

UTAH VALLEY

- Model A Club -

Vol. 11 No. 7

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

July 2023

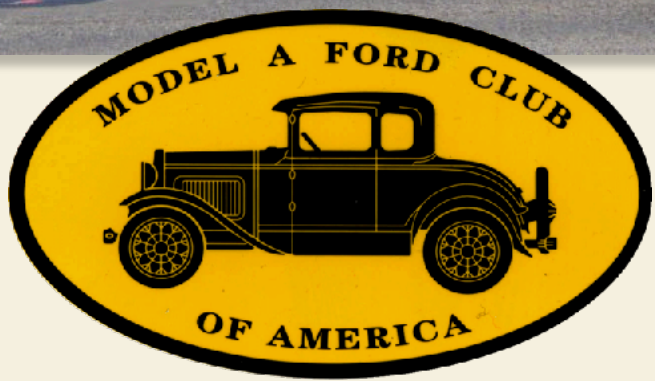
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 Eagle Mountain Parade
 UVMAC at Oremfest Parade

DO WE REALLY
 NEED A
 THERMOSTAT?

MIRROR LAKE/
 EVANSTON
 TOUR



2018 Provo Freedom Festival Grand Parade
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
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Treasurer	Diane Brimley	brimleydiane@gmail.com
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APPOINTED POSITIONS

Awards	Jeff Niven	jefferyniven@gmail.com
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Librarian	Mike Carlton	mcarton1@gmail.com
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Tech Talks	Buster Hansen	buster_hansen@msn.com



President's Message

BRIAN LINDENLAUB



There are many ways to share our appreciation for Ford Model As with other people. I'd like to tell you about an unique experience I had recently.

Several times a month I work as a volunteer bicycle mechanic at the Provo Bicycle Collective. The Bicycle Collective is a nonprofit bike shop that refurbishes donated bicycles and puts them into the hands of those in need — focusing on children, newly resettled refugees and immigrants, individuals experiencing homelessness or housing insecurity, individuals recovering from substance abuse, and low-to-moderate income households. Bikes that can't be refurbished are stripped for usable parts and the rest is recycled. I enjoy working on bikes and knowing that these are going to deserving people.

I have become pretty good friends with one of the other mechanics. One day I was telling him about my Model A, and he said he'd like to see it sometime. A few weeks later when the weather was nice I drove the Model A down, so I could show it to him — but not in the normal sense. You see, my friend is sight impaired (what we used to call blind). You would hardly notice any disability

if you watched him work though. He is an expert bicycle mechanic and I have learned a lot from him.

I escorted him out to the street where the Model A was parked and placed his hand on the right rear fender. As he ran his hands over the car, I described what he was touching and answered his questions. He felt his way forward along the fender, passenger door, and running board to the hood, radiator shell, and headlights. Along the way I pointed out features like the rumble seat, wire wheels, and convertible top. At the front of the car he started back along the driver's side. When he got to the driver's door he asked if he could sit in it and of course I said yes. While he was in the driver's seat feeling the steering wheel, pedals, and shift lever, I pointed out the spark and throttle control levers, headlight switch, and other unique controls.



Both of us enjoyed this experience. He was smiling the whole time and so was I. Unfortunately I didn't have time to take him for a ride that day. Hopefully we can do that next time!

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June Club Meeting

BY ELAINE CARLSON



Welcome: Conducting – Brian

- Karl Pope brought a number of spare parts and tools for give away. Thanks, Karl.
- The club roster is completed and will be distributed very soon.

Attendance: twenty-six current members plus two new members, Judd Houser and David Kern

Awards: Jeff Niven

- After discussion and voting, Rod Gardner received the Bent Rod award for running out of gas two times within one week.
- 500 mile award – Paul Jerome, Paul Bush, Steve Dutton
- 1,500 mile award – Jeff Niven

Speedster Project: Firewall is being put together and boat tail rear end is still under discussion on the best way to build it.

MAFCA National Awards Banquet 2024: Hotel has been decided, Marriott at University Park (4890 Wakara Way, SLC). Additional planning meetings are to be held later this week.



MAFCA High Country Tour 2023: The Midwest Regional Tour was held in Breckenridge, CO this year. Roger and Geena Davis and Robert, Greg, Nicholas, Natalie and Gavin Mack attended this regional tour which was going on this week. Howard acquired a YouTube video of the Channel Nine News Story on the tour that lasted about three minutes. Howard showed the video.

<https://www.9news.com/video/life/style/colorado-guide/high-country-tour-returns-to-breckenridge/73-9ab03cf2-a368-4046-bb3b-6c3689d5076c>

Past Activities:

- The May 20 car show at Covington Assisted Living Center was a success and really enjoyed by the residents. This was

one of our community service activities for the year. There were a number of residents and family members that attended. Some of the residents were treated to a ride.

- The June 3 Eagle Mountain Pony Express Days parade had six cars.
- The June 10 Springville Art City Days Parade had 8 cars.
- The June 10 Orem Festival Parade had 6 cars.

Future Activities:

- June 24 – Saratoga Springs Temple public open house and drive around Utah Lake. Meet at 8 AM at Harts’ gas station at 585 E. State – American Fork
- July 4 – Provo Freedom Festival Parade
- July 22 – American Fork Steel Days Parade
- August 4 – Lindon Days parade at 7:30 pm.
- August 11 to 12 – Beehive A’s tour to Evanston.
- August 19 – Larry from the Salty A’s is inviting our club on a tour around Utah Lake. Those attending are to meet at the Smith’s store at Pioneer & Redwood Road (689 N. Redwood Road)
- September 23 – Mapleton History Tour

Tech Talk: “Vibration, Causes and Resolutions” by Jeff Niven. Jeff made a number of operational visual aides which demonstrated how vibration gets started and how it can become annoying. He also added discussion and ideas on how to solve some of the vibration problems. It was an excellent presentation.

Diane Brimley provided the refreshments.

Adjourned



2023 Calendar of Events

COME JOIN IN THE FUN

- July 4th, Tuesday **Provo's Freedom Festival Grand Parade** We will meet at the same location and the same parking lot we have met in before, 1060 N. University Avenue. The parade committee has asked that we be there by 6:00 a.m. before they barricade the roads. Shine up your car, and adjust your horn.
- July 22nd, Saturday **American Fork Steel Days Parade** Meet at 8 a.m. at the Sinclair gas station. Their address is 309 W. Main Street in American Fork. Diane Brimley will be there early so watch for her or her red Sport Coupe. If the police tell you we are at another location, please follow their directions. It is a candy parade, but they have asked us not to throw candy because we are in moving vehicles. They were really excited to have us in the parade. After the parade we will go to Sonic in American Fork for a bite to eat. Sonic is 147 North West State Street.
- August 4th, Friday **Lindon Parade** will start at 7:30 p.m. Meeting location is yet to be determined. The Mayor of Lindon has asked the club to provide rides for city dignitaries and veterans.
- August 11-12, Friday & Saturday **Evanston, Wyoming Tour via the Mirror Lake Highway** is organized by the Ogden Beehive A's. It is not an official UVMAC activity, but the club has been invited. They will be staying at the Best Western Dunmar Inn, 1601 Harrison Dr, Evanston, WY (307)789-3770. There are 10 rooms blocked in Dennis Thompson's name. Prices are \$139.99 for a single or you can book them on line for about \$120.00 but the lower price is non-refundable. If you plan to attend this tour, please contact Dennis Thompson (801) 510-5837, dennist30@comcast.net
- September, 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. Date and time has yet to be determined.
- October 18-21st, Wednesday - Saturday **Southern Utah Tour** we 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. These dates are tentative depending on weather.
- November, Saturday **BYU Engineering Building Tour** we will 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 **Annual Christmas Dinner & Party** always guaranteed to be a fun event, will be filled with awards, prizes, delicious food and more. Dawn your best era attire (if you have any) and let's party! Details to come.

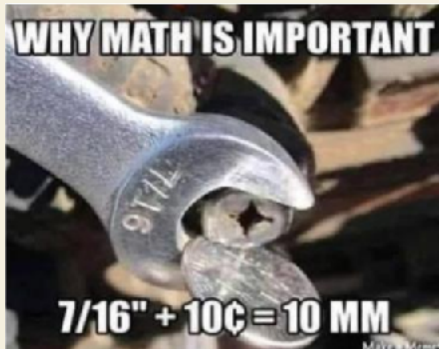
July Calendar of Events

MARK YOUR CALENDARS

JULY 2023						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	 Provo Grand Parade	 Gemma Eckstein	4	5	6
7	8	9	10	11	 Lisa Cope	12
13	14	15	16	 Judy Isaksen	17	 Elaine Carlson
18	19	20	21	Club Meeting	22	AF Steel Days Parade
23	Pioneer Day	24	25	26	27	28
29	30	 Henry Ford 160 years old	31			

Printable Calendars From 123Calendars.Com

Losing so many files on my computer, I have very few birthdays. I apologize if I have missed yours.



Two gems from the Script A News.

How to Fix:

- * Squealing brakes
 - * Exhaust leak
 - * Belt squeaking
 - * Exhaust rattle
 - * Engine tick
 - * Wheel bearing going out
- ... Turn up the radio...



Heard it Through the Grapevine

OUT AND ABOUT WITH CLUB MEMBERS

Joe Fazio and Buster Hansen (Joe's nephew) traveled to Oregon to pick up another of Joe's Model As. Another car joins our ranks. Buster will give us the details soon.



At the High Country Tour in Breckenridge, CO they hosted Car Games. In a game called "Save the Bell" a cow bell was strung on a rope from a pole to the Model A's door handle. The goal was to keep the bell in the air as the driver drove around a circle. If this wasn't difficult enough, the driver had to do it again, only backwards. **Greg Mack** made it farther than anyone else so he won first place.



Buster, ReNae, and Clark Hansen enjoyed the Pleasant Grove Strawberry Days Parade by their Clark also the he got girls.



driving Packard. enjoyed attention from the girls.

The Utah Valley Model A Club dominated another issue of *The Restorer*. **Howard Eckstein** wrote a story about **Paul and Irene Prior's** 1930 pickup and Howard's photo of the truck is plastered on the front cover of the magazine. Howard scored another article in the Restorer's Class Column.

Then it was **Roger Davis's** time to shine. His article about his and **Jenna's** drive to Golden Spike NHS was found on page 30. The Utah Valley Model A Club dominated another issue of *The Restorer*.



Bob and Janell Todd had the privilege of going to the Michelin facility where Bob spent most of his time at work. Bob got to meet with the current plant manager of US 1.



Golden Wrench Award -What is That Noise?

RODNEY "HOT ROD" GARDNER

Gardner's Model A pickup pulled to a stop at the end of the Oremfest Parade, Sarah turned off the engine. Gardner then stepped on the engine starter. Roar went the vehicle, and it kept roaring, roaring, roaring all the way home—about three blocks.

It sounded like the starter never disengaged. Gardner needed to deliver a Beehive, about a mile away. He asked his daughter and her friend to go with him in case he needed a push. The pickup started without the continuing roaring.

They delivered the beehive; however, the pickup would not start. Sandi and Sarah got out and pushed—it started right away. The battery was completely dead.



Gardner took the battery to Interstate Batteries. Sure enough, it was a goner. He bought a

refurbished battery. Now for the big moment, turn on the gas, turn on the electric, turn on the key, and step on the starter. NOTHING! Not a peep—not even a click.



Time to remove the starter motor. Three bolts mounted the starter motor to the bulkhead. Four small bolts mounted the starter rod to the starter motor. After removing the bolts, a YouTube video showed tilting the starter up as one pulls it out. After several attempts, it just would not come out. Finally, Hot Rod Gardner removed the two bolts connecting the radiator pipe to the engine block. That being out of the way, the starter motor was easy to remove.

The starter was taken to Auto Zone to be tested.

It failed all three tests. Hot Rod searched for hours online to find a starter. When all else fails, call Howard Eckstein. He referred me to S N A P



Rebuilders in South Salt Lake (801) 467-2902. Terry suggested a starter that would last longer. It had an electrical connection, not the original mechanical rod. Now Hot Rod would need a new floor starter button. One was found on Amazon, hope it will work.

Moral of the story, when one hears a different noise—something must be wrong.

Good luck, Hot Rod Gardner, you have really earned the Bent Rod Award.

The Eagle Mountain Parade

BY HOWARD ECKSTEIN

It seems this is the year for parades. Our club usually participates in two or three a year, but that was before we became better known. We could easily run in seven parades this year if we agreed to accept all the invitations extended to us. In addition, we've been invited to participate in a few car shows, too.

I asked my son, "Won't we become over exposed and the public will be tired of seeing our cars all the time?" He replied, "There are so many people here in Utah County, that there will always be fresh eyes to see you." OK, then. He's usually right about a lot of other things, so I won't worry about that anymore. Besides, organizers are always looking for entries to fill up their parades.

One of our new club members, Paul Jerome, lives in Eagle Mountain and is the city manager there. Having driven his Model A to work, his coworkers got excited and suggested that the club drive our cars in their Pony Express Days Parade. The arrangements were made and we provided six cars that ran at the end of the parade in front of the fire truck and cop cars.

I was surprised that Eagle Mountain attracted a huge enthusiastic audience that lined the route several layers deep. The weather was perfect, and the mile-long route was downhill. This was a pleasant surprise for me. We've been in other parades where there were more participants than spectators. Those ran about two blocks long and





Clyde Munson and Brian Lindenlaub photographers.

were over so fast, that we drove back to the start and drove back down again. Not at Eagle Mountain.

The drive to the parade route, which ran east down Pony Express Parkway, required that we come in the back way due to streets being blocked off. This is the case when the public safety officers try to control traffic patterns where many people are standing at the curbs. The drive in to the staging area was through horse country with pastoral scenes unrolling before us.

Afterwards, some of us went to lunch together where we talked Model A stuff. It wasn't too far to go, and the parade was fun. I'd go there again.

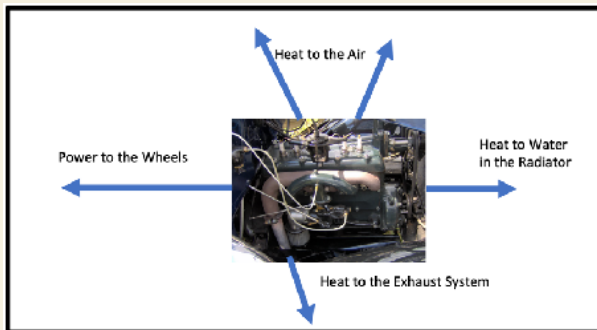


Do We Really Need A Thermostat?

BY JEFF NIVEN

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

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



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

most common methods of transferring heat out from the metal of the engine are; 1) cooling by blowing air over the engine, or 2) cooling the engine with water.

Early “Hit and Miss” gasoline engines, such as this John Deere, incorporated a metal pot on top of the



cylinder and cylinder head, which was filled with water to keep the engine cool until the water boiled out of the pot. The John Deere name is printed on the side of the pot of water, and water had to be continually added to the pot through the rectangular hole on top.



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

in an effort to eliminate the need to constantly add more water as it boiled away. Eventually the water cooling system was closed with a tight cap. This cap increased the pressure of the water

inside the engine and thereby increased the boiling point/temperature of the water before it began to boil. This technique also posed a safety problem when boiling water and steam escaped the pressurized radiator and hoses. Later,



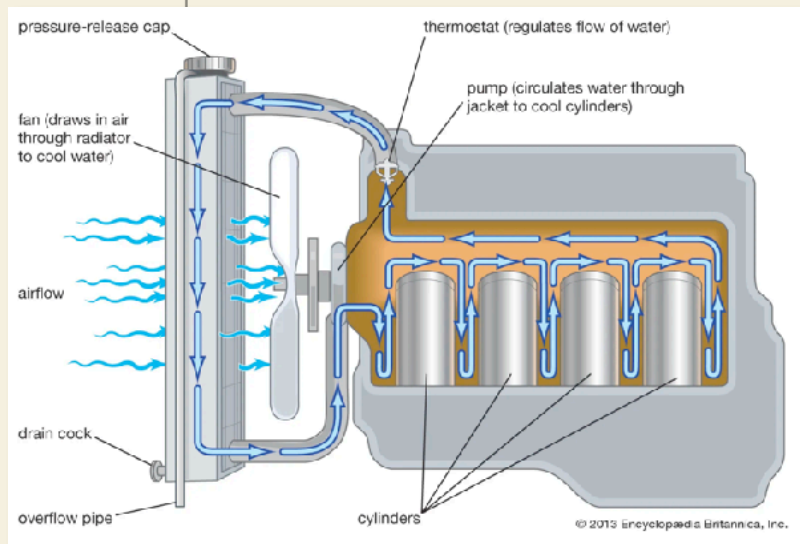
chemicals were added to the water to raise the boiling point even higher.

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

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

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

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



fully opened, the temperature of the water in the engine is dependent upon the load on the engine, and the efficiency of the cooling system

including the water pump, the size of the radiator and the type of coolant.

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

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

Also, consider that for short duration drive times, a cold engine may never reach normal operating temperature, which leaves



condensation and soot in your exhaust system. It also produces very poor gas mileage, during the warm-up. If the previous drive was of short duration, you may notice wet black soot spots on the floor of your garage the next time you start your engine. During long drives, the water will evaporate from the exhaust system and thus eliminate the soot and water on the floor of your garage. If water is allowed to accumulate in your muffler and exhaust pipes, it can cause premature failure of the muffler and exhaust pipes due to corrosion. For all of these reasons, it is beneficial to have your cold engine reach the proper operating temperature as soon as possible, after it is started the benefit in both cases is a more efficient engine as evidenced by an increase in gas mileage and reduced emissions.

Also, consider that for short duration drive times, a cold engine may never reach normal operating temperature, which leaves condensation and soot in your exhaust system. It also produces very poor gas mileage, during the warm-up. If the previous drive was of short duration, you may notice wet black soot spots on the floor of your garage the next time you start your engine. During long drives, the water will evaporate from the exhaust system and thus eliminate the soot and water on the floor of your garage. If water is allowed to accumulate in your muffler and exhaust pipes, it can cause premature failure of the muffler and exhaust pipes due to corrosion. For all of these reasons, it is beneficial to have your cold engine reach the proper operating temperature as soon as possible, after it is started.

All modern automobiles have a thermostat installed in their cooling systems. There is, however, a difference between the way the thermostat in many modern cars operate compared to how a retrofit thermostat operates in a Model A engine. The biggest difference is in the



“Bypass” Function. When the thermostat in many modern automobile engines is closed, the cooling water bypasses the radiator and the water pump continues to circulate the coolant around inside the engine. This bypass feature is part of the design of the engine block and the appropriate water passages are cast into the metal when the engine is being manufactured. An obvious benefit of this function, is that by continuing to circulate the coolant inside the engine, it helps to maintain a more uniform temperature across the engine, when the thermostat is closed.

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



when installing an after market thermostat in a Model A, the device is simply placed in the upper/front of the block or inside the hose which connects to the top of the radiator, in the location shown here. It cannot

bypass the radiator, but can only restrict the flow

of coolant that the water pump is trying to pump into the radiator. Therefore, until the engine heats up and the thermostat opens, it is possible that there might be uneven heating or areas of the engine which are hotter than others, depending on where the heat is being produced inside the engine block.

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

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

Utah Valley Model A Club at the Oremfest

BY RODNEY GARDNER

It started at the Orem City Memorial Day Program, “Is this your car?” asked Councilman Jeff Lambson’s wife. “Yes!” “Could my husband and I ride in it for the OremFest Parade?”



The American Legion Post 72 were honored as the Grand Marshals of the

Oremfest Parade. At the VIP Dinner, Liz Woolf, Chairperson of Oremfest, with Councilperson Debbie Lauret, approached Rodney; “Could you get Model A’s for our Mayor, City Council members, and their spouses to ride in?” “I will try.”

The following Monday, Gardner had his two cars at the Oremfest Car Show. When Debbie saw Rodney’s Shay, she said, “I want to ride in your car.” “Sorry, I have promised Jeff he could.” “Then could I ride in your red Model A pickup?” Rodney said, “Sure, but where would your husband sit.” Debbie responded, “I’ll put him in the pickup’s bed.”

Parade Day! The Grand Marshals were number four, behind the Color Guard (young cadets from the Military Academy in Lehi), and the Fire Department. The Fire Department is always near the front in case they need to leave.

Two councilpersons provided their own transportation, one was in a side-by-side; another in a sports car. The Mayor and some councilmen decided to walk. However, their name signs were placed on our Model As. Councilman Jeff and his wife rode in Gardner’s Shay. The route took 40 minutes. At the end of the route, Councilman Jeff hurried to the back of the parade where he walked the route again campaigning for reelection.



Does the car look familiar? Its Karl Furr’s Roadster

The crowd loved the Model A’s. Jeff was smart to stay in the rumble seat. I’m sure he got more attention than those walking.

To the best of Gardner’s memory, the Model A drivers included: Diane Brinley, Mike Carlton, Sandi Gardner, Clyde Munson, Par Palmer, Sarah Sheffer, and Bob Todd.

Since Commander Gardner was riding in a military command car with the Grand Marshals, his daughter Sandi and her friend, Sarah Sheffer, drove his Shay and Model A pickup. Every time Councilman Jeff saw a kid pump his arm, Jeff would tell Sandi to honk the horn. She was constantly honking.



It was heartwarming to see thousands of people appreciating our Model As. As the Grand Marshals passed by, most would cheer our

veterans and salute the flag. Patriotism is alive in Orem, Utah.

Photographers: Rodney Gardner, Jeff Niven, and Buster Hanen



The Ladies Fashion Journal

TRAVELING DOWN  IN YOUR MODEL A

*by Peggy Gill
 compliments of MAFCA
 fashion committee
 Part 2*



Those attending the National Banquet had the opportunity to attend a Fashion seminar presented by Patti Jones, Era Fashion Committee member.



Traveling down Route 66, bags would be unpacked and guest(s) settled into comfortable rooms at the Morey Mansion in Redlands, California. A woman would travel with a full dresser set to ensure a glamorous appearance.



The well-dressed woman might change into an afternoon dress for a stroll around the property. In a black and white checked dress with white insert and shoes of kid leather in a white and black woven pattern, she would marvel at the beauty of the grounds.

For a sports minded woman, riding or shooting clay birds would be on the agenda.



Tall leather boots kept the person stable and the canvas vest would hold the shotgun shells needed.

For the ride through the countryside, a spring outfit with plaid knickers with a cream-colored long sleeved blouse would add style to the sport. Of course, a black riding helmet and a riding whip would be appropriate accessories.



Palm Springs was a popular stop along Route 66. Perhaps a dip in a swimming pool or catching some sunrays in the newest swimwear would occupy the time. An umbrella, rubber shoes to protect the feet and the ever so fashionable Janzen swim suite made of wool would have been unpacked from the luggage.

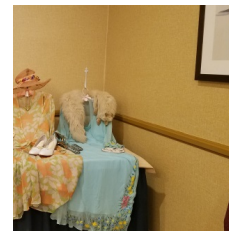


For the adventure seeker, taking a flight would require goggles, leather helmet, gloves, and a jacket.

Golfing attire might be the corduroy knickers, white shirt/blouse, sweater, and leather shoes with knee high stocks.

Perhaps instead of walking or sports, attending an afternoon tea would provide a delightful afternoon. The orange floral chiffon dress with a Bertha collar, hat, and cream leather pumps would turn all the heads as you enter the tearoom.

As evening approaches, an evening dress for dinner was necessary. The aqua dress with embroidery edges, chiffon jacket, and silver fox stole, pale blue evening sandals, and white beaded purse would be perfect. This ensemble could also be worn at the casinos for an evening of cards and gambling.



To retire for the evening, a silk nightgown with a matching dressing gown could be worn around the bedroom suite. Another choice could be a black oriental design lounging pajamas. The striped beach pajamas with a jacket would be worn around the pool or patio with the black brimmed hat and beige shoes.

Being well attired required planning, multiple ensembles, and an attitude of style for travelers along Route 66 or across the entire country!

At the National Banquet Fashion seminar, several fashion enthusiasts spoke of being discouraged due to difficulty of finding original garments in good condition. Some are reporting that their original garments no longer fit their body shapes, or their garments are becoming so fragile, that they chose not to wear them in fashion judging. Original garments are 89-92 years old, however just as beautiful as the day produced. The Era Fashion Committee is discussing the concept of a Judged Display Section of the Era Fashion Guidelines. Currently, there is a Display Only description, where a Host Fashion Coordinator may decide to offer a Display opportunity to participants. The Era Fashion Committee believes there are MAFCA members who would display the original garments for all to enjoy.

The Era Fashion Committee has started drafting proposed judging standards for Display Fashion Category. The Era Fashion Committee would like your feedback. Send your comments to Diann Eason, Chairperson at fashions@mafca.com

#####



Mirror Lake Highway/Evanston Tour

BY DENNIS THOMPSON



Friday August 11th

9:30 a.m. – Meet at the Exxon convenience store in Kamas. Address is 220 S Main Street. This is a new clean station, and we can get fuel here if needed. This Exxon does not have ethanol free fuel, but the Sinclair station about 400 feet west of the Exxon does have ethanol free fuel in their premium pump.

9:50 a.m. – Depart Kamas and travel east on Highway 150. Our Lunch destination is “The Den” at Bear River Lodge. <https://www.bearriverlodge.com/menu>



The food here is good however a little spendy. There is a good size pavilion we can eat lunch in but we, will be sharing it with many other Uinta travelers. Next to this pavilion is one of the largest log swings I have ever seen.





It will take us about 70 minutes travel time (about 50 miles) to make it to the restaurant from Kamas so one or two short stops will be possible.

1:00 pm – Depart Bear River Lodge and continue on Highway 150 towards Evanston. This leg of the journey will be about 27 miles and should take less than an hour. Traffic in this area may be heavy as the travelers heading towards the Uintas will be many.

Our first destination in Evanston is the Uinta County Museum. The address is 1020 Front Street.

There is a restroom here. We have a guided tour arranged for the group. I was told that the Evanston newspaper may be there to do an interview on us. This museum has information on other sites of interest you might like to see in Evanston during the evening.



Our second destination is Lodging in Evanston. It is at the Best Western Dunmar. Address is 1601 Harrison Drive and the phone number is 307-789-3770. I have rooms blocked at this location so if you make reservations here please use one of these blocked rooms.

https://www.bestwestern.com/en_US/book/hotels-in-evanston/best-western-dunmar-inn/propertyCode.51006.html



The remainder of the evening is open. We will need to see who is interested in looking around Evanston as there are many historic places to visit. We can also decide what we would like to do for dinner as well.

Saturday August 12th

8:50 am - Depart the hotel and travel to the Evanston Roundhouse. Here we have a guided tour that

begins at 9 a.m. Address is 1500 Main street in Evanston. This is the highlight of our tour and should be very interesting. The city of Evanston has started restoration of this facility and is currently using it for civic events. It has a working turn table for locomotives that I am sure they will show us. We will see a steam engine locomotive they are in the process of restoring.



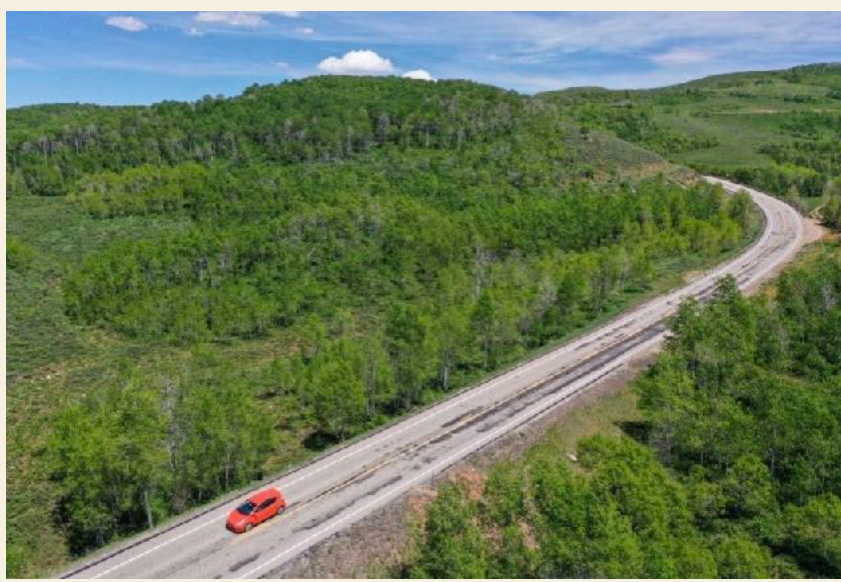
<https://www.evanstonwy.org/DocumentCenter/View/4447/>
<https://www.bearriverlodge.com/menu-and-Railyards-Brochure>



After the Roundhouse tour, we can decide on lunch and then tour home. This has two possibilities.



We can return home through Woodruff, Utah and over the Monte Cristo Highway or back the way we came through Kamas.





Let's Have Some Fun

FIND SIX DIFFERENCES BETWEEN THE PHOTOS

From A World Magazine
Sherry Winkinhofer, Editor
<https://www.mafca.com/downloads/Youth/A World.pdf>



Key found on next page



What Were They Thinking?

PHOTOS BURIED IN HISTORY



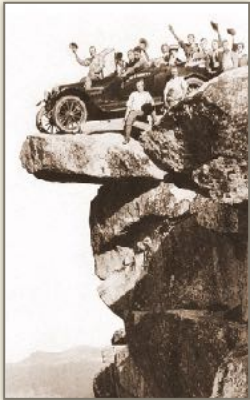
Illegal-alcohol-being-poured-out-during-Prohibition-Detroit,1929.



Electric Department changing s street lightbulb.



Truck crashes through garage several stories up, East Cambridge, MA 1939.



In 1916, the Studebaker automobile company literally drove a car on the edge of Overhanging Rock, in Yosemite, for a publicity shot.

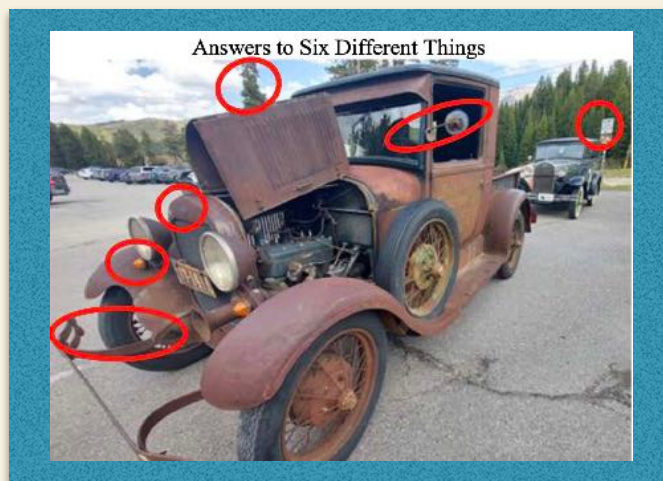


1939, Canada, cable system moves cars across the river.



Early 1900s fireman suit got them closer to fire, London, England.

Key for puzzle on page 23





Model A Ford Club of America

Established 1957

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



Elaine and I (MAFCA President Robert Bullard) just returned from the 60th Texas Tour sponsored by the Piney Wood A's. It was held in Huntsville, TX. It was attended by almost 190 people. It was a great opportunity to see old friends and a chance to make some new ones. With plenty of interesting sites to see and some great Model A roads to cruise everyone had a great time in spite of the hottest temperatures of the year. It always seems the hottest part of the summer starts with the Texas Tour. I understand all those folks attending the Midwest Regional Meet in Breckenridge, CO enjoy cooler weather including snow! Snow along the Texas Gulf Coast is a rarity in winter and not even a dream in summer. But, I've got to admit, it would be a pleasant surprise.

As I clean up the car following the Texas Tour and do some routine maintenance, I'm looking forward to the MAFCA National Tour, Back Roads to the Classics, starting on July 16 in northern Indiana and southern Michigan. The Southeastern Touring Group has put together a great tour with many interesting sites, car museums and points of interest to visit. After the tour, Elaine and I will head over to Stockport, OH for four days of touring southeastern Ohio with a group of friends. One of our daily tours will follow the Covered Bridge Scenic Byway through the Wayne Forest. We don't have covered bridges in our area and I'm looking forward to the change of scenery. Following this the group will head over to Champion, PA and catch many of the historic sites in that area. Besides visiting a couple of Frank Lloyd Wright houses we will visit the Jumonville Cross, Braddock Gravesite, Searights Toll House and Friendship Hill. If you see us on

the road please honk and wave. We'll be the slow guys in the right-hand lane.

I commented last month about MAFCA's new membership recognition program MAFCA Star in Jay McCord's Membership Moment column. Just want to remind everyone that 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.

MAFCA is currently recruiting for a new Webmaster. Chapter Coordinator and Web Liaison Will Langford is leading the search. If you or anyone you know would be interested in serving as MAFCA's Webmaster please contact Will at: chaptercoordinator@mafca.com. Will has all the details and job requirements available to share.

I recently received a link to a wonderful news story from MAFCA Director Gary Price about a friendship centered around a Model A. To view it, [Click Here](#). The story features George Sage and Samuel Mpare who are both members of the Evergreen Chapter. Produced by KOMO News 4, I think you will find the story heartwarming and very tastefully done. Please share with your respective clubs during an upcoming meeting. I can't imagine anyone in our hobby not being moved by this story and that many have had a similar experience either as a youngster on the receiving end or as the adult on the giving end. Thanks to Gary for sharing their story.

See you down the road!

MAFCA Star Program


JAY MCCORD, MAFCA MEMBERSHIP DIRECTOR

The MAFCA Star Program is designed to reward our members who enlist new members for the club. It applies to all new members, both free and paid. We are hoping that this small token will stimulate existing members to bring new members to the club.

Below is a sample of a two page flyer that you can print out from the MAFCA [Members Only](#) area. Stuff these in your Model A door pocket or in an area where you can easily retrieve it. Any time someone expresses interest in Model As, you can give them the flyer while you describe the benefits of the Model A Ford Club of America and encourage them to join.







Also, in the [Members Only](#) area you will find a Membership Application. Have them fill it out. Once completed, write your name as the sponsoring MAFCA member. Send it in through the mail or e-mail the application according to the instructions on the application. As mentioned above, you will receive a decal that you can proudly display on your Model A.



JOIN MAFCA, TODAY!
THE LARGEST CAR CLUB IN THE
WORLD DEDICATED TO A SINGLE MARQUE!

THE MODEL A FORD CLUB OF AMERICA, INC. (MAFCA) IS DEDICATED TO THE RESTORATION, PRESERVATION AND ENJOYMENT OF THE FORD MODEL A CARS AND TRUCKS, AS MANUFACTURED FROM 1928 THROUGH 1931. WE ARE AN ACTIVE, FAMILY-FRIENDLY ORGANIZATION WHOSE MEMBERS SHARE A PASSION FOR THESE HISTORIC VEHICLES, PLUS OTHER ASPECTS OF LIFE IN THAT ERA, SUCH AS FASHIONS. MAFCA IS A NOT-FOR-PROFIT CORPORATION WITH MEMBERS AND MORE THAN 280 AFFILIATED CHAPTERS WORLD WIDE. WE INVITE YOU TO JOIN US!

- RESTORATION & REPAIR RESOURCE:**
 - FREE TECHNICAL ADVICE FROM MAFCA'S TECHNICAL DIRECTOR
 - COMPLETE "HOW TO" BOOKS AVAILABLE IN THE ONLINE STORE
- ROAD TRIPS WITH FUN PEOPLE:**
 - NATIONAL & REGIONAL TOURS
- THE RESTORER MAGAZINE:**
 - AWARD WINNING MAGAZINE DEDICATED TO THE HOBBY AND IT'S MEMBERS
- ERA FASHION RESOURCE:**
 - FASHION ARTICLES ON THE WEBSITE AND IN EACH ISSUE OF THE RESTORER
 - FASHION BOOKS AVAILABLE IN THE ONLINE STORE


**MAFCA Star Membership 2023
USA Application**

Please Print

Name: _____
 Spouse: _____
 Address: _____
 Telephone Number _____
 Sponsoring MAFCA Member: _____

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

Benefits of Membership in MAFCA

- The Restorer Magazine, 6 issues per year and a digital edition.
- National Tours, Conventions, Nearly 300 Chapters Worldwide, Many Local Events and a National Office to support you.
- www.mafca.com, our official website, Email newsletters, Flying Quail flyingquail@yahoo.com and MAFCA on the Road mafca_ontheroad@yahoo.com
- Social media availability through our Facebook Group, Model A Ford Club of America, Technical Questions answered modelitechquestions@gmail.com.

Visit MAFCA.com to view merchandise store

Popular MAFCA Store Items Include:

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

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




Model A Ford Foundation

BY PRESIDENT JOHN BEGG



It's hard to believe 2023 is already half over and in less than three months we will be enjoying Model A Days at The Gilmore (September 15th and 16th). 2023 MADs Chair, Katie Herrick and her team of trustees and volunteers have developed a great agenda for the two day event including seminars, exhibits, a Friday night outing and of course our swap meet that offers visitors the chance to find Model A parts through a vast number of vendors. Many thanks are in order to Mark and Val Maron for continuing to manage such a comprehensive and successful swap meet. If you have not yet made arrangements to attend this year's event, check out our website, www.maffi.org, for more information.

In this edition of *The "A" Preserver*, you will find proposed changes to our bylaws that reflect changes recommended by the trustees. In addition to updating our methods for recording and preserving MAFFI business materials by using the latest information sharing and storage technologies, we are also recommending a permanent board seat for NATMUS as well as



streamlining our election process for trustees. We hope you will review and approve the proposed changes.

In early May, a group of trustees and volunteers met with personnel from Hemmings Motor News for the purpose of photographing our museum collection of Model As. After three days of moving cars and trucks in and out of the museum for photographing, the job was done. Thirty-six individual vehicles were photographed for use on three years of calendars beginning in 2024. When available, these calendars will represent some of the best Model As, all from our world class museum! In the coming months, we will be sharing more news about The Model A Museum. In the meantime, safe travels, and we hope to see you in September for this year's Model A Days. ~ John

MAFFI EDITOR'S NOTE: HAPPY BEGG

Driving season is upon us and I couldn't be happier! John and I, along with a fabulous group of volunteers, spent the first full week in May at the Museum. Hemmings was there to shoot three years of Model A Calendars - 36 Model As. It was a monumental task moving all the cars, which, other than Huff & Puff had no battery or fuel. Each had to be pushed or towed into position; several were off The Gilmore Campus and had to be trailered! It took about an hour to photograph each car. Your President is now known as the go to guy for tire cleaning! We hope to see you in September! ~ Happy



Editor's Viewpoint

ROBERT MACK — EDITOR

We bought our Phaeton about twelve years ago and have driven it over 10,000 miles. As I would wash the car, I always did the tires last because they took more work. Each time I noticed small cracks forming on the side wall. Each time I thought, "when they get bigger, I'll buy new tires."

At the MAFCA Regional High Country Tour, we drove on several dirt roads in search of old gold and silver mines or abandon sledges. When we returned home, and were washing the Model A wheels for the July 4th parade, I noticed that the sidewall cracks were worse. Something would have to be done soon.

Recently I was reading an article written by Jay Leno in Hagerty's Driver's Club magazine that drove home the point. Leno and his friend went for a drive in a Mercedes-Benz. Jay had purchased the car about 20 years ago and worked on every part of the car except the tires. They got the Benz up to 80 mph while on I-210 freeway. 'BAM!!' an explosion like a shotgun shell scared us both... The car started veering all around, 'What the ...!' I managed to get over to the side of the road to take a look. One of the front tires had disintegrated..." They got the tire changed and started down the road again. 'Then a thought occurred to me, and I said to my friend, 'You know, we should turn around and go home because this is probably going to happen again.' We got about another five miles up the road

and —BAM!!, another tire exploded on the other side, just blew right off the rim. I realized in that moment that I had reached the absolute ultimate shelf life of those old radials."

Jay owns more than 130 cars. "I looked around the garage the other day and realized that I need about 1,200 tires... I generally like Michelins, in part because I know they are round. This sounds odd because you assume a new tire will be round. But when you buy some of these retro tires for old cars, they are really for trophy cars that don't move much, and they aren't quite round."

Leno goes on to say that he bought a 1932 Packer and found the car shimmyed. They worked for quite some time, but nothing solved the problem. They found a mechanic who had a tire shaver. (I know, I'd never heard of one either.) He shaved a pound of rubber off each tire and it solved the problem.

We have just entered the driving season where we drive a lot. Howard Eckstein learned the hard way when he had a flat because of a well worn tire. How are your tires? Just because you recently purchased your Model A, or since you don't drive it much, is not a good excuse to ignore your tires. Be safe and get them replaced. You and your passengers can enjoy your Model A more.





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.



**We Buy And Sell
Model As**

		
\$16,000 11931 Model A	\$30,000 1942 1/2 Ton Ford	\$30,000 1970 GMC 1500

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


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 so he can't accept texts. Please call and leave a voice message or contact him at his email address ktclpope@gmail.com



For Sale: **Car hauler trailer** with tandem wheels and fold-down ramps. \$650 or best offer.

For Sale:
Parts for
making a
**Model A
trailer.**
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.





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

<p>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</p>	<p>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</p>
---	---

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