



UTAH VALLEY

- Model A Club -

Vol. 11 No. 8

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

August 2023

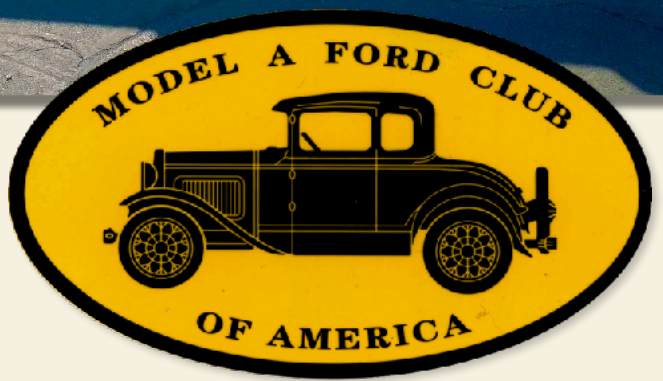
IN THIS EDITION:
 South Central Utah Tour
 Spending the Day West of the Lake
 High Country Tour

A Note on
 Authenticity

WHAT DO THE
 NUMBERS
 MEAN?



2023 Provo Freedom Festival Grand Parade
 Photographer — Unknown



**UVMAC MISSION
STATEMENT**

2023 Club Officers

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

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

CLUB OFFICERS

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Vice President's Message

ROGER DAVIS

Have you ever noticed that vintage car owners are often equally interested in the contents of the engine compartment as they are with the whole vintage car—you know, “What ya got under the hood?” Well, the Model A doesn't have an engine with several hundred horsepower—only about 40 hp. So what do you show them that will impress them? You might show them your clean exhaust manifold.

A vintage car may have a beautiful engine but if it gets driven, the exhaust manifold still usually looks brown, rusty... down-right ugly. Or, it shows high-temperature paint, often peeling and flaking. Here's a tip to help make your exhaust manifold



more presentable.



One night I came upon the suggestion on the web to use a product called Slip Plate on the exhaust manifold instead of high-temp paint. It is graphite in an aerosol spray can. Because it's graphite, it

bonds with the metal better than high-temperature paint. Also, graphite is very corrosion resistant so it doesn't rust. High-temp paint just pretty much sits on top of the metal. I've learned by my own experience that it typically begins to flake within a few hundred miles even with the best preparations. Slip Plate dries with a nice matte finish or you can rub it with a rag to a nice shine. Its downside is that if you leave it matte and touch it with your hand or rub it, you end up with a shiny spot. No problem, just put a small touch up of Slip Plate and the matte is back.

To clean up your exhaust manifold, wire brush as much of the dry, ugly corrosion as you can with a wire brush in your drill if the manifold is on your car or with a wire wheel if you have it off the car. I guess you could have it bead blasted but I haven't found that necessary. The aerosol graphite is very fine so you'll want to mask off everything close to it. Then apply two or three light coats of Slip Plate. If you put it on too heavy and it flakes a bit—no problem, just brush that spot off by hand with a wire brush



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July Club Meeting

BY ELAINE CARLSON

Welcome: Conducting – Vice President Roger Davis

Attendance: Jason Beadle, Reid & Elaine Carlson, Mike Carlton, Brad Christofferson, Roger Davis, Howard & Gemma Eckstein, Rodney Gardner, Buster Hansen, Tim Isaksen, Joe Jeppsen, Paul Jerome, Sam Korologos, Greg, Nicholas, & Robert Mack, Curt Martinson, Clyde Munson, Ralph Nair, Claire Nielson, Jeff Niven, Par Palmer, Dale Penrod, Bob & Janell Todd, and Andrew Watson.



