee a T-shirt is \$40.00. Early registration without a T-shirt is \$20. Bill Thompson will try to save spots on the south side of the lawn where there is some shade for club members that notify Bill in advance. People can register when they arrive if they didn't register in advance. The website doesn't say if it costs more the day of the show. The show is held in the Manti City Park.
- **June 11th-16th** — High Country Tour, Midwest Regional Tour, Breckenridge, Co. Follow this link to find out more: <http://www.mafcc.org/high-country-tour>
- **June 16th-21st** — MAFCA National Tour, Indiana/Michigan
- **August 11th-12th** — Beehive A’s overnight trip to Evanston WY. See information in the April newsletter and history of the Evanston roundhouse.



Fork at 8:00 a.m. The convoy will pick up north county residents at 8:20 at Smiths near Pioneer Crossing.

- **June 10th** — Springville Art City Days Parade, 8:00-12:00. Final meeting location will likely be at the Springville Reams grocery store on 400 S. 759 E.
- **June 11th-16th** — High Country Tour, Midwest Regional Tour, Breckenridge, Colorado. Follow this link to find out more: <http://www.mafcc.org/high-country-tour.html>
- **June 24th** — Saratoga Springs Temple Open House, more information to come. After the tour, there will be a cruise around Utah Lake.
- **July 4th** — Provo's Freedom Festival Grand Parade. More information will be coming 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.
- **October** — UVMAC Southern Utah Tour more details to come.

Past Activities:

- Theon Laney's engine installation went well except for a problem with the rear motor mounts. The edges had to be beveled slightly to have enough room to install the engine and transmission attached with the headlight bar in place.

2024 National Awards Banquet:

- As part of the host hotel contract with Marriott, they want a guarantee of 210 room nights. In return we will receive a free conference room, hospitality room, AV use, and free parking. Tia has done an excellent job getting us the best bargain possible.
- Howard has concocted a way to encourage early NAB registrations. He is offering a free NAB t-shirt with the 2024 logo and their own Model A on the shirt. Extra shirts can be ordered for \$35.00 each

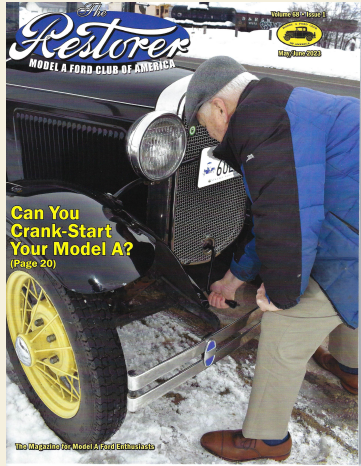
Tech Talk: Reid gave an excellent presentation about timing a Model A engine. You missed a good one if you weren't there!

Refreshments: Steve Dutton brought tonight's refreshments. Thank You!





Heard it Through the Grapevine



Jeff Niven is on both the front AND back cover of the latest Restorer. But who was behind the camera? It was **Howard Eckstein**. They weren't the only ones who had a picture in the most recent Restorer. For those of you who

receive the magazine, look in the Out and About pages in the back of this issue. You will see a



photograph submitted by **Bill Thompson**.

Roger and Geena Davis have just returned from a AACA tour in Tennessee. Roger said that they conduct their tours just as MAFCA does. Participants tour at their own pace and stop and view sites that interest them and skip those they aren't interested in.

They also picked up another trophy (are you surprised? I expected it myself). Their award was the result of driving the oldest car on the tour.



D a v e Morrell has collected another Model A project. The same gentleman Dave got the club

speedster boattail from sold him a home made huckster body. He will use this and other parts he has to build a new huckster.

Roger Davis sent in this email, "I went over and helped lube **Karl Pope's** 1928 Roadster with him today--what a great experience! When lubing the distributor cam, I noticed the Ford script and USA on the distributor body.



The standard says: 'In July 1931 a Ford script was added... In August 1931 U.S.A.' was added below the script."

While this may not be technically correct for his 28 Roadster, it is still cool to see original parts still in use. I don't believe any reproduction parts have such lettering."

Becky Mack has been in the IHC hospital for the past six days. Doctors have been worried about sepsis and gallbladder problems. They have done tests but can't pinpoint or treat the cause of her illness.





Member Spotlight

RODNEY GARDNER



Rodney Gardner acts when action is required to defend the rights of others.

“Our friend is getting snowed-balled by the older sixth graders, let’s help him,” Fifth-grader Rodney shouted as he was the only one running to rescue his friend.

At the age of 16 he was promoted to assistant manager of Freg’s Rocket Service—the largest gas station in Orem. Some of his Orem High peers asked him to sell them cigarettes. The peer that was a Golden Gloves Boxer, threatened Rodney if he didn’t comply. The next day at school, the student carried through with his promise. Rodney took a couple of hits before a teacher saved him. Upon graduating he attended BYU where he loved to play volleyball and attend activities.

“Isn’t anyone going to stop the fight,” BYU student Rodney shouted as he put himself between the BYU wrestler and the Ute wrestler trying to stop them from killing each other.

Rod almost got creamed but was saved when someone shouted, “The police are coming!”

A retired Army volleyball coach moved into Rodney’s ward. Coach Lowell would take Rodney and others to put on clinics at schools. This is where playing volleyball the right way got started in Utah. Rodney was on the first BYU Men’s Volleyball Team. He was the team manager and third string setter. His schooling was put on hold as he was called to serve in the Florida Mission. After his vission, he coached the Orem First Ward’s YM Volleyball team. His team took third place in All-Church and the Sportsmanship trophy.

In 1967 he joined the Navy and was stationed at Naval Air Station Willow Grove, PA. As an Aviation Electrician, his duty was to train reservists and be a crew member on the P-2V Neptune anti-submarine aircraft. He was the base volleyball coach which took second place in division. He was selected to participate in Regional and All-Navy Volleyball Tournaments. After three years of active duty, he returned to BYU majoring in accounting. His school was interrupted again as he needed to return to the workforce.

He got a job working in General Books of Peoples First National Bank in North Miami. He then took a higher paying job selling insurance. The Independent Life Insurance Company sent him to Management Training School and promoted him to be a Staff Manager. While collecting premiums in a low-

income neighborhood, a teenager approached him on a ten-speed bicycle. The boy pulled out a big gun and demanded money. Later, Rodney identified the bandit. He started to carry a gun after that incident which was a deterrent to others who threatened him. One young man, seeing the gun, said: "Do you think that will stop us?" Gardner replied, "No, but it will stop you." He had no trouble after that.



Rodney had saved enough to return to BYU and graduated with a degree in Business Education. He continued to take graduate classes at BYU. One day he was called out of class to take a phone call from the Concrete School District in Washington. He was interviewed over the phone and hired as a business teacher and Assistant volleyball coach. He also served in leadership positions of the Concrete Education Association and was voted to be their delegate at the Washington State Education Convention.

"I vote against supporting the Equal Rights Amendment," Delegate Rodney Gardner shouted when the convention was passing resolutions. He was booed by his peers. Later a few thanked him for speaking up because they were afraid to. Rodney always supported parent rights and after serving as vice president of the local teachers

association, he resigned as a member of the NEA (National Education Association). He could not be a member of a far-left organization. While teachers cheered when education was made a separate department, Mr. Gardner warned that giving the Federal Government more power would eventually hurt education.

He retired from education at age 74. He enjoyed teaching, especially about our great free-enterprise system. Mr. Gardner required his business students to read "The Law," found online, and encouraged all to read it.

His hobbies include volleyball, sports, beekeeping, chickens, good books, and movies. He loves helping others, his children, and his wife. His desire is to help save our Constitution. He would like to go fishing but doesn't have a boat and little time.

Rodney Gardner has served in the military, sold insurance, driven a Waste Management truck, taught on the secondary and college level, been a school administrator, owned a restaurant and apartments, served in many church and community positions, and currently serves as the American Legion Post 72 Commander.



There Was A Spark In Their Eye

BY ROBERT MACK

Not everyone can look at a Model A Ford and invoke memories of days long gone. But the club's car show at Covington Senior Living sure did.

I've lost my excitement for car shows and parades through the last few years. Maybe if I had a pristine car like Roger Davis, Bob Todd, or several of the other members in the club, I might still enjoy it.

Residents spent five or ten minutes looking at each car. The Model As brought back a lot of memories that they couldn't wait to share with club members.

After about an hour, a lunch of hotdogs, lemonade, and chips were served, but the seniors were only gone a minute before they were back admiring the cars and telling stories.



Now days, Model A owners take their 90-94 year old cars, and car show spectators walk right past the Model A and head to the muscle cars. The majority aren't interested in history.

A day at Covington Senior Living was a change of pace. Many of the residents could remember these old cars. They grew up riding or driving them. Their eyes lit up when they exited the building and started walking/hobbling/wheelchairing (I bet that is a verb you've never seen before) themselves toward the cars.

Already, the Model As were getting more attention than at a regular car show. The

The highlight of the whole day occurred when an announcement, unbeknownst to them, that free rides were available for those who wanted the opportunity. I thought the smiles were big when they saw the cars for the first time, they were even bigger now!

Several club members took residents for rides. Those at the car show staging area could hear squeals and laughter coming from those riding in the Model As.

So, participating in car shows when the audience can relate to the cars was fun after all.





It's Flooding!

It's not water that is creating the flood, it's car shows. We've done more car shows this year than any other year. We have another parade that has been added to our plate. That is the Orem City Parade. Rodney Gardner said that Orem City has requested at least seven cars for the city council and mayor for the Oremfest parade June 10 at 6 p.m. They should be open cars or cars with rumble seats if possible. Staging will be at the corner of 800 E and 800 South in the church parking lot. Howard Eckstein said he would like to support Orem since Mayor Brunst supported us back in 2019 for our Orem History Tour.

We are not only in high demand for parades, but also car shows. Earlier this week Howard Eckstein got a call from another assisted living facility in American Fork asking if our club would put on a car show for them. Howard said they most likely found out about us from someone at Covington. Howard told them he would bring it up with the board and then ask the club if they are willing to support this activity

It's Parade Season

Saturday June 3rd

Eagle Mountain

Meet at 8:00 a.m.
 Hart's Gas Station
 585 E. State St.
 American Fork

*Follow us to the parade staging area at
 Cedar Drive and Fort Hill Road
 in Eagle Mountain*

Saturday June 10th

Springville

Meet at 8:00 a.m.
 Ream's Grocery
 759 E. 400 S.
 Springville

Follow us to the parade staging area



A Pre-Check Before Adjusting Model A Brakes

LYNN SONDENNA — SANDY, OREGON

If you desire quick acting brakes here is a pre check list of items that should be carefully looked at before attempting to adjust the brakes on a Model A.

- Unhook and remove all service brake rods and emergency brake rods.
- Grab the brake pedal to check for side way movement. (Fig.1) If the pedal moves, then replace the pedal shaft bushings.



Fig.1

- Set the length of the service brake rods to 51 15/32 on an inch. Set the emergency brake rods to 42 inches. I use a homemade fixture for this purpose. Figure 2a shows the fixture in use on an emergency brake rod, while figure 2b shows a close up of the fixture. These measurements are from center to center of the eye holes. Also check to be sure there is no play in brake rod pins A-2462. If there is play there are two choices for repair. Either drill the holes oversized to .340 (11/32), or weld, grind, and re-drill to the original size of .310 (5/16).



Fig.2a



Fig.2b

- Check the brake shaft bushings in the front by grabbing the front brake lever arm A-2084 to see if there is any movement or play. I use a 3 inch long bolt inserted into the lever holes to gain more leverage for the test. (Fig.3). If they have play, replace the two bushings in the lever.



Fig.3

- Do the same test as above on the rear brake levers A-2235.
- Grab the cross shaft and check to see if it moves up and down. (Fig. 4) If it moves then the cross shaft bushings should be replaced.



Fig.4

I would recommend that if you have found worn parts on the above test, the front brake operating pins A-2075 be checked for length and straightness. These parts tend to wear with time and become short. Shims or pills are available (A-2075-SH or A-2052-S) to take up the slack. (Fig.5). The original length of these pins were 7.250 inches ($7 \frac{1}{4}$). I have found that if the operating pins are bent, it is due for two reasons. First, the pins were bent due to incorrect assembly or disassembly. Hammers and excessive force were being used. Second, check to see if there are multiple shims or pills in the brake wedge. Too many shims can cause the operating pin to be too long and bend.



Fig.5

Reattach all of the brake rods, making sure the cross shaft is in a vertical position (Fig.6). The connecting rod from the brake pedal to the cross shaft A-2465 should be adjusted to hold the brake pedal at the top step on the bell housing. The brakes are now ready to be adjusted.



Fig.6



CENTERFOLD OF THE MONTH
1929



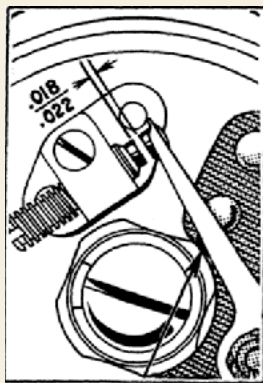
CLAIR AND MARSHA NIELSON
76-A ROADSTER PICKUP



Cruising Around the Lake

BY JEFF NIVEN

As soon as the weather warmed, and it was a sunny day, I decided to take my 1930 Tudor for a drive around Utah Lake. The drive around the lake is a level drive of almost 100 miles and provides club members with a great opportunity to dry out their exhaust system, evaluate the performance of their car's timing, calibrate their odometer, and also gather data on their car's fuel efficiency.



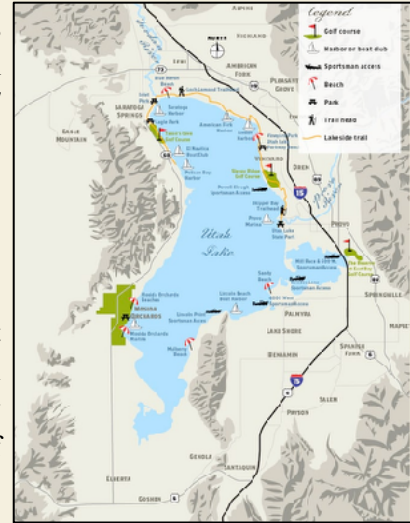
I had just adjusted the gap on my distributor points as well as my engine's idle speed, so it was a great chance for me observe any changes in engine performance. By filling up my gas tank before and after the drive, I recorded that I used 5.36 gallons of fuel, to drive 98 miles with

a measured fuel economy of 18.3 miles per gallon. Not bad for a car that is nearly 100 years old.

The drive along the west side of the lake provides a long stretch of level road, with mileage markers, that can be used to measure how accurate your car's odometer is. Over a 10 mile stretch of road, I accumulated an error of +0.3 miles on my odometer. This indicated that my



odometer is accurate within 0.3 mile error/10 mile driven, which is 3%. That error is within the allowable guidelines that have been established by the Society of Automotive Engineers



(SAE) of +/- 4%. This mileage error also showed me that my speedometer reading is high by the same percentage, which means that my car is



actually driving at a speed that is 3% slower than indicated on my speedometer. The automobile industry intentionally adjusts car speedometers this way as they believe it

increases safety, as cars will be driven slower than allowed.

The long steady drive, was also beneficial to my car's engine and especially to the exhaust system. One of the major byproducts of combustion is water, in the form of steam, which exits the engine via the exhaust manifold and passes through the exhaust pipes and muffler to the tailpipe at the rear of the car. When the exhaust system is cold, the steam quickly condenses into

liquid, which collects at various low spots in the system of metal pipes. The water eventually can cause rust to form, leading to holes in the pipes and even mechanical failure of the metal. Therefore, it is a good idea to take your car out for a drive that is long enough to heat up the exhaust system and dry out the water that has collected inside. The 100 mile drive around Utah Lake is long enough to do a great job in that regard.



A long steady drive is also good for the engine, transmission and differential as it heats up the oils and fluids up to normal temperatures and allows them to circulate completely. In addition, a long drive breaks down and removes carbon deposits within the engine combustion chamber

and the walls of the cylinders. An additional benefit from a long drive is that it can fully recharge your car's battery.

For my drive around the lake, I chose to drive in the Counter Clock Wise direction starting in American Fork, then past the new Saratoga Springs Temple, past Pelican Point on the west shore of the lake, then south to Goshen, and Santaquin. From there I drove through Payson and then south through Springville, and Provo, and then back to my home, in American Fork. I recommend this beneficial drive for anyone who has several hours to check out their car's performance and enjoy a steady relaxing drive through the Utah countryside.



On June 24th, the club is going to participate in the Saratoga Springs Temple Open House. After the tour, there will be a cruise around Utah Lake. The topography along the drive is aflat, so it is easy on the car. The drive around the west side of the lake is also easy on the driver. There is very little traffic so everyone in the car can savor the sights as we drive down the road.

Somewhere on the trip we will stop for lunch, or you can bring your own, so we can spend time and enjoy each other's company. Of course we take advantage of any photo opportunities such as the Sinclair Gas Station in Elberta.



The Utah Valley Model A Club, 1537 W. Meadow Ln., Mapleton, UT 84664 | utahvalleymodelclub.org | Look for us on Facebook



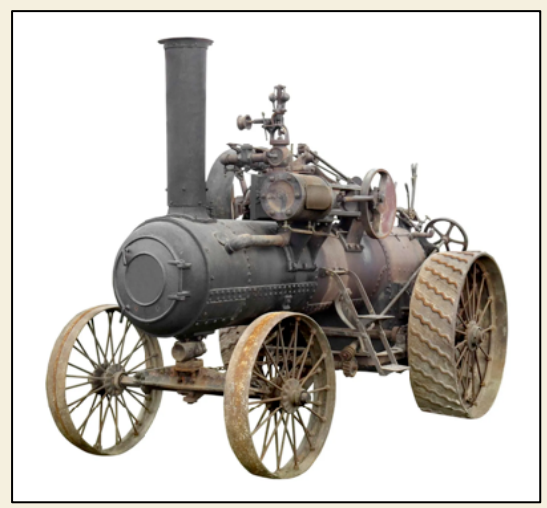
Ackermann Steering

BY JEFF NIVEN

In the early days of the wooden wagons, the steering was very simple. It consisted of a fixed axle at the rear of the wagon, and a front axle that pivoted around a single shaft, as illustrated in this photo of a typical child's



wagon. This method of steering proved adequate for many years, even into the days of the heavy steam tractors. In this design, the shaft around which the front axle pivoted was called the King Pin. The physical loads on the King Pin could be very large, depending on the weight of the cargo that the vehicle was carrying and how level the ground was. If the vehicle



was being pulled by a team of horses or oxen, which were attached to the front axle, the loads were even greater.

This steering arrangement, had limitations, which were quickly evident to anyone who tried to maneuver such a vehicle. One of the biggest problems had to do with the fact that the maximum steering angle was limited, to the point that the front wheels hit the body of the vehicle. With the Radio Flyer wagon, above, this limitation was eliminated by raising the wagon body such that the wheels pass underneath. This arrangement was not always practical, due to height limitations. Metal skids were often installed on the sides of the wagon bed, at the point where the steel tires impacted the side of the wagon to reduce damage and wear during tight turns.

Another problem, associated with this type of steering, was that when one of the front wheels struck an obstacle or a hole in the road, the resulting force on the end of the axle, caused a huge turning force on the entire axle. This became unacceptable as vehicle speeds increased.

Still another limitation of this steering arrangement was that during tight turns, there was limited support at the outside front corner of the vehicle. At slow speeds this was not a problem, but as speeds increased, the outward acceleration caused by the turn, placed greater forces on the outside corner of the vehicle, which often resulted in the tipping and possible roll-over of the wagon. Clearly, it was evident



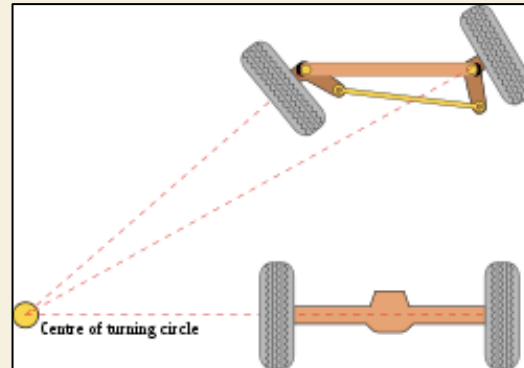
that the design could be improved if the angles of the individual front wheels could be changed, without having to rotate the entire axle.

According to an article in Wikipedia, the solution to the problem was discovered as follows:

It was invented by the German carriage builder Georg Lankensperger in Munich in 1817, then patented by his agent in England, Rudolph Ackermann (1764–1834) in 1818 for horse-drawn carriages. Erasmus Darwin may have a prior claim as the inventor dating from 1758. He devised his steering system because he was injured when a carriage tipped over. (Wikipedia)

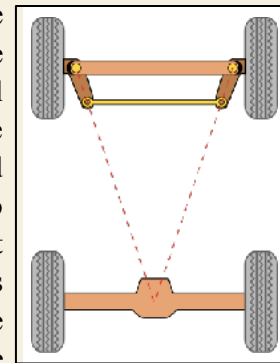
Today, most people credit Ackermann for the invention, and the term “Ackermann Steering” is commonly used to describe the modern automobile steering geometry. By keeping the two front wheels in the corners of the front of the car, Ackermann Steering: 1) Allows the vehicles to turn at sharper angles, 2) It reduces the tendency for the car to tip over during turns, 3) It reduces the tendency for the vehicle to turn when it hits an obstacle or a hole, and 4) It requires less space for the steering motion of the wheels. The biggest drawback of Ackermann Steering is the added complexity of the steering mechanism, required steering with the greater number of parts and increased precision.

The greatest contribution by Ackermann was his recognition that, during a turn, if the two front wheels are pivoted independently, as shown here, the wheels are at different radii from the center of the turn. Thus, they must be rotated at different angles from each other. If not, then the

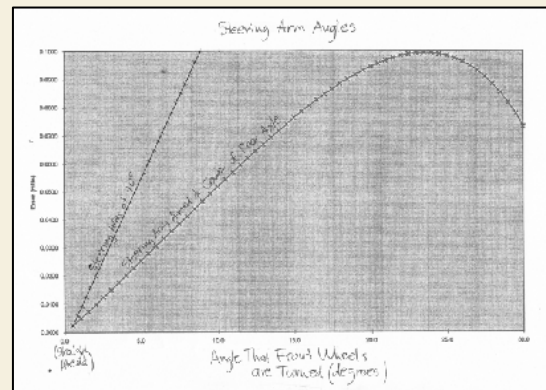


wheels will slide and skid as they roll around the turn, causing excessive wear to the tires. While Ackermann did define the angular relationship of the two front wheels during a turn, he was not able to describe a mechanical solution to the design problem, which would completely prevent the skidding or scuffing of the tires.

There are numerous design solutions which approach the perfect geometry of Ackermann’s requirement, but none of them solve the problem over the full range of motion. One commonly used approximation to Ackermann’s perfect steering requirement, is shown here, where the two steering arms are aimed inward toward the center of the rear axle.



In the chart here, you can see the angular error of






that solution compared to the geometry where the steering arms are set to 90 degrees, and not angled at all. Since an automobile spends the majority of its time driving in a relatively straight line, the wheels must be parallel (with a slight toe-in for Model As) when the car is steering straight ahead.

As fewer miles are spent in turns, the automobile companies design their steering geometries to allow greater steering errors as the steering angles increase. Notice how in both cases (above) the error, which causes scuffing of the tires, increases as the wheels are turned away from straight ahead, but the first approximation design produces about half the error of the second solution.

The alignment of your Model A's steering is important as it affects tire wear and your car's steering performance. Most steering alignment issues will be evident if you notice that your tires are not wearing properly. Ford recommended that you check your Model A tires each month for abnormal wear. If you see abnormal wear, it may be caused by improper tire air pressure, worn steering components and/or improper Toe-In adjustment. Quick response to alignment problems, will increase your tire life and improve your driving experience.



Happy Motoring. 

Editor's Viewpoint

Once again the newsletter is all done except for one thing — the Editor's Viewpoint. This is the hardest part of being the Editor.

The generosity of the UVMAC members is illustrated on a regular basis. At club meetings members are busy answering questions about Model As and how to eliminate problems that various members are having. We are very fortunate to have several Model A master mechanics who can put together a Model A Henry's way.

Although we don't have many "roadside seminars," when we do, we have members pulling off the road to help. A couple weeks ago the club completed the seventh engine install. within 10 years. How many clubs can say that?

Club members can enjoy short trips or long tours without worrying about being stranded when a breakdown occurs, there are others there to help remedy the situation, even if it is a trailer to haul the car home.

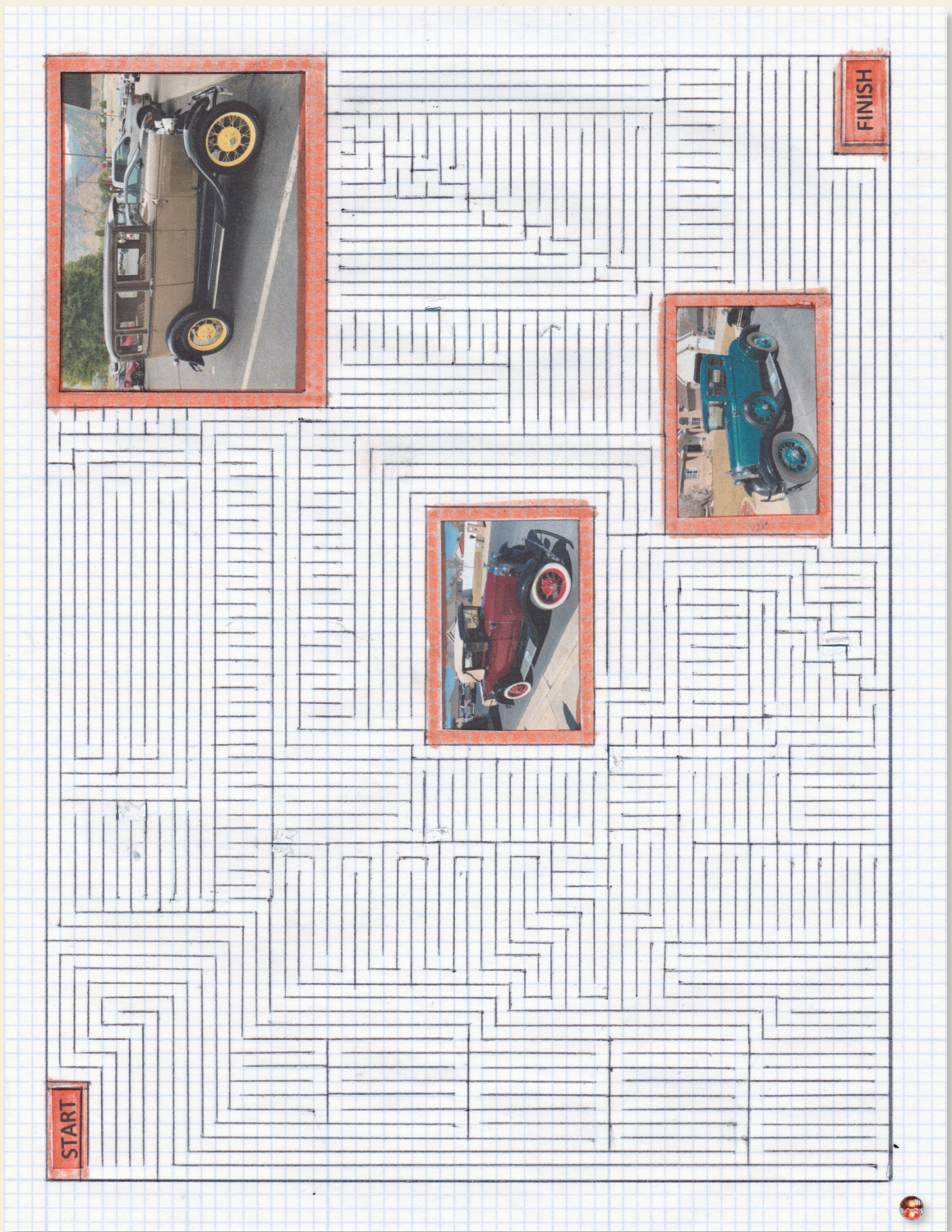
This club is top notch. All the members are friendly, willing to lend a hand, and severe rivalries are non-existent. This is a great club because members work as a team. Thank you!





Let's Have Some Fun

BY JEFF LEVIN



Finding the Secret City

BY ROGER DAVIS

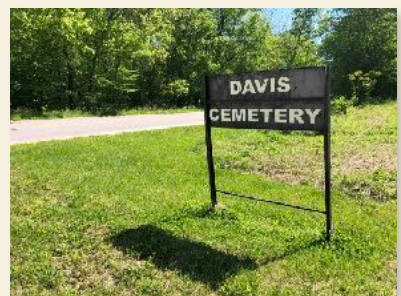
Geena and I recently spent four days at the Eastern Divisional Tour of the Antique Automobile Club of America (AACA) in the Secret City of Tennessee. We learned that as part of the Manhattan project during World War II, the U.S. government secretly bought up almost 60,000 acres in Eastern Tennessee to build the uranium refining facilities for the atomic bomb.

At its peak the Secret City employed over 75,000 people who lived and worked inside the fenced/guarded compound. Secrecy was paramount—workers couldn't even tell their spouse what they were doing. Once the atomic bomb was dropped on Hiroshima, Japan, the employees realized what they'd been working on. The city is now known as Oak Ridge, Tennessee. Many of the houses and buildings built are still in use as homes, apartments, museums, etc.



We trailered our Fordor from Utah, through the snow at Soldier Summit, to Tennessee to join 85 vintage cars to explore this beautiful, intriguing part of the U.S. After visiting Bert's Model A Store in Denver, we intentionally took the backroads to Joplin, drove Route 66 in Missouri and Kansas, took in shows at Branson and the Grand Ole Opry, and enjoyed the lush beauty of the Ozarks.

We spent four days learning the history of atomic energy during WWII, touring the beautiful lakes and rivers of the Tennessee Valley, and enjoying the vistas of the Smoky Mountains. We capped off the tour with a trip to the Brushy Mountain Penitentiary (where James Earl Ray was held), an Ice Cream Social with some amazing local cars, and the farewell dinner. At dinner we learnt to spale in Southern from a local historian and were presented with an award for the Oldest Car in the tour.





Before leaving Tennessee, we stopped by the Davis Cemetery near Knoxville where my great-great-great grandparents are buried. We then followed I-40 to Elvis' mansion, Graceland, and then Route 66 through Oklahoma, Texas, and New Mexico. We visited the round barn and Pops 66 Soda Ranch in Arcadia, OK. We met the infamous Harley at the Sandhills Curiosity Shop in Erick, OK--you think his shop is full, you ought to see his house. We stopped at the Squawk-N-Scoot and the U-Drop-Inn Café, savored the steak at the Big Texan Steak Ranch, visited MidPoint café, the Blue Swallow Inn, and several ghost towns.

From Albuquerque, we headed north through beautiful southwestern Colorado to Arches National Park in Moab, UT and finally home. Sixteen wonderful days on the road with our Model A, seeing wonderful sights and meeting great people. It doesn't get much better!





Ladies Fashion Journal

FASHIONABLE BOOTS



In some parts of the country, the snow is flying and the trusty galoshes may not be enough to protect your feet from the winter weather. Thankfully, in the Model A era, there were multiple, fashionable, boot styles from which to choose, some of which are shown here.

High Cut Boot

This sporty 15-inch high cut boot features a handy side pocket. The soles are genuine Goodyear Welt* leather. The heel is topped with rubber. The available colors are brown and black, in sizes 2 ½ to 8 in a wide width. The sale price is \$4.79.

*National Bellas Hess,
Winter, 1931-32*



*The Goodyear Welt is a method of stitching the upper and sole of the shoe together, resulting in the unique positioning of the two seams in the shoe bottom. A hidden seam holds together the welt, the upper, the lining and the insole of the shoe. It is stitched using a Goodyear Welt Machine.

Rugged Outdoor Boot

Perhaps you are desirous of a simpler outdoor boot. Try these genuine leather Blucher-cut** boots, with a damp-proof fiber sole. Available in brown or black, sized 2-1/2 to 8, for only \$1.69

*National Bellas Hess,
Winter, 1931-32*



**The Blucher-cut uses a continuous cut piece of leather for the vamp (toe area) and the tongue of the shoe. For ease of getting the shoe on and off, the eyelet flap stitching ends before crossing the arch area of the shoe. This allows the entire eyelet flap to open.



Cuffed Bootee

“Here it is - the dashing cleverly designed Black Patent Leather Cuff Bootee that has swept the country by storm. It has been adopted as one of the favorite styles by the fashionably dressed women in the large cities. The front strap, with contrasting light shade of kid leather, folds over, creating a very smart effect. Covered Cuban heel. An ideal model for fall and winter because of its style, comfort and ankle protection.” Sizes 2 ½ to 8, medium widths. \$3.98



Charles Williams Stores, F/W 1928-29

Whoopie Booties

The modern woman won't want to miss the style success of the season...the new Whoopie Booties! Choose from red trim on black patent leather or gun metal patent trim on red leather, with 1 ¼ inch covered military heels. “Fancy cutouts show off beautiful hosiery to nice advantage. Vanity last with rounded toes, modern as youth itself.” Sizes 2 ½ to 8. \$4.98



Sears, F/W 1929



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:

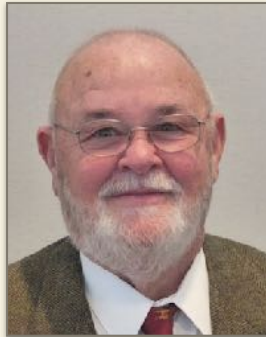
- Local Day Trips
- Half-Day Trips
- Multi-day Tours
- Car Shows
- Parades
- History Tours
- Progressive Luncheon
- Manifold Cookoff
- Industry Tours
- Era Fashions
- Picnics/Fairs
- Garage Days
- Museums



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

As spring comes to an end for many, we are entering the early summer months which afford great touring opportunities for our Model As. Predictable, warm weather and sun filled days are great for individual or club outings. Checking the MAFCA Calendar I notice that we have sixteen activities listed covering every month from June thru December of 2023. Some are single day events and some last as long as two weeks. Check out the calendar for events in your area. This would be a great time to meet new people and make new friends.

I would like to extend a special thank you to **Andy Scheer** for all the hard work he does preparing for publication of the bi-monthly issues of *The Restorer* magazine. Our club magazine is a wonderful compilation of articles ranging from subjects such as restoration, maintenance, local chapter/club news, social gatherings, fashion news, historical information about Ford the car and Ford the man, classified ads that provide a wealth of information on parts and service availabilities and comment columns from the President, Technical Director, Chapter Coordinator and Membership/Marketing Director. I especially like the Chapter News section. It helps me keep up with Chapters across the U.S. and provides ideas for outings with my local Chapter. It is a yeoman's job

putting all this information together and Andy does a masterful job. As MAFCA member, **Cindy Ellebecker** of Wisconsin, commented to me in a recent email: "Your Restorer magazine is worth the price of membership alone in my opinion." Thanks for the kind remark, Cindy.

I'm sure you noticed in the May/June issue MAFCA's new membership recognition program, the MAFCA Star, is in **Jay McCord's** Membership Moment column. Any existing MAFCA members that bring in a new member to MAFCA will receive a MAFCA Star static clean sticker than can be displayed on any Model A window. Just make sure you get your name included on the application.

Thanks to **Howard Eckstein** for his cover story article, "Can You Crank-Start Your Model A?" in the May/June Restorer. I've never hand started a Model A and the information and photos shared was very informative. I'll file this information in my long lost but important info file. You just never know when it may be needed. I try to rely on gravity for assistance when I have an issue but that isn't always possible. Thanks Howard.

At the May MAFCA Board of Directors meeting, it was decided that one person should not simultaneously serve as a member of the national board and as Webmaster. With this in mind, **Gary Price** has been replaced as Webmaster and will continue to serve his term as a MAFCA Director. Gary is currently the Advertising Director coordinating and managing all of MAFCA's advertising efforts.

Continued on next page

Model A Ford Foundation Inc.

MAFFI NEWSLETTER MINUTE



Planning for MAFFI Model A Days 2023 is nearing completion. Of course, there will be a swap meet, seminars, memorabilia sales, rides, Model A driving classes, and a dinner tour. Hotel rooms have been blocked for our guests. It will be a mix of the old and proven with a few new twists. September 15 & 16 are the days. Visit the MAFFI or Gilmore web pages, register and make your reservations.

For those who have attended before, Model A Days at Hickory Corners is a wonderful ending to the summer season and beginning of the fall season. It is a chance to see and touch some wonderful old cars, to see what has been changed or added to the museum. There are few places like the Gilmore complex. You can sit in the shade of a maple tree and eat a sandwich and ice cream purchased from a diner converted from an old-time streetcar. While doing this you can talk with friends and look at the vintage cars.

“Huff & Puff”, the Model AA school bus, will be giving rides. The theme this year will be open cars, so look for a phaeton or roadster to be giving rides around the campus. Finally, the AA stake bed truck should be moving the remainder of the passengers around the streets.

This is a great chance to visit with a large group of fellow Model A’ers, one last time before the seasons force us to choose to move most of our activities indoors.

If you are one of the many Model A Club members who will not be able to attend our event, remember September 16, is a Saturday.

Use the day to have your own local Model A Day celebration with a tour, or picnic, or both, with your club. A joint tour with a neighboring club might be exciting.

Happy motoring,

Mike DuBreuil
MAFFI Board of Trustees
Secretary



MAFCA President’s Message

Please continue to support Gary in this important role. Additionally, I would like to extend my appreciation to Gary for his Webmaster leadership during 2023.

The Board of Directors has confirmed **Rick Black’s** appointment as MAFCA’s Interim Webmaster. Rick was the long standing MAFCA Webmaster before retiring from the position in December 2022. Rick will begin managing the website effective immediately and will also assist in the search for a permanent replacement. Please join me in welcoming Rick back as Webmaster. See you down the road!



100 years ago, everyone had a horse,
and only the rich had a car. Today,
everyone has a car and only the rich
have horses.

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



1929 Blind Back \$15,000



1931 Closed Cab PU \$18,500



1931 Tudor \$16,000



1951 Hornet \$26,000



1929 Hudson Super Six \$25,000



1925 Dodge Bro. Deluxe \$11,500

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

Karl Pope is selling the items below. If you are interested in either of these, call Karl at (801) 374-8083. This is a landline he can't accept texts so please leave a voice message. His e-mail address is ktclpope@gmail.com



For Sale: Car Hauler Trailer with Tandem Wheels and fold-down ramps. \$650 or best offer.



Parts for making a trailer for your Model A. Model A rear end w/parallel springs, 19" wire wheels and tires, 1 7/8" ball and safety chain. Antique steel hardware for DIY box.



Application for Club Awards

Today's Date _____

Club Member's Name _____

Award Requested:

- Bent Rod - [] (trophy for avoidable or self-inflicted Model A mishap)
- Crying Towel - [] (for Model A mishap - unavoidable or caused by others)
- Mileage - 500 - [] 1000 - [] 1500 - [] 2500 - [] 5000 - [] 10K - []
- 13+ Award - [] (Driving car 13 consecutive months including to club mtg)
- Golden Wrench - [] (writing newsletter article re. your Model A car work)

Justification/Details/Information, etc. _____



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

New Membership

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

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