



UTAH VALLEY

- Model A Club -

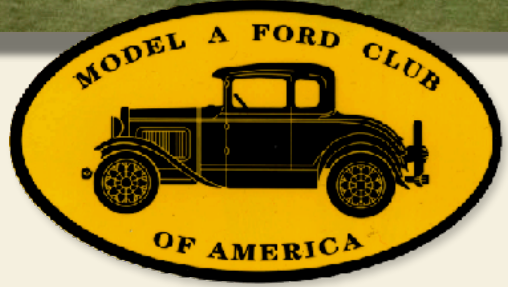
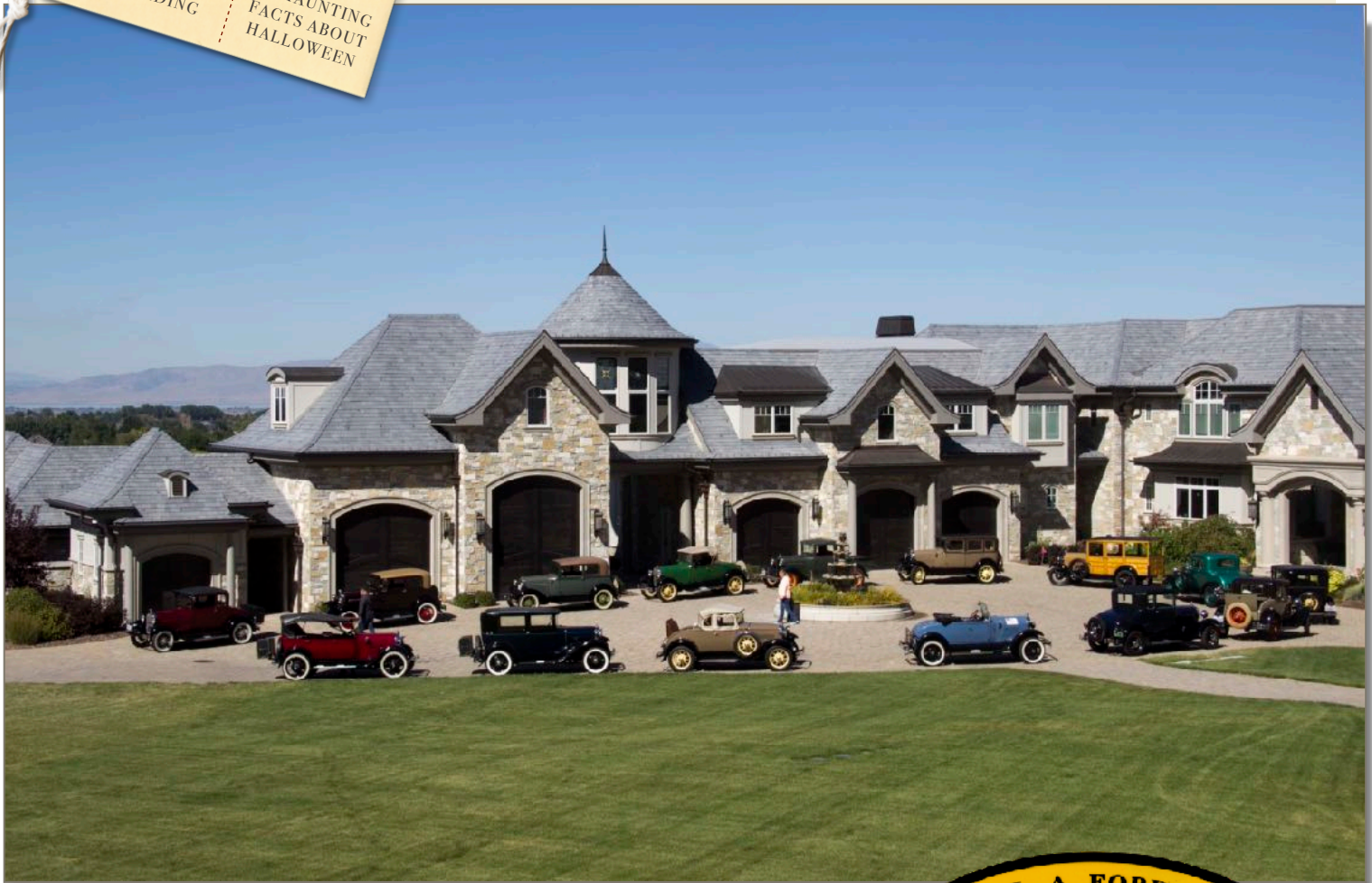
Vol. 11 No. 10

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

October 2023

IN THIS EDITION:
Pat Justesen Passes Away In Her Sleep
 Mirror Lake Byway/Evanston Tour
 Backward Interest in Design

BEARINGS – 13 HAUNTING
 ROLLING VS. FACTS ABOUT
 SLIDING HALLOWEEN



*Utah Valley Model A Ford Club Mapleton City Historic Tour
Watch for the Article Next Month*

Photographer, Robert Mack

**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 Chair | Brad Christofferson | bdc.p51@gmail.com |
| President | Brian Lindenlaub | b.lindenlaub@gmail.com |
| Vice President | Roger Davis | rldavis1929@aol.com |
| Secretaries and | Elaine Carlson | sewingbird@msn.com |
| Historians | Jennifer Paulson | jenpaulson74@gmail.com |
| Treasurer | Diane Brimley | brimleydiane@gmail.com |
| Activities | Howard Eckstein | h_eckstein@hotmail.com |
| Membership | Amber Morrell | mystuff@live.com |

APPOINTED POSITIONS

| | | |
|---------------|--------------------|----------------------------|
| Awards | Jeff Niven | jefferyniven@gmail.com |
| Facebook | Clyde Munson | bjerg_menneskene@yahoo.com |
| Librarian | Mike Carlton | mcarlton1@gmail.com |
| Merchandise | Par & Patsy Palmer | trusspar@gmail.com |
| Photographers | Howard Eckstein | h_eckstein@hotmail.com |
| | Amber Morrell | mystuff@live.com |
| | Buster Hansen | buster_hansen@msn.com |
| | Greg Mack | gregmack02@yahoo.com |
| | Nicholas Mack | kcam1999@yahoo.com |
| | Robert Mack | mack4759@yahoo.com |
| Tech Talks | Buster Hansen | buster_hansen@msn.com |



Vice President's Message

ROGER DAVIS



We had a great turnout for the road trip to Evanston, Wyoming in early August. These brave drivers took their cars over the Mirror Lake Highway which climbs to 10,734 feet in elevation over Bald Mountain Pass. Even the best-maintained Model As run the real risk of overheating during a

steep climb like this highway.

There are several things that can affect the engine temperature of your Model A during a long, steep climb, including the radiator flow, properly advancing/retarding the timing, a functioning water pump, and the fan.

Let's focus on the radiator flow. The Model A radiator should have a flow rate of 35-38 gallons per minute. There's a simple test to ensure your radiator flows freely without major clogs. This is really easy if the radiator is off the car but can also be done with relative ease with the radiator mounted.

Drain the radiator. Then, disconnect the bottom hose on the radiator so the bottom outlet has a

clear exit. Disconnect the upper hose and plug the top goose neck with a rag. Plug the bottom outlet temporarily with a rag.

Fill the radiator with 1.5 gallons of water. If it takes less than 1.5 gallons, you likely have plugged tubes.

Leaving the filler neck on the radiator open, remove the plug from the bottom outlet and count how many seconds it takes to drain. It should take 3 to 4 seconds to drain. If it takes longer, then you may have restricted tubes. Be aware, this dumps a lot of water really fast, so do this outside. It will help you appreciate how much water passes through your radiator every minute (basically two-thirds of a 50 gallon drum).

This is a quick, easy test to ensure your radiator is flowing freely and will increase your confidence in your car's ability to travel with fewer overheating concerns.

Happy driving!



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September Club Meeting

BY ELAINE CARLSON

Welcome: President Brian Lindenlaub, conducting

Attendance: Jason Beadle, Diane Brimley, Paul Bush, Reid & Elaine Carlson, Brad Christofferson, Dean & Janet Davis, Roger Davis, Stephen Dutton, Hot Rod Gardner, Buster Hansen, Paul Jerome, Sam & Tia Korologos, Theon Laney, Larry Laxman, Greg, Nicholas, & Robert Mack, Amber & Dave Morrell, Clyde Munson, Ralph Nair, Jeff Niven, Par & Patsy Palmer, Darrin & Jennifer Paulson, Dale Penrod, Karl Pope, Madeline Reed, Darin & Karmyn Swan, Bill & Colette Thompson, Bob & Janell Todd, and John & Roz Wilson, Andrew Watson.

News: It was announced tonight that a club member found a shop in Salt Lake City that's rebuilds babbitted Model A engines. Apparently they do a good enough job that it is "Howard Approved."

Club Business

Goals:

- Please continue to keep track of your mileage. At the end of the year the club tallies up the mileage to see if we have accomplished our goal.
- Greg has made more progress on the Town Sedan. He has sanded off the old black paint on the firewall and painted it the proper body color. The front cross member still needs to be welded, so if you can help with this, please let him know.
- The service project for this year was to visit Jamestown Senior Living Center with our Model As, but apparently, no one went.
- The speedster is moving forward, complications with the floor have been overcome. We will not, however, meet the September deadline.

Awards: Jeff Niven

- This is the second month in a row that members have reached mileage mile stones. Jeff gave awards to:
 - Bob and Janell Todd — 500 miles
 - Stephen Dutton — 1000 miles
 - Paul Jerome — 1500; just last month he received his 1000 mile award, he's getting a lot of miles on his "A".
- There wasn't near as much competition for the Bent Award this month.
 - Because of that, Roger Davis picked on new members John and Roz Wilson and pointed out a problem that occurred. They handled it pretty well considering.

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

- o Wilson's were in good company though. Clyde revealed that his weight loss has affected his comfort level while driving his Model A. The seats need more padding now so he can see over the dashboard of his car.
- Roger Davis gave an award to Paul Bush. Out of the three Model As that drove to the meeting during a heavy rain storm, Paul Bush, from Santiquin, received a prize for driving the farthest.

MAFCA National Awards Banquet 2024:

The next meeting of the 2024 National Awards Banquet (NAB) is scheduled for October 7th at 10:00 a.m. at the SLC library. Every committee chair needs to be there with budget proposals for their committee. This way a budget can be submitted to MAFCA so we can keep preparing for 2024.

Past Activities:

- August 19 — The Salty A's and five Model As from our club enjoyed a drive around Utah Lake. The weather was perfect, slightly cloudy, but no rain. We stopped in Santiquin and enjoyed a Mexican meal and each others company. Everyone seemed to have a great time.
- September 1 — Buster Hansen, Darren Paulson, Nicholas Mack and Greg Mack all provided Model As for a Downton Abby surprise birthday party in Mapleton. All the guests arrived in 1920s attire and were chauffeured in Model As up to the birthday girl's residence. Everyone enjoyed the occasion with the highlight of the evening being a ride in our antique cars.
- September 23 — The Mapleton History Tour was a great success. There were 15 Model As present and likely 40 people. We were allowed to wander through all of the historic buildings in the Mapleton Historic Square, we visited a DC 3 airplane sitting in the back yard of a mansion (it was the children's play plane). Reid opened the city administration building so we had soft seats to sit in while he told us about some significant events that happened in the past and are going to happen in the future. Elaine made sure we all went home stuffed full of good food. Some members couldn't get back into their cars after lunch. After lunch, some people who thought they had more pressing matters to attend to left, the rest of us continued a tour through the rest of town. A great day to drive a Model A.

Future Activity:

- **October 18-21 — South Central Utah Tour** is our big trip for the year. It will be four fun-filled days in south central Utah. We will visit Fremont Indian State Park, Bryce Canyon National Park (optional), Kodachrome Basin State Park, Petrified Forest



500 Mile Award



1000 Mile Award



1500 Mile Award



Golden Rod



Golden Rod

State Park (if time allows), Scenic HWY 12, Anasazi State Park, and Capitol Reef National Park. We will rendezvous in the parking lot of the old ShopKo building (now “The Hive”) which is located at 955 N. Main Street in Spanish Fork. Please arrive before 9:00 a.m. so we can depart promptly at 9:00 a.m. I is a six-hour drive (with stops along the way) to Bryce Canyon. We don’t want to arrive in the dark. If you haven’t made your motel reservations please do so ASAP. The discount at Day’s Inn in Torrey has already expired.

TechTalk: Robert Mack gave the presentation so it was a PowerPoint from the High Country Tour. Robert recounted the four days of traveling the beautiful meandering roads of the high Rockies.

Refreshments: The Paulsons provided an elegant assortment of treats, starting with a veggie tray and ending with sweet breads. THANKS



YOUR PERSONAL INVITATION

Do you enjoy nature, traveling, visiting sites of interest? Do you like slick rock country with its unusual erosional features? How about history, do you appreciate local history/pre-history? Do you delight in spending time with people of similar interests? If you said yes to any of these questions, you need to join us for the South Central Utah Tour. That is exactly what is going to happen. We will learn about the geology of the area, the Fremont and Anasazi Indians, about travel before pavement, old pioneer communities, and more!

This is your person invitation to join the group and experience South Central Utah. You will need to make hotel reservations at Bryce View Inn through Ruby’s Inn (435-834-5341 ext 7986) for October 18th. You will also need to make reservations for two nights at Day’s Inn in Torrey, Utah (435-631-2176) for the 19th and 20th. If you are camping, there are camping facilities in both vicinities.

Let your boss know that this is a “once in a life-time” opportunity and you need the days off! We’ll leave the light on.



“Pat Bessie Patricia Justesen Passed Away in Her Sleep

MAGLEBY MORTUARY

Editors Note: This is a copy of Pat's Obituary.

September 8, 1938 — September 17, 2023

Bessie Patricia “Pat” Wilson Justesen, passed away peacefully at home on September 17, 2023, at the age of 85 after more than a two-year battle with pancreatic cancer. She was born on September 8, 1938, in Gaffney, South Carolina to James H. Wilson and Mertie Virginia Brewer. She grew up and went to schools in Seneca, South Carolina. She worked as an executive secretary at a textile plant when she received a call to serve as a missionary for The Church of Jesus Christ of Latter-day Saints in the Irish Mission. While in Ireland she met fellow missionary, Alan Justesen, from Ogden. They later were married in the Salt Lake Temple.



Alan’s career in the oil and coal mining industries took them to Eldorado, Arkansas, Houston, Texas, and Gillette, Wyoming. They retired to Manti. She enjoyed her work as a full-time homemaker and mother. She was an accomplished quilt maker and seamstress. They were blessed with 5 children: Julie Jorgensen, South Jordan; Stephen Justesen, Cuernavaca, Mexico; Jennifer (Sean) Haney, Boulder, CO; Joanna (Mike) Sutton, South Jordan; and John (Lisa) Justesen, St. George. They have 13 grandchildren and one great-grandchild.

Pat served faithfully in many Church callings. She was a ward and a stake Relief Society president. She served as a temple worker for almost 20 years in the Manti Utah Temple. She loved little children. She gained a testimony of the Book of Mormon at an early age and has been a faithful disciple of Jesus Christ her entire life.

She considered her greatest calling and accomplishment to be a faithful wife and a mother to 5 children. She and her husband recently celebrated their 59th wedding anniversary.

She is survived by her husband of 59 years; all her children and grandchildren; and a half-sister, Tammey Johnson, Seneca, SC. She was preceded in death by her parents; son-in-law, Eric

Jorgensen; siblings:

Elene Jenkins, Joan Barrett, David Wilson, Beverly Rink, Phil Jones.

Funeral services will be on Monday, September 25, 2023, at 11:00 a.m. in the Manti 2nd Ward Chapel. Visitation will be held at the ward building Sunday evening from 6:00 to 7:00 p.m. and on Monday morning from 9:30 to 10:30 a.m. Burial will be in the Spring City Cemetery. Funeral Directors: Magleby Mortuary, Richfield, Salina and Manti. Online guestbook at www.maglebymortuary.com

2023 Calendar of Events

COME JOIN IN THE FUN

- September 4-6, Saturday **Lehi Heritage Days** will host a car, truck and motorcycle show on Monday, 6th at the Lehi Legacy Center from 4 - 6 p.m. Dash plaques will given to the first 50 registrants, although there is no entrance fee for the car show. Check out this link for all the details, <https://www.facebook.com/events/lehi-legacy-center/lehi-heritage-day-classic-car-and-bike-show/558825555259306/>
- September 16, Saturday **Courtyard at Jamestown**, an assisted living center for seniors, is holding a fundraiser for the Gail Halvorsen (The WWII Candy Bomber) Aviation Educational Center, Mr. Halvorsen past away recently. Car registration will be at 2:00 p.m. and the car show will start at 3:00 p.m. Those paying the \$15 car show registration fee, will receive a free dinner, raffle tickets and certificate of participation. However, for the UVMAC members, there will be no charge. This likely means no raffle tickets or dinner. Register by calling Bryce at (801) 592-2249. Tell him you are with the Model A Club.
- September 23, Saturday **Mapleton History Tour**, lead by Reid and Elaine Carlson, will explore the past by visiting the Historic Towne Square, and other important sights within Mapleton. Meet at 10:00 a.m. on Main Street and Maple Street (Mapleton City Park).
- October 18-21, Wednesday - Saturday **South Central Utah Tour** will spend four days exploring such sites as the Fremont Indian State Park, Bryce Canyon, Anasazi Indian State Park, Long Canyon, and the slot canyons of Capital Reef National Park. Enjoy low land fall colors and high country vistas. See page 12 for more details.
- November 4, Saturday **BYU Engineering Building Tour** will be a chance to explore the labs, equipment and student projects. This tour lead by engineer Jeff Niven is bound to be an eye-opener. When November gets closer, a time and date will be chosen.
- December 9, Saturday **Annual Christmas Dinner & Party** always guaranteed to be a fun event, will be filled with awards, prizes, delicious food and more. Don your best era attire (if you have any) and let's party! Details to come.



| | | | |
|--|---|---|---|
| <p>What happens when pumpkins drink alcohol? They get smashed.</p>  | <p>What is a skeleton called who doesn't work? ..azy bones.</p>  | <p>Who do monsters buy cookies from? Ghoul scouts.</p>  | <p>How do you know a skeleton is sick? He's coffin.</p>  |
|--|---|---|---|

October Calendar of Events

MARK YOUR CALENDARS

OCTOBER 2023

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1 | 2 Buster Hansen | 3 | 4 | 5 Connie Pope | 6 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 15 | 16 Anna Thompson Karen Morrell | 17 | 18 SOUTHERN | 19 Hot Rod Gardner | 20 UTAH | 21 TOUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 23 | 24 | 25 | 26 * Club Meeting | 27 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 Roger Davis | 30 | 31 Halloween | * Attention! This month our club meeting will be moved to Oct. 26th, a week later than we normally meet. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <p>September 2023</p> <table border="1"> <tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </table> | Su | M | Tu | W | Th | F | Sa | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | <p>November 2023</p> <table border="1"> <tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </table> | Su | M | Tu | W | Th | F | Sa | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | <p>Calendars by Vertex42.com © 2022 Vertex42 LLC. Free to print.</p> |
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Created using the Vertex42 Calendar Template for Excel

<https://www.vertex42.com/calendars/printable-calendars.html>



Mirror Lake Byway and Evanston, WY Tour

BY PAUL JEROME

On Friday, August 11, several members of the Utah Valley Model A Club and the Beehive A's out of the Ogden area went on an auto tour to Evanston Wyoming. The members of the Utah Valley Model A Club that went in addition to my son and I, were Howard and Gemma Eckstein, Robert and Greg Mack, Theon and Laurel Laney, Steve Dutton, John Salzi and Clyde Munson. For myself and Will, this would be the furthest we drove "Stanley" (our 1930 Model A Deluxe Coupe) at one time by quite a margin! The day began early for Will and me as we had to come all the way from Eagle Mountain. But as I was having trouble keeping the fan from coming loose after anything more than a 20 mile ride, I wanted to get to Harmon's in Orem early, where we were to meet. Getting to Orem early would allow me enough time to determine if the new lock nut I put on the night before with a liberal usage of lock-tite would keep the fan on or if I would need some advice from the experts in the club without holding up the show too much! As fate would have it, Will and I arrived around 7:40 a.m. to find that the fan was nice and snug (and I might add, has been ever since). That gave us enough time to buy some snacks at Harmon's with some of the other members of the club.

Soon after, we departed Harmon's, with Theon in the lead, and headed into Provo Canyon to officially begin the tour. Soon after entering the canyon, we all found that any hill we went up, we all slowed to about 20 m.p.h. and several of us were nervous about the Mack's in the rear being plowed over by any one of the cement trucks we saw coming up the canyon.

Eventually, Theon pulled over and reported that he was having trouble, he had no power on any incline. The rest of us started asking Theon questions to try to determine what the problem was with his car. When the question was asked "where do you have the spark advance lever set at", Theon's answer showed that the problem was solved! Someone in the club (whose name will be withheld), announced, "So, you've been driving retarded!" which drew a few chuckles!

Quickly, we were all back on the road and successfully made it all the way up Provo Canyon, through Heber and on to Kamas where we were to meet up with the Beehive A's. Soon enough, we had 12 model As at the 7-Eleven as well as a healthy amount of curious patrons from the store asking questions and taking pictures of themselves with the cars! Personally, in the store I ran into a college student from out of state whose father owned a Model A and he was excited to talk about it.



After some had gassed up their cars and themselves (with caffeine or similar), we were on our way up into the Uinta Mountains and the Mirror Lake Highway. Everything was going fine for most cars, but Steve's radiator began giving him trouble. It was later discovered



that much of the fins on the radiator were bent and not allowing enough air through to adequately cool the engine on those steep climbs. Some of us got to experience something I believe Model A owners back in the day got to experience. That was to fetch water from a stream near one of the pull outs and fill up the coolant bottles that were used to fill Steve's radiator (which came in handy later when it happened again). Aside from the radiator issue, the cars did remarkably well up the steep climbs with only a few having to shift occasionally into second gear.

We stopped near the top of the pass to take



photos of all the Model A's once Steve made it up to the rest of the group.

Then, we began our descent into the Evanston area. Before we reached Evanston, we stopped for lunch at the Bear River Lodge along the Mirror Lake Scenic Byway and were able to stretch our legs, let the cars cool down a bit, talk with each other and, the members of the Beehive A's. In Evanston, we were treated to what was basically a private tour of the Uintah County Museum which contained



historical artifacts from the previous Native American inhabitants, through the modern founding of the area, the railroad and industrial history of the county, the wars that residents fought in, and even some photos containing Model A's when they were much newer than they are now!

Once we were all checked into our hotel rooms, some of the members rested while others set about helping others adjust brakes and inspect cars for



trouble or any other needed adjustments. Dinner that night was at the Legal Tender restaurant

inside the hotel. Will was in need of some "finer" nourishment than what the Legal Tender restaurant could offer, so we headed off to the local McDonalds for just such fine American food!

After McDonalds, I began trying to adjust my steering to decrease the play to a more manageable level and thought I had it when Clyde came back from the restaurant and took a look at it and told me that I was never going to get that into adjustment! So right then and there, parts were ordered which I am still waiting to be delivered!

The next morning, we all set off for the Evanston Historic Roundhouse & Rail Yards for an epic tour! Once we all arrived, we were instructed to drive straight into the switch-yard itself and to park in front of the Roundhouse.



The clubs were able to take a number of photos along with a journalist for the local newspaper before taking a “ride” on the actual turntable which was restored to operation in 2010.



After our ride on the turntable, we entered the actual roundhouse and were able to walk through it while listening to the guides talk about the history of the structure as well as the

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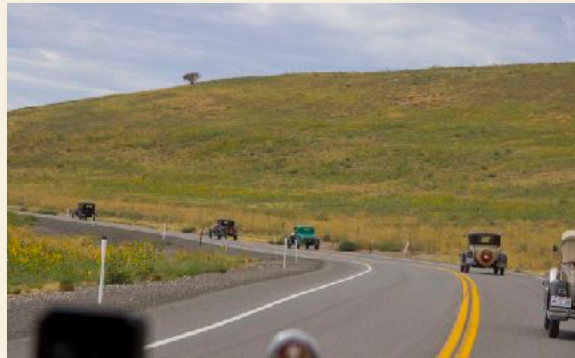
restored in addition to the roundhouse itself is the 4420 steam engine, manufactured



in 1915 by Lima Locomotive Works. It was moved to the Roundhouse in 2021 after sitting

stationary in the Uinta County Courthouse and Railroad Park since 1958. We were told that the 4420 actually visited Ogden many times back in the day!

At the conclusion of our time at the Roundhouse, we began plans for the return trip back to Utah County. It was decided that the best route to take would be to backtrack the same way we had come – which allowed us to make a stop at the Provo River Falls (which some members of the club had never seen before).



All said and done, it was a successful tour! Besides a radiator problem, everyone’s cars performed great, the weather was perfect for August and several of us learned that our cars were capable of great things! To all those who have ever thought of doing a tour but have worried their car may not perform, one of the things that some of us new to the hobby realized is the great wealth of knowledge within the club and the feeling that no matter what happened to any of the cars, we were all in good hands with the expertise that exists within the club!

Photographers Paul Jerome and Robert Mack

A Note on Authenticity

BY ROGER DAVIS

Editor's Note: For those of you who are members of the Model A Ford Club of America, you have seen Howard Eckstein's column titled, *The Restorer's Class*. In this column he describes what a Model A owner can do to make his Model A more accurate.

Since there are club members who are not members of MAFCA, we are announcing a new column in the newsletter by Roger Davis that will provide a similar service.

The "Model A Restoration Guidelines and Judging Standards" published by the Model A Ford Club and America (MAFCA) and the Model A Restorers Club (MARC) describes what is currently understood about how the Model A was built when it was driven off the assembly line. The "Judging Standards" are about three inches thick and tell you everything you need to know about your car, from the color of the engine to the number of pleats in a seat. This recurring article intends to help identify small things we can do with our cars to make them more like when they came from the showroom.

Most of the cars of the Model A era came with a tool set and an instruction book. When I first had my 29 Fordor judged at the 2018 National Convention, I didn't even know tools were an area to be judged. Building up my tool set has been one of the most enjoyable activities of my restoration efforts.

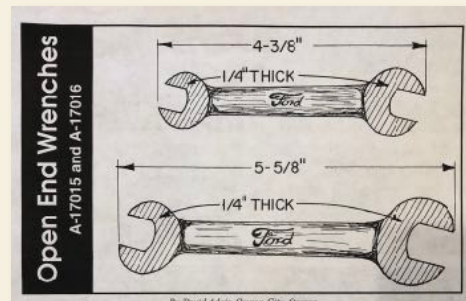
The Model As from Oct 1928 through Dec 1931 came with a grease gun (A-17125), tool bag (A-17005), adjustable wrench (A-17021), spark plug and cylinder head wrench (A-17017), pliers (A-17025), open end wrenches (A-17015/6), screw driver (A-17020), jack (A-17080/A/B1/B2/B3/C1/C2/C3), tire iron (A-17019), tire pump (A-17052), starting crank/wheel wrench, and Instruction Book.

Of significant note that trips up many collectors is that most of the Model A tools did **NOT** have the Ford script on them.

Section 17 of the Standard says, "In May 1928 to end of production, the 'Ford

script' was eliminated." This applies to the adjustable wrench and the end wrenches. Most collectors look for the Ford script but that is mostly incorrect. Tools for earlier and later models had the Ford script.

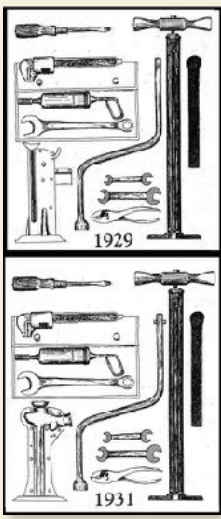
Another note is that the oil can was only supplied through April 1928. Also, be careful with the





instruction manual as MAFCA was authorized to reprint these and thus reprints are very common. Look on the title page front and back for the copyright date that corresponds to the year of your car.

The Model A adjustable wrench is readily identified in that it has a square end on the handle used to remove the differential drain plug. Adjustable wrenches for other cars don't have the square end. Also, one handle of the pliers tapered to a screwdriver blade. Pliers may or may not have the Ford script.



The Restorer had several very instructive articles in 2008/2009 by David Adair describing the tools in detail, including actual size drawings that you can print and carry with you to ensure you get the correct tool. He also has small booklets for each year with the correct tool information, available directly from him. Below is a photo of my tool set with a few of the tools from the Model T that I acquired in ignorance.



Editor's Viewpoint

If you are as old as I am you may remember what it was like when you went trick or treating. We would knock on a prospective door and yell "trick or treat!" not knowing what would happen next. Were they going to give a treat, tell us we were cute in our costumes, and send us down the steps? The other option was that they would challenge us, we had to show them a trick before we could have a treat. Every year I would practice a trick just in case That part of trick or treating was always dreaded.



Model A'ing is very similar. Yup, it has a lot of parallels. When we head out for a tour we never know what's going to happen. Will we get the treat of returning home without a breakdown, or will we need the tools and parts we constantly carry in our car. Just like preparing my trick beforehand, I have tried to stock some parts in our car so that we are prepared for minor repair whether it be for our car or someone else's car.

Just like trick-or-treating I'm always glad I went.





Identify Yourself!

BY PAR & PATSY PALMER

Par and Patsy Palmer have done their homework! They have worked hard to find the best apparel that is comfortable and good looking. They have had to go back to the drawing board several times to find these garments. Your Model A will be printed on the back and your name and the club logo on the front.

Apparel wasn't the only thing they came up with. We can now sit at car shows and talk Model As while enjoying a beverage in our own personalized mug or tumbler.

Take a close look at these new items and order soon. Contact Andrew at Watson Motorworks by phone (801) 607-1385





UVMAC Merchandise Order Form

BY PALMERS & ANDREW WATSON

Polo Shirt

ORDER FORM

ORDER DATE: _____ DESIRED DELIVERY DATE: _____

CUSTOMER INFORMATION

NAME: _____ PHONE: _____

ADDRESS: _____

EMAIL: _____

| ADULT | QTY | COLOR |
|-------------|-----|-------|
| XS | | |
| S | | |
| M | | |
| L | | |
| XL | | |
| XXL + \$3 | | |
| XXXL + \$4 | | |
| XXXXL + \$5 | | |

SELECTIONS

- Short Sleeve (Base Price \$38)
- Pocket + \$3
- Men's
- Women's
- Performance/Pique Fabric + \$5
- Jersey/Knit Fabric

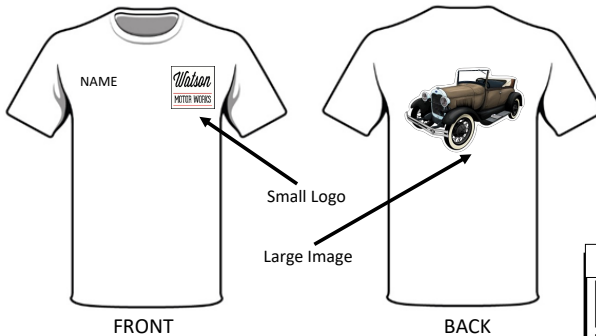
Logos/Name (Please indicate the layout you would like on your shirt.)

Front

- Name _____
- Small Logo Describe in notes

Back

- Large Image / Logo



Notes:

Blank area for notes.



Andrew Watson
@watsonmotorworks

venmo

Estimate Pricing (can fluctuate due to sourcing, item type, and quantity and size of images/logos on shirt.)
 XXL and larger sizes increase cost. Providing your own graphic art is free, but if you need graphic artwork from photo image it will be a fee of \$15 for simple graphic work or \$25 for more detailed graphic design work. We are a small operation and will do our best to fulfill your order accurately and in a timely fashion. We appreciate your support!

Contact: Julia 801.380.7027.

Email graphics to: watsonmotorworks.sales@gmail.com

Bearings — Rolling vs. Sliding

BY JEFF NIVEN

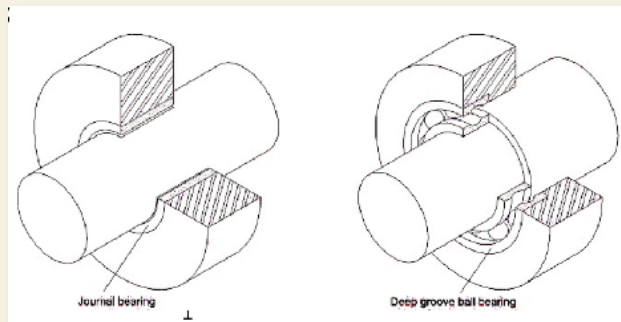
One of the oldest and most important inventions, is the wheel. Evidence indicates that the earliest wheels may have appeared 5000 years ago. What many people fail to realize, is that along with the wheel, there must also be an axle. Together, the Wheel and Axle form one of the six classic “Simple Machines” defined by Renaissance scientists. And at the heart of the union between the wheel and the axle is the Bearing.

Wikipedia defines a bearing as follows: *A bearing is a machine element that constrains relative motion to only the desired motion, and reduces friction between moving parts.*

One way by which a bearing “constrains the relative motion” is by reducing friction in the desired motion. In this article, I will discuss the two types of bearings used to produce rolling, or rotational motion, including their characteristics, benefits, and limitations.



There are basically two types of bearings used to produce rotational motion: 1) The Journal or Sleeve Bearing, where a “shaft” rotates inside a hole, and 2) The Rolling Element Bearing, which uses balls or rollers. The Model A automobile uses both types of bearings, depending on the specific requirements and demands of the application.

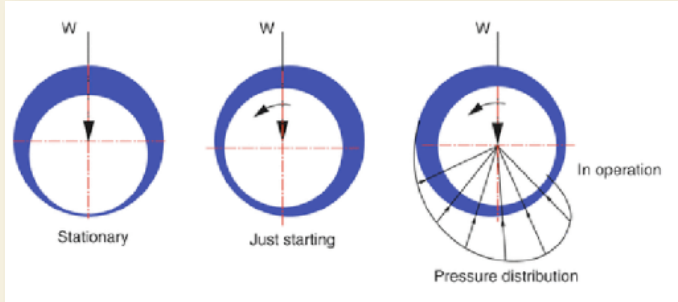


Journal Bearing

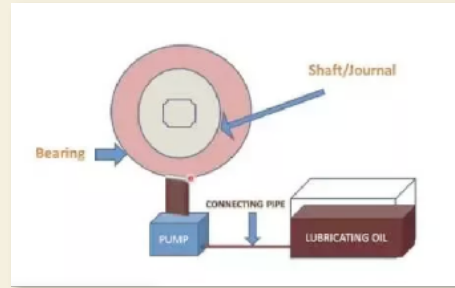
The simplest and the least expensive of the two bearing types is what many people refer to as a “plain bearing” or a journal bearing. This bearing consists of a shaft in a lubricated hole. Journal bearings are associated with heavy loads, low cost, high reliability, long life, and surprisingly they are well suited for high rotational speeds. They are also more forgiving with respect to tolerances and cleanliness. The major drawbacks associated with journal bearings are high starting friction, and lack of precision. Starting friction for a journal bearing can easily be twice its running friction. However, once the journal bearing reaches its operating speed, and is well lubricated, its running friction can be quite low. Because starting friction is high, they are not often suited for stop-and-go or back-and-forth motion.

There are a number of different types of journal bearings and the differences are basically related to the different methods of lubrication:

Hydrodynamic – These bearings use oil to support the shaft in the hole. The motion of the rotating shaft produces the oil pressure, which is essential in the lubrication process. The oil pressure distribution opposes the applied load. These bearings are used in engines, compressors and steam turbines.

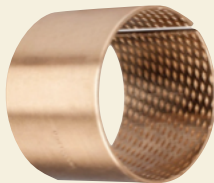


Hydrostatic – These bearings must be supplied with pressurized gas or liquid, which is forced into the bearing gap and thus supports the shaft with a uniform pressure distribution. No rotational motion is required and thus they do not have that limitation found on Hydrodynamic bearings.



Solid Film / Boundary-Lubricated Bearings

— Relative motion occurs between the shaft and the hole, with only partial lubrication or a dry lubricant that has been applied to the rubbing surfaces. The solid surfaces are so close together that there is actual contact between the high spots on the surface roughness profiles. Examples include: a) plastic, wood, porous iron, rubber, and bronze bushings, b) Teflon, graphite or molybdenum disulfide coatings, and c) Hydrodynamic bearings at start up, prior to formation of the hydrodynamic pressure distribution.



Friction is typically higher for these bearings, as there is little or no flow of lubricant. And there are limitations with respect to heat dissipation, durability of solid film coatings, and the bearing's life expectancy.



This type of bearing is found in numerous locations in the Model A, where rotational speeds are very low, and loads can be high, such as the door hinges and throttle linkages as well as emergency brake linkages and fittings.

Rolling Element Bearing –

During the WWII summer of 1943, the Allied Bomber Command focused their bombing efforts on the city of Schweinfurt, Germany, in order to destroy Germany's ball and roller bearing production capability. Their reasoning was that Germany's production of 2.4 million ball bearings each month was key to their ability to wage war. Precision ball bearings were essential in the production of

aircraft, tanks, trucks, ships, submarines, machine guns and heavy artillery, as well as the production of domestic items such as washing machines, cars and trucks, trains, machinery, and motors.

Rolling element bearings, which include ball and roller bearings, are essential in the manufacture of any precision machinery due to the need for tight tolerances and low

friction. This was true in WWII as it is today, and thus there are numerous examples of the need for rolling element bearings including in the Model A Ford. Let's consider the reasons for this fact.

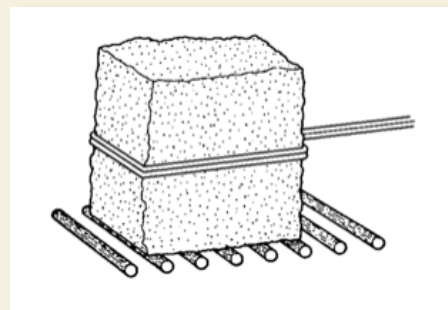


As was mentioned in the previous discussion, the majority of journal bearings have high starting friction and thus are not suitable for precise movement, especially for stop-and-go and back-and-forth motion. In addition, journal bearings usually have low precision due to large tolerances in order to accommodate thick films of lubricant. To handle high temperatures and high speeds, journal bearings also require plenty of lubricant and a method to cool the oil. Another type of bearing was needed to

solve these problems. The rolling element bearing was invented to do just that.

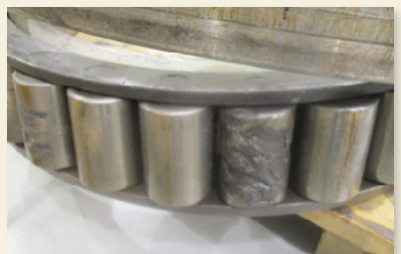
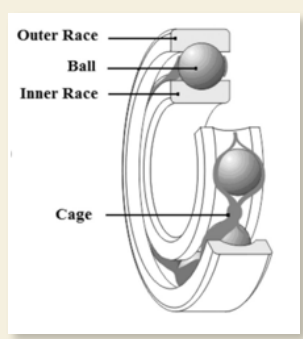
The first use of rolling elements to carry heavy loads likely predates the invention of the wheel. There are numerous examples in history of people rolling heavy objects over a series of logs or trees. After the load passed over a log, the log was moved to the front, and the process continued. Wooden ball bearings were used by the Romans around 40 BC. (Wikipedia – Bearing – Mechanical)

By design, rolling element bearings have lower friction than journal bearings, especially when the rolling elements are rolling on hard flat surfaces. This is true for both starting friction (most important), and for running friction. By making a circular path for the rolling elements to follow, there was no need to move the rolling elements from the back to the front, as with the trees/logs. In addition to lower starting friction, rolling element bearings do not require a thick film of lubricant, and thus their gaps and manufacturing tolerances can be tighter and more precise.



There are numerous drawbacks for rolling element bearings that must be considered. Because of the tighter tolerances, rolling element bearings tend to be more expensive to manufacture, and thus they usually cost more. This high cost is also due to the larger number of components, than just a shaft and a hole. There are numerous balls or rollers to fabricate that fit into a set of races, both an inner race and an outer race. All of these components have tight tolerances of their own. In addition, most high quality rolling element bearings require a cage that maintains a gap between the rolling elements so that they don't rub against each other and create friction.

Perhaps the biggest drawback of rolling element bearings is their limited life due to very high stresses in the balls and races which can lead to mechanical failure. The high stresses are due to the contact forces applied over very small areas. These high compressive stresses lead to pitting and spalling, where the metal fails and then falls out of the balls and races. This loose metal can then be “run over” by other balls or rollers, which can eventually lead to catastrophic failure of the entire bearing, as can be seen in these photos.



In addition to cost and life expectancy, there are additional drawbacks with rolling element bearings. They include their susceptibility to dirt and moisture, weight, high speed limitations, space and volume requirements, and their own

inertial effects especially when rotating at high speeds.



During the design process and the selection of which bearing to use, it is critical that the engineers consider,

mechanical fit, cost, mechanical stress, friction, heat, corrosion, material properties, lubrication, rotational speed and life expectancy. Through careful and conservative design, a rolling element bearing can provide many years and thousands of hours of excellent performance.

Conclusion

There is a need for both journal bearings and rolling element bearings in a Model A Ford. The large number of Model As that are still being driven on the road, is a testament to the conservative design work of Henry Ford and his engineers.



The Ladies Fashion Journal

A BACKWARD INTEREST IN DESIGN

In their 1928 winter magazine, the Fifth Avenue luxury department store B. Altman and Company describes evolving fashion trends as the “playful imagination of fashion [that] is constantly conceiving delightfully fanciful things, some of which live while others wither and die. How frivolous one can feel in billows of tulle and chiffon—in a youthful bouffant frock, . . . or, when dining and dancing in crowded spaces, how smart the sophisticate appears in an evening gown of more restraint—one that falls in straighter, softer lines and follows the body rather [definitively].” Altman’s observation aptly reflects the evolution of style during the 1920-30 decade.



Lynda Davis
Dallas and Fort Worth
Model A Clubs

McCalls, October 1929. Illustration taken from *The Fashion Files*, p 70.



The decade dawned with women’s voting rights and freedoms (leading to shorter dress hems) and ended with the cataclysmic crash of a booming economy (in which hem length dropped along with stocks). B. Altman’s statement marks the fashion-pendulum swing from the frilly garden party and elaborate and beaded flapper dresses (with hem lines reaching their height in 1927 to just below the knee), to the advancing trend towards more conservatively-styled, longer and sleeker gowns “of more restraint,” what Altman called the “straightening out’ feeling.” These dresses were typically made from velvet, heavy silk, silk crepe de Chine, silk pongee, lace, and the new Rayon, and they hug the body in ways that Jean Harlow would later make famous.

“Artificial silk bias-cut evening gown by Donguy of Paris, ca. 1930s”



Favorite Models of Leading French Couturiers Present Distinctive Interpretations of the New Mode for Evening.

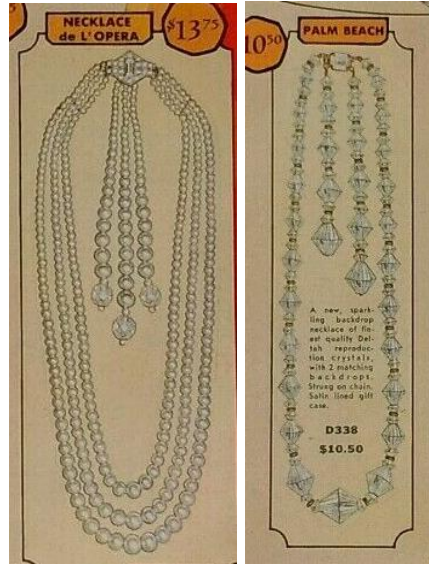
The most interesting notation in Altman’s magazine describes a “decided back-ward interest in formal gowns.” These gowns frequently have a front that appears “quite plain”; however, when “backs are turned ethically, bodices and waistlines are found to be attractively elaborated” with “stress—and often *strass* [rhinestone adornments]—on many a low decollete” (*sic*). Just a few years earlier, shorter hemlines exposed women’s legs, increasing hosiery sales and making ladies’ legs an area of interest. As fashion approached the 1930s, hemlines dropped to the mid-calf and longer, shifting emphasis from the legs to the back, and often those backs were bared to the waist.

Above: Backless gowns featured in *McCalls Magazine*, January 1930, and found in *The Fashion Files* Notice the backdrop necklace on the model left of center.
Right: A dancing couple. Picture from 1930, *Modern Ballroom Dancing*, 1930, by Lillian Ray



Figure 1—THE CORRECT DANCING POSITION

The likely reason for displacing the focus to the dress-back may have something to do with dancing. With shorter dress hems, women had free range of movement, enabling them to enjoy dances such as the Charleston. But with longer dress lengths, inhibited movement likely encouraged slower dancing, “cheek to cheek.” Altman’s magazine speculates that it is from behind that the “sophisticate” is better able to show off her formal evening dress when “dancing in crowded spaces.”



Of course, bobbed hair and bared backs do provide nice landscapes for ladies to show off their jewelry. How often have we heard tales of our grandmothers or great grandmothers wearing their long necklaces backwards down their lovely backs. To illustrate a bit of *strass*, as Altman puts it, look to the 1931 illustration above left and to MAFCA member Tammie Jones below. Here the fashionable models wear rhinestone clips at their back décolleté. Then, too, capitalizing on the desire to accentuate the feminine back, manufacturers produced and sold “backdrop” necklaces especially for that purpose. Backdrop (sometimes spelled “back-drop”) necklaces, like traditional necklaces, decorate the neck-front and

Photo on left shows a model from the 1928 *La Gazette du Bon Ton* which also appears in MAFCA’s Fashion Files, p 68. The backdrop necklaces above appear in the annual illustrated catalog of Leonard Krower & Son’s 1931.



fasten in the back; however, the “backdrop feature,” as seen in the figures above and the photo of Myrna Loy at the right, typically sport two or three strands that “drop” down below the coiffed hair-bun at the neck’s nape and dangle between the shoulder blades. Model A Era fashions prove to be beautiful when women are both coming and going. The women of our era really knew how to make an exit!



Left: MAFCA Member Tammie Jones
Right: Myrna Loy. Photograph taken by Max M. Autrey.



13 Haunting Facts About Halloween

FROM TOWN AND COUNTRY US

The history of Halloween involves more than candy and costumes. Here are ten things you might not know about the holiday:

1 The holiday goes back more than two thousand years.

- Halloween started out as a pre-Christian Celtic festival. It was called Samhain, which means "Summer's End". Shaman was held around the first of November. It marked the last day of the Harvest.
- It also celebrated the crossing over of spirits to another world. People in Ireland, U.K. and France would ward off ghosts. They historically lit sacrificial bonfires and wore costumes.

2 Trick-or-treat has existed since medieval times.

- In Scotland and Ireland it was known as "guising". Young people dressed up and asked for food or money. Today the tradition has morphed into children asking for candy.

3 Halloween rituals used to involve finding a husband.

- During the 18th century, ladies would follow Halloween traditions. These would supposedly help them find a romantic match. Rituals

would include throwing an apple peel over their shoulder.

4 Immigrants helped popularize the holiday in the U.S.

- The Irish fled their country in the 1840s because of the potato famine. They brought the Halloween traditions with them to the United States. By the 1920s, the holiday started gaining traction.

5 In the U.S., Halloween is the second largest commercial holiday following Christmas.

- Consumers spent approximately 9-billion dollars on Halloween in 2019. This is according to the National Retail Association. The Irish also brought us Jack-o'-lanterns.
- Legend has it that Irishman "Stinky Jack" fooled the devil. Therefore, he wasn't allowed in either Heaven or Hell. Instead, he spent his days roaming the earth carrying a lantern. He went by the name of "Jack of the Lantern".



6 Illinois produces more pumpkins than any other state..

- The state has over 15,000 acres dedicated to gourd growing. This is according to the U.S. Department of Agriculture.
- These farms grow over 500 million pounds of pumpkins annually.

7 Candy Corn originally had another name.

- It used to be called "chicken feed".
- The Goelitz Confectionary Company sold boxes of it. They first put a chicken on the front of the box. It was supposedly meant honor to its agricultural roots. The recipe has barely changed since the 1880s.
- It is rated one of the worst Halloween candies.

8 New York City throws the biggest Halloween Parade.

- It draws over two-million spectators and thousands of participants..
- Greenwich Village puppeteer, Ralph Lee, created the parade.

9 Skittles are the top-selling Halloween Candy.

- The bite-sized candies outrank M&Ms, Snickers, and Reeces Peanut butter Cups. This is based on 11 years of data sales from CandyStore.com.

- Candy corn also made the top-ten list.

10 Finding a spider on Halloween is considered good luck.

- It is believed that if you find a spider on Halloween, it means that a loved one is watching over you.

11 Wearing certain types of costumes in certain states is illegal.

- In Alabama, wearing a nun or priest costume on Halloween s illegal
- In Dublin, Georgia, wearing any kind of mask that covers the face is illegal.

12 Matthias Willemjins of Belgium holds the current record for growing the largest pumpkin weighing a whopping 2,624 lbs.

13 The owl is a popular Halloween image.

- October is known as Owl Month and is associated with Halloween due to their nocturnal nature.

HAPPY HALLOWEEN!

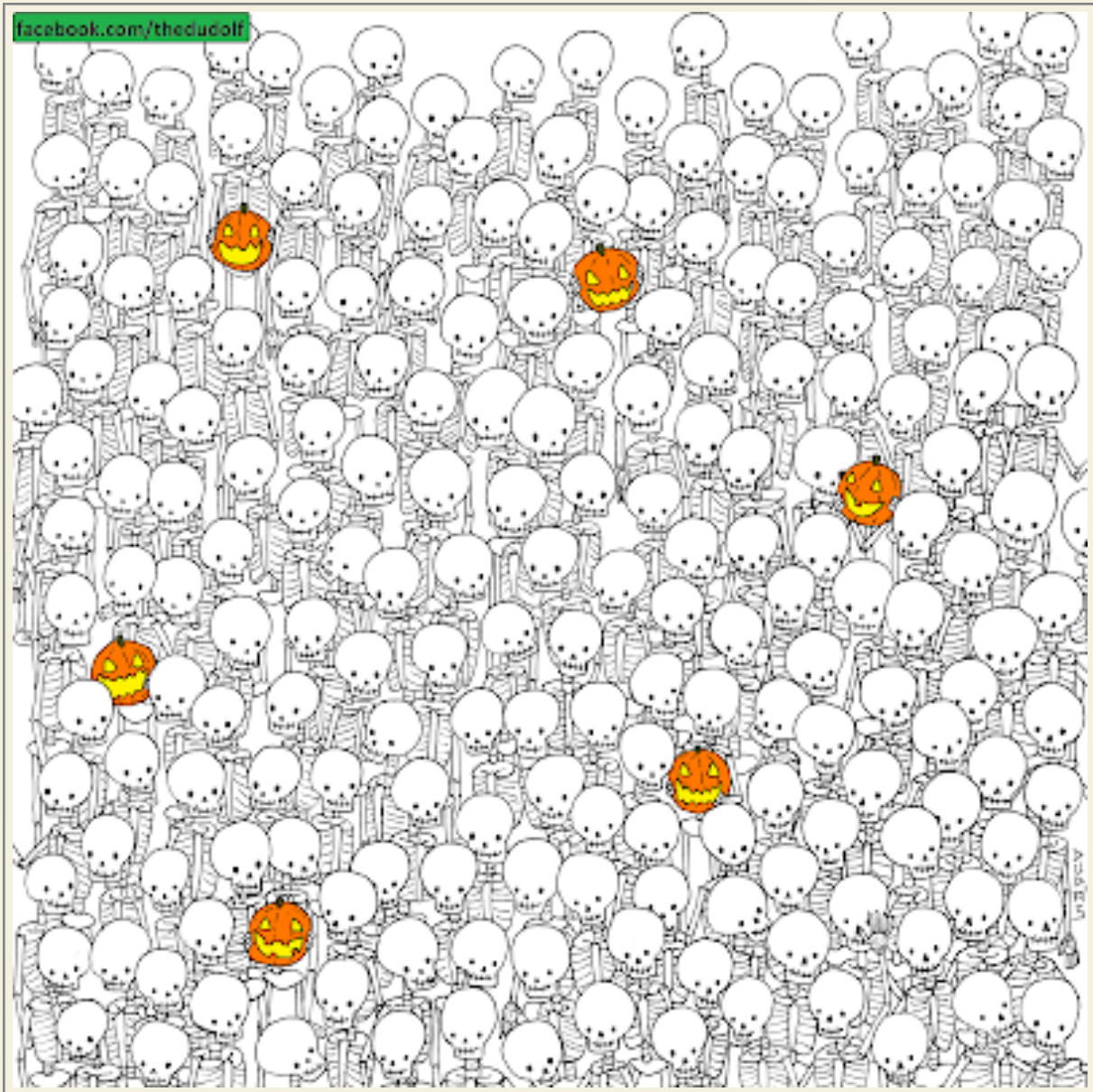


Let's Have Some Fun

CAN YOU FIND THE FIGURE IN THE CROWD THAT DOESN'T BELONG?

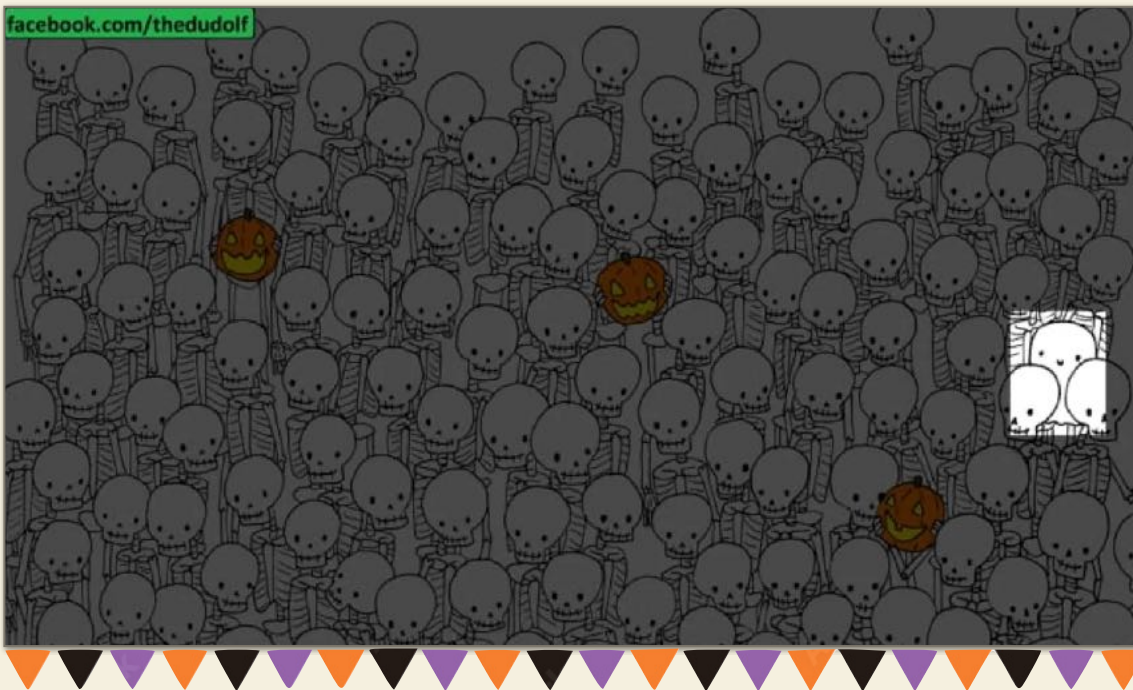
The countdown to Halloween is well underway, and puzzle expert Gergely Dudás is celebrating with a spooky brainteaser.

Key on next page



Trivia

Key to Puzzle on previous page



MAFCA Facebook Page, From Jim Yedor

A gentleman asked if someone would restore his Model A for him. This was one of the responses he received:

When I started into my Tudor 56 years ago in the back of Vintage Auto in Santa Ana, California, Harold had sorted piles of used parts. A pile of engine blocks, a huge pile of steering columns, a giant bunch of wheels. Up front the new parts were rather limited then but cost was low. NOS parts were around as well. Now you can build most of a Model A from a good catalog. It is all too easy to experience "job creep" and spend far more than the resale value today. My best advice to the novice is 1) Find an experienced co-conspirator, 2) Avoid mistakes by getting some of the great Model A books, 3) After you know you aren't going to return a parts burn the receipts. 4) Tell you wife you've spent \$10k, tell your friends you've spent \$20k and realize that \$40k has your name on it.



UTAH VALLEY



Christmas Luncheon

Saturday December 9 at Noon

At the Clyde Company Conference Room
730 North 1500 West, Orem

~This is our club meeting location~

Join us for a catered Turkey Dinner

\$15 a plate

Socializing ~ Reminiscing ~ Christmas Magic

Get your tickets at a club meeting in
September, October or November



Model A Ford Club of America

Established 1957

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



2023 National
Awards Banquet
Nov 30th - Dec 3rd
Santa Maria



Join us at the Historic Santa Maria Inn in Santa Maria, California. Explore all the Central Coast has to offer! Visit Hearst Castle! Visit Solvang, Danish Capital of the US! Hope to "See Ya in Santa Maria"



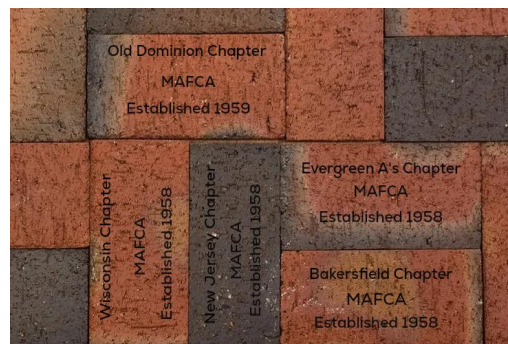


MAFCA ANNOUNCES 50 YEAR AWARD PROGRAM

Each year one of the privileges for the Chapter Coordinator for MAFCA is to recognize those chapters who have achieved certain milestones in their history for their years of continuous operation. This is done by awarding a certificate of achievement designating that milestone. These are then delivered to each chapter to display. We are proud to announce a new program to enhance this.

This year by unanimous vote the MAFCA Board of Directors and in an agreement with MAFFI and the Model "A" Ford Museum we approved to begin recognizing those chapters who have achieved the high honor of 50 years of continuous membership in the Model "A" Ford Club of America in a special way. For those chapters an inscribed brick will be placed on behalf of MAFCA at the Model "A" Museum by the Model "A" Ford Foundation or MAFFI. This permanent enshrinement of this accomplishment will be on display 365 days a year to celebrate this high honor.

We cannot however just begin this recognition in 2023. We must also look back to past award recipients as well as look at our current winners. To do so 94 bricks will be ordered this year that will include all prior 50 year Chapter Longevity Award winners. This begins with our first chapter, the Bakersfield, California Club, as well as including the 2023 and 2024 winners which will be placed in time for the 2024 Model "A" Days celebration. Each year after a brick will be placed in honor of those 50 year chapters reaching this milestone. Those recognized in this sidewalk of 50 year Chapter Longevity Winners is meant to demonstrate their special place in MAFCA's history and their significance in the success of MAFCA.



It is our hope that with this permanent recognition and placement of these bricks, those MAFCA members and others who visit the museum, will feel the same sense of pride and accomplishment in these recipient's as the Model A Ford Club of America does.

Will Langford
2023 Chapter Coordinator

Model A Ford Foundation

BY MIKE DUBREUIL



Model A Days (Sept 15 & 16, 2023) were a resounding success! The weather was perfect – 70 degrees—so all those open Model A cars that came to show themselves off for the theme this year had no trouble with the weather at the museum. In fact, the grounds were full of all types of Model As driven onto the Gilmore grounds by hobbyists!

The “first start” Model A Coupe took just 43 minutes to start up after being abandoned more than 30 years and being in a flood up to the windshield. This year there were TWO first starts; the second was a truck (AA) and that only took a tad over 10 minutes to start up. There’s no shortage of cracker jack mechanics at Model A Days.

The Model A school bus and Stake Bed truck were kept busy carrying passengers around the 90-acre grounds and riders had great fun smiling and waving. For the second year in a row, the Model A Driving school graduated a new batch of Model A drivers, so we can keep those inner tube tires rolling!

And there were lots of new Model A Ford Foundation Inc. red t-

shirts and navy hoodies being worn by our loyal museum supporters. If you were there, you would know how much fun was had. If you didn’t make it, pencil in your calendar for next year, September 20 & 21, 2024!

Happy motoring,
Mike DuBreuil
MAFFI Board of Trustees
Secretary

THE MODEL A FORD FOUNDATION (MAFFI) IS EXCITED TO ANNOUNCE!

WE'RE EXPANDING



YOUR MODEL A MUSEUM IS GROWING FAST, AND IT'S TIME TO GROW WITH IT. WE ARE THRILLED TO SHARE WITH YOU THAT WE ARE ADDING AN ADDITIONAL 11,200 SQ. FT. OF SPACE TO OUR EXISTING MUSEUM. WE'RE ADDING ON TO THE BACK OF THE MUSEUM WITH MORE EXHIBIT SPACE. MORE VEHICLE STORAGE, INCLUDING A COMPLETE GARAGE WORKSHOP AREA! THE GILMORE IS THRILLED ABOUT MAFFI'S INTEREST IN EXPANDING, AND DEVELOPING ADDITIONAL ENGAGING EXHIBITS TO SUPPORT THE SHARED EDUCATIONAL MISSIONS THAT WE BOTH HOLD.

SHORTLY WE'LL SHARE WITH YOU HOW YOU CAN BECOME A VITAL PART OF THIS EXPANSION, AND MAKE THIS EXCITING GROWTH FOR YOUR MODEL A MUSEUM BECOME A REALITY.

FOR MORE INFORMATION AND BECOMING A DONOR PLEASE CONTACT JOHN BEGG AT 803-727-4392 OR JERRY MORRISSEY AT 269-615-3719
JWBEGG@GMAIL.COM OR JERTRUDY@SRCGLOBAL.NET





Classified Ads

If you have a Model A or Model A parts you would like to sell, send information, and pictures if possible, to mack4759@yahoo.com. Ads will be taken down after two months, unless you make other arrangements.

Watson
Motor Works

We Buy And Sell
Model As

\$16,000 1931 Model A Tudor **SOLD** \$17,000 Early 1928 Sport Coupe \$15,500 1929 Roadster Pickup

205 E. State Road, Pleasant Grove, UT – (801) 607-1385 Sales
<https://www.watsonmotorworks.com/>


Mark Layton is selling his Model T Touring Car. He also has a bunch of Model A parts to sell too. contact him at (801) 361-7300.



Karl Pope is selling the item below, call (801) 374-8083.

For Sale: Parts for making a **Model A trailer**. Model A rear end w/parallel springs, Antique steel hardware for DIY box.





UTAH VALLEY
- Model A Club -
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

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