New Members: We welcome John and Rosalyn Wilson to our club. They just purchased a yellow and red 1931 Deluxe Roadster from a gentleman in Sandy. John served in the Army for 28 years. They live in Provo



Awards: Jeff Niven

- Rod Gardner received a Golden Wrench Award for diagnosing a bad starter and replacing it with a new one.
- Clyde received recognition for the Golden Wrench he earned in April.
- There were several candidates for the Bent Rod Award this month.
 - Curt Martinsen experienced a blown engine, then a storm sent hail through his Model A roof.
 - Roger changed his oil in his mail truck and found more than just dirty oil. The mail truck engine is now at Bert's to be rebuilt.
 - Nicholas sent in his broken speedometer to be refurbished. When it returned, he installed it in his Model A. The car wouldn't run when he tried to start it, however.



Because both Bent Rods were present, two benefactors received this prestigious award — Curt Martinson and Roger Davis.



- Roger awarded Paul Jerome a magnetic nut and bolt dish for driving the furthest to the meeting.
- As most members know, UVMAC won the Heritage Award at the Provo Freedom Festival Grand Parade. This was accompanied by a nice trophy, and a Minky Couture blanket. A drawing was held for those present at the parade. The winner of the blanket was Mike Carlton.

Speedster Project: Between Andrew and Howard, work is progressing. Howard just finished putting on a coat of shellac.

MAFCA National Awards Banquet 2024: Now that the hotel has been confirmed, the committee moved on to the final tour decision. Previously, it was determined that a trip to Golden Spike National History Site and the Rocket Garden of Northrop Grumman Innovation Systems (formerly known as ATK Thiokol). The new bus tour will visit sites of significance within Salt Lake City. A tour guide will accompany the bus. Howard went on the tour to try it out and enjoyed it.

Past Activities: Howard recapped the excitement club members felt as they paraded their clean, shiny Model As along the parade route. He did this with an enjoyable PowerPoint presentation. During the program, Howard would ask the club members to identify the owners of each car.

Future Activities:

- August 4 – Lindon Days parade at 7:30 pm. Contact Buster Hansen for more information, including meeting time and location.
- August 11 and 12 – Beehive A's tour to Evanston. Even though this is hosted by the Beehive A's, this will be UVMAC's official activity for August. Howard gave a nice PowerPoint presentation on what participants can expect to see and do.
- August 19 – The Salty A's have invited our club to tour with them around Utah Lake. Those attending are to meet at the Smith's store at Pioneer & Redwood Road (689 N. Redwood Road) The Smith's meeting is **9:00 a.m.**, NOT 8:00 a.m. as previously announced.
- September 23 – Mapleton History Tour is being organized by Reid and Elaine Carlson. It will be a very informative tour so don't miss it.
- October 18-21 - Our big trip for the year 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 State Park (if time allows), Scenic HWY 12, Anasazi State Park and Capitol Reef National Park.





TechTalk: 'Model A Brakes' by Buster Hansen

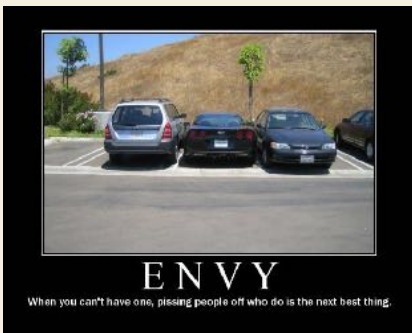
Using PowerPoint Buster talked in detail about Henry Ford's "Six Brake System," and the improvements made on the brakes through the life of the Model A. Buster explained the percentage of braking power for the front and back brakes and also covered several of the brake system components.

Henry Ford was emphatic about using steel over cast iron brake drums, something that would change over the years. He also discussed brake shoes, riveted or bonded and molded or woven.

Finally, Buster went through the maintenance and proper adjustment of the brakes.

Because of the all encompassing nature of his presentation, he has been asked to write a series of articles based on his PowerPoint program. It was excellent.

Refreshments: Howard and Gemma provided the refreshments for tonight. Thank you!





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. Call Buster Hansen for meeting location. 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 ten 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.

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.

August Calendar of Events

MARK YOUR CALENDARS

>>> August 2023

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 <i>Lindon Parade</i>	5
6	7	8	9	10	11 <i>Evanston, WY and Mirror Lake Highway Tour</i>	12
13	14	15  Alan Justesen	16 <i>Club Meeting</i>	17	18  Lloyd Barker	19
20  Rex Tomlinson	21	22  Robert Mack	23	24	25	26
27  Jennifer Brown	28	29	30	31		

Template © calendarlabs.com

Losing so many files on my computer, I have very few birthdays. I apologize if I have missed yours. I hope to have everything up to date next month.

**HE WHO LAUGHS LAST,
THINKS SLOWEST.**

Everyone has a photographic memory.
Some just don't have film.



Heard it Through the Grapevine

OUT AND ABOUT WITH CLUB MEMBERS

Club members want to hear from you! We would like to know what is happening in your life. In the club's mission, it states that we should develop camaraderie amongst its members. This is one way we can accomplish this.



Nicholas Mack found these photos on the internet. They are Clyde and Jenn Munson dressed correct for the

to the hilt in period fashion movie *Oppenheimer*



Club members are staying busy working on each other's cars. Here, Will Jerome is working with Howard on the clutch arm replacement



Geena Davis has figured out how to keep Roger out of her hair. She approved the Model A purchase. Now he spends all his



time working on the Model As. Here is an example, Roger was changing the oil and found metal pieces in the oil. Howard explains it this way, "That was the day, that mighty day, when Roger's mail truck engine was separated from its host, with a tug and a pull and a twist and a groan by five intrepid Model A mechanics: Roger, Paul, Will, Theon & Howard. Success was achieved and the engine is now in Denver awaiting renewal."



Stephen Dutton and Roger Davis represented the UVMAC at the Spanish Fork, Utah, Fiesta Days Car Show. It's Roger's 50th Class



Reunion this year (that makes you really old Roger) so we got special consideration. Amber came by but couldn't bring her car.



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.

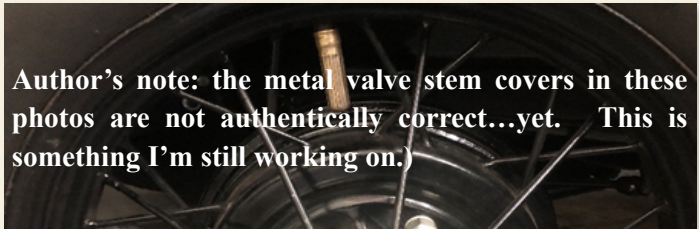
Since there are club members who are not members of MAFCA, we are announcing a new column in the newsletter by Roger Davis that will provide a similar service.

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" is about three inches thick and will 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.

We all love our Model As for different reasons. When given the opportunity, it seems most of us Model A owners like to make our cars more like they were when they were manufactured. One item that is easy to correct and will have those with a keen eye thinking you know a lot about your Model A is the alignment of valve stems and hub caps. The Standard says:

"On all wheels, including spares, the hub caps were installed so the valve stem was perpendicular to, and pointed toward the top of the Ford script [on the hub cap]. On most wheels mounted as spares, the valve stem was mounted at the top or 12 o'clock position..."
(Page 22-5 Revised 2011)

Photo #1 on next page, shows the correct orientation of the hub cap lettering with respect to the valve stem. The hub cap in the Photo #2 is upside down. The hub cap should be rotated about 180 degrees to be correct.



Author's note: the metal valve stem covers in these photos are not authentically correct...yet. This is something I'm still working on.



Photo #1

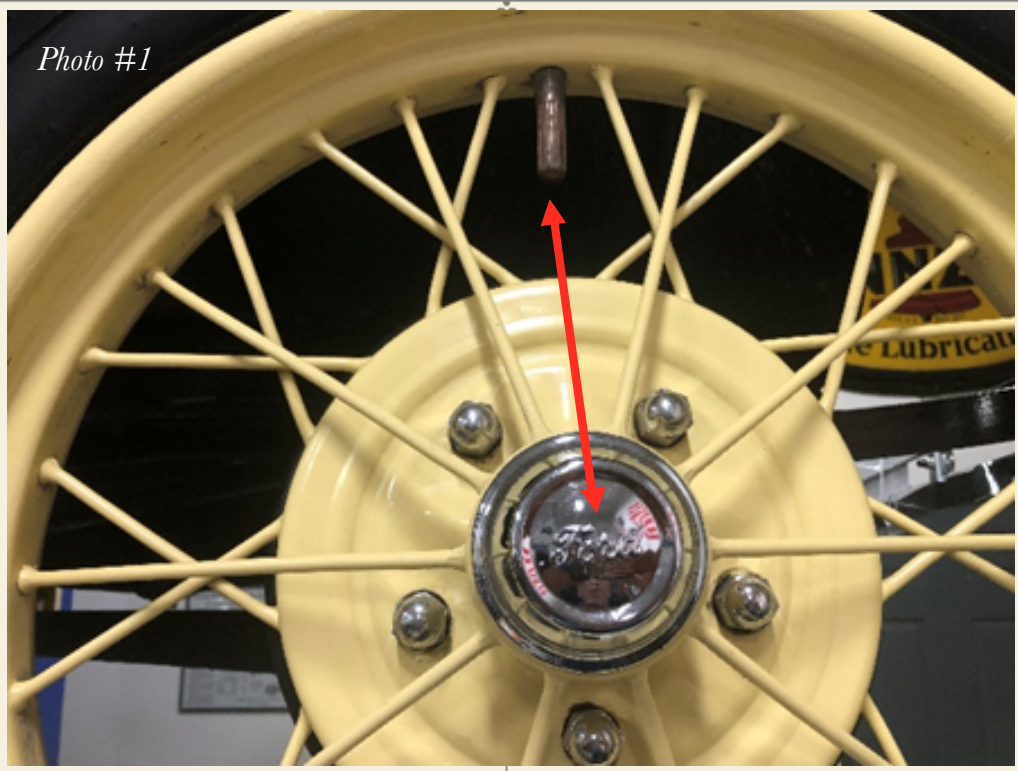
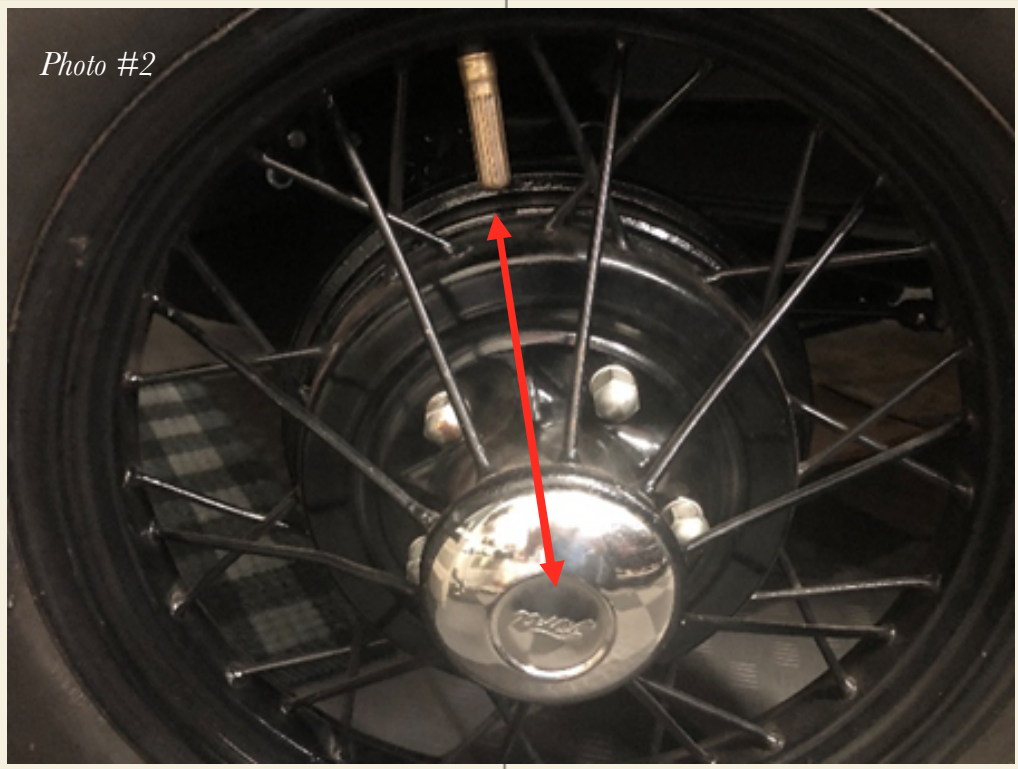


Photo #2



2023 High Country Tour Breckenridge, Colorado

BY ROGER DAVIS

Going out for a relaxing ride with good friends through beautiful country is one of the great benefits of belonging to our local chapter of the Model A Ford Club of America (MAFCA) and belonging to MAFCA.

On even-numbered years, MAFCA has a National Convention where you can see a few hundred Model As, all in one place, and meet some amazing people. The 2024 Convention will be held 23-29 Jun in Ruidoso, NM. In odd-numbered years, MAFCA has a National Tour where you typically join over 200 Model A owners for a week of touring a part of this beautiful country. This year's Tour is 16-21 of July and will tour from the Auburn Museum, Cord Museum, and Duesenberg Museum in Auburn, IN to the Gilmore Museum in Hickory Corners, MI. They also have an annual National Awards Banquet every December. The next one is 30 Nov – 3 Dec in Santa Maria, CA.

Also, on odd-numbered years, local clubs will organize a tour or meet in their area. This year the Model A clubs from Colorado held a regional tour, the 2023 High Country Tour in Breckenridge, Colorado. Geena and I joined five members of the Mack family and our good friends, Dennis and Jeri Thompson, from the Ogden Beehive As club for six days of touring some of the highest and most beautiful areas in the United States.



We spent a day driving past several of Colorado's "14ers" (mountain peaks over 14,000 feet), over Hoosier Pass at 11,542 feet altitude to visit the historic mining area of South Park City and Fairplay, Colorado. Another day included a driving scavenger hunt that took us to some interesting local historic sites and across the picturesque Dillon Dam to the Loveland Pass Summit at 11,990 feet on the old U.S Highway 6. This is the same highway that goes up Spanish Fork Canyon and was the main pass for auto traffic between Utah and Denver until the completion of I-70. Fortunately, we didn't need any help, but anyone that had mechanical problems was safely rescued by the rescue team and put back on the road by the repair tent mechanics.



These regional tours are much more than just beautiful rides. A prominent local historian taught us the history of the 10th Mountain Division, the famous arctic soldiers of World War II at Camp Hale in this area. Another evening was spent with a talented Native American Flute Master, relaxing and thinking deeply about the beauties of our world. Other evenings were spent playing games to earn “money” for an auction of tools, parts, and memorabilia, and another evening spent watching the Hubley races. Hubleys are die cast models from yesteryear built and raced similar to the pinewood derby. It was fun to watch the young kids competing with their cars. Then, we got to watch the “old” kids competing with their Hubleys. These were wonderful, fun-filled evenings.



But wait, there’s more! Regional meets typically include seminars for all attendees, male and female. We had seminars on speedometers, era fabrics, trouble-shooting by Steve Becker of Bert’s Model A Store, and making some darling gnomes for those so inclined. I got to show off my original hood ornament, the “pup,” in the hood ornament contest.





The last couple of days included another tour over Vail Pass at 10,603 feet, through Vail and the historic mining community of Minturn, past Camp Hale, over the Continental Divide at Tennessee Pass at 10,424 feet and Fremont Pass at 11,320 feet with lunch at a local café in Leadville. Thursday evening, we enjoyed a satirical presentation on Model A Era Etiquette. Friday saw us playing some entertaining car games, all designed especially for our Model As. Greg Mack won the most difficult one, “Save the Cowbell.” In this game you drove in a circle with a rope tied to a pole in the middle of the circle and the other end tied to your car. If you got all the way around the circle with the bell suspended, the host then said, “Now you have to do it again in reverse”. Lots of contestants succeeded going forward but Greg beat everyone, hands down, going in reverse. *(Editor’s Note:*



Because there were MAFCA members from several countries, Nicholas let a Kwiw (from New Zealand) use his car to participate in the car games. He was very grateful).

We closed this regional tour with a very nice, full-service dinner, awards, and some entertaining humor. Our friend, Dennis Thompson, won a full set of tires in the Grand Raffle. I tried to win the mailbox shaped like a Model A Mail Truck but, alas, I didn’t win it.



Is that enough? What an impressive series of events and activities! But, what was more impressive were all the new friends we met, the hours spent eating and laughing together with the Macks and the Thompsons, and the trust I now have in my Fordor—she took us up steep grades, over beautiful rivers, and around tight mountain curves—I think I can take that car just about anywhere.



One last thing, Geena and I were able to squeeze in a quick trip to the Forney Museum in Denver to see a restored 1931 Mail Truck (among lots of other classics and restored trains).

And Now A Story From My Youth

BY CLYDE MUNSON

I was about eight years old. I was at a car show with my dad and a couple of old timers from our local car club. One of these old gents saw a young couple looking at a Model A displayed with the rumble lid open. They were pointing and giggling. The old guy and I walked up and asked them, "Can I help you?"

The young lady blushed a little and then said, "We heard you old folks used to get frisky in these seats, but we couldn't figure out how that was possible." Without missing a beat the old man said, "When there is a will there is a way, and if you have about two minutes, I can show you if your boyfriend doesn't mind watching." The young lady looked at her boyfriend and they laughed and went on their way. It was a few years later when I realized what they were talking about.





Spending a Day West of Utah Lake

BY ROBERT MACK

The Utah Valley Model A Club had a unique opportunity on June 24th. We participated in the Saratoga Springs Temple Open House, where visitors can tour the Latter-day Saint Temple before it is dedicated. This is a twofold occasion. First, misconceptions and questions surrounding the temple are explained or answered. Visitors can tour each of the rooms where their purpose is explained, second, it is a wonderful opportunity to share the gospel.

Driving our Model As to the open house was also a time for us to answer questions about the Model A and share our love of these vehicles to those who know little about them.

For those of you who have had the opportunity to visit the Payson Temple, you will feel right at home in the Saratoga Springs Temple. Both are very similar to each other. The motif for the Saratoga Springs Temple reflects its setting sitting next to the Utah Lake.



After our tour, a missionary was kind enough to take our picture. Then it was our chance to take a few pictures of our cars in front of the temple..

Yes, you noticed too, the attendance was very small. But none-the-less, those who came



thought the time was well spent.

Following the photo shoot it was time to hit the road that circumnavigates Utah Lake. It was a great day to do that. The skies were picture perfect and the weather was just right.

As usual, the road along the west side of the lake was a casual drive with little to moderate traffic. Views of the congested east side of the lake made the solitude of the drive even more enjoyable.



We drove past the site of the IRECO explosion (read Jeff Niven's IRECO article in the June issue of the *Motometer*, page 17).

Then there was the obligatory photo stop at the Sinclair Station. Now there are interpretive placards, picnic tables sitting upon manicured grass, and relics from the past which all made the station an inviting pullout.

Those members present enjoyed learning about the history of the site. Unfortunately, there weren't many members present. By this point in the trip there was only one car and two people, Greg and Robert Mack. The others had other obligations and weren't able to enjoy this reprieve from the hectic pace of modern-day society.



In Santiquin, a reprieve of a different type was lunch at a small town "mom and pop" burger joint called the *Santa Queen*. The food was plentiful at prices that didn't break the bank.



We've driven this route many times, but it never grows old. It was a wonderful way to spend a Saturday!





Oil Viscosity - What Do The Numbers Mean?

BY JEFFREY NIVEN

When going to a store to purchase oil for use in your Model A Ford, you will likely face a wall of colorful plastic containers filled with oil from various suppliers. The larger containers may contain five quarts while the smaller ones usually contain one quart. Most of the major oil suppliers conform to industry established standards and testing requirements, so you should feel confident regardless of the manufacturer or supplier of the oil you choose to purchase. The biggest question about what oil to choose, will likely involve the “weight” of the oil, as disclosed on the label of the oil container.

The term “weight” is a misnomer as the numbers on the labels of the oil containers have nothing to do with how much the oil weighs. The numbers are actually a method used to specify the “Viscosity” of the oil. The term



“Viscosity” can apply to any liquid, including car oil, and it indicates how thick the fluid is and how easily it flows when poured from one container to another. For example, water has a low viscosity, whereas honey has a high viscosity. Viscosity varies with temperature, so it is important to consider the temperature at which the fluid will be used. The viscosity of car oil usually increases as the oil is cooled, and decreases as the oil is heated. And since your



Model A Ford must operate over a fairly wide range of temperatures, it is very important to consider operating temperature when choosing which oil to purchase.

You might wonder why viscosity is important to the operation of your car. The answer involves numerous aspects of engine operation:

1. As the mechanical components in the engine rub against each other, they generate friction which causes wear and eventual failure. The purpose of the oil is to form a layer of slippery fluid over the rubbing surfaces, that reduces friction and significantly increases the life of the engine components.
2. The burning of fuel inside the engine generates a significant amount of heat. During engine operation, there is a lot of splashing and sloshing of oil inside the engine, such that most of the interior of the engine is coated with oil. The oil inside the engine absorbs heat from the hot components and carries it away to cooler parts of the engine where it is transferred to



the coolant and then to the radiator, or to the outer surfaces of the engine, where the heat can be transferred directly to the air outside.

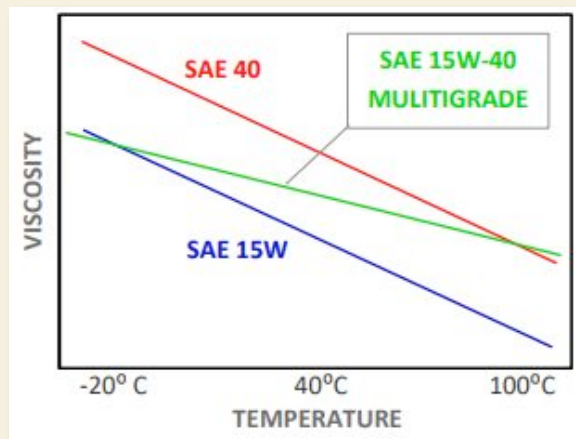
3. When the engine is operating, a thin film of oil prevents many of the engine components, such as bearings, pistons, and cam surfaces, from touching each other. However, when the engine is turned off, the pumping, sloshing and the splashing cease, and the oil slowly drips back down into the lower part of the engine. There is usually a small amount of oil left between the engine parts. Over time, that residual oil layer can be squeezed out from between the components, due to the weight of the metal parts until metal-to-metal contact can occur. A thicker or higher viscosity oil can help maintain that protective oil film for longer periods of time. However, when the engine is started again, it takes many seconds for the oil splashing and sloshing and pumping to move the oil from the bottom of the engine to the locations in the engine where it is needed. During those critical seconds, when only the residual oil film is protecting the metal parts, is when the majority of wear occurs inside an engine. Thus, revving your car's engine at start-up can be very destructive, as the oil is still making its way throughout the interior to reduce friction.

4. When your car engine is started in cold temperatures, it is important that the cold oil have a low enough viscosity so that it can be pumped and moved from the bottom of the engine to the working components as soon as possible (see 3 above). If the oil is too viscous (thick) the engine can be damaged before the oil reaches its intended destination.

When Henry Ford produced the Model A, he recommended that during the cold winter months, the owner of the car use an oil with lower viscosity, and during the hot summers, they should use a higher viscosity. Rather than change the viscosity of the oil during seasonal changes, modern oils are available with both a low temperature viscosity and a different viscosity at normal operating temperatures. These are referred to as Multi-Grade Oils.

The problem, today, is knowing which viscosity of oil to use, and how to relate viscosity to the "weight" of the oil that is displayed on the front of the container. For this article, I will not get into the standards or test methods used to determine viscosity of an oil, other than to say that the testing involves measuring how fast the oil can be poured at a given temperature.

As I mentioned earlier, the viscosity of oil changes with temperature. As the oil warms, its viscosity goes down, and the oil flows easier. As the oil is cooled, its viscosity goes up and it becomes thicker. In this chart you can see how the viscosity of three different oils changes with temperature. (The SAE designation refers to the standards established by the Society of



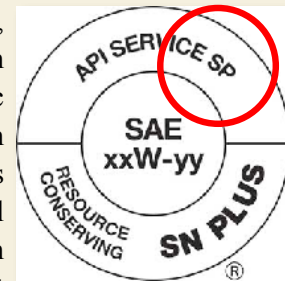


Automotive Engineers.) The two temperatures that are used to specify viscosity of oils are 100° Centigrade (212° Fahrenheit), and -20° Centigrade (-4° Fahrenheit). The “W” designation indicates the viscosity during cold/winter, or at -20° Centigrade. In this chart, you can see how the multi-grade oil (SAE 15W-40) has the same viscosity at -20°C as the SAE 15W at the same temperature. It also has the same viscosity at 100°C as the SAE 40 oil. Thus, you can see how a multi-grade oil can be used in both winter and summer, instead of changing oil grades with changes in the seasons.

According to Revision C of “The Technical Guide Model A Ford 1928-1931 for the Novice and the Master Mechanic”, published by Andy Wiedeman and Wayne Russert of the Rocky Mountain Model A Club, in March 2012, as well as the book “Model A Ford Construction – Operation – Repair” by Victor Page, published in April 1931, it was recommended that Model A owners use “an SAE 40 Weight (viscosity) for summer, and SAE 20 Weight for winter”. A quick check of available multi-grade oil on the Internet, shows that an SAE 20W-40 oil is used for motorcycles and two-cycle engines, and is quite expensive. In the technical guide, mentioned above, alternatives are recommended, such as SAE 20W-50, which has a slightly higher viscosity once the engine reaches operating temperature. The guide also quotes articles posted on the MAFCA Website, which claim that a SAE 20W-50 oil is better for older engines (See Appendix three in the technical guide mentioned above).

The technical guide from the Rocky Mountain Model A Club also mentions two other issues

related to modern oils. Perhaps the most concerning is their discussion about the classifications of oils by the American Petroleum Institute (API). The classification for passenger cars includes a history starting in 1952 with the SA classification, which is currently obsolete, to the most recent classification of SP, to which most oils now conform. These newer oils have reduced levels of certain additives (e.g. ZDDP), which they claim can degrade catalytic converters on modern cars. ZDDP was originally added to oil as it protected certain metal parts (e.g. flat tappet cams and high pressure gears), which unfortunately, are used in Model A engines. In addition, the API struggles to accommodate environmental groups as well as government agencies and their desire to protect the environment and prevent climate change.



A second issue raised in the above technical guide, is the use of Synthetic Oils. Revision C of the guide currently recommends using an SAE 10W-40 Synthetic Oil to improve engine wear and protect the engine from a “higher FLASH POINT”, found with non-synthetic oils. Those are issues for future discussion.

As you can plainly see, the choice of which grade of oil to use in your Model A Ford, is not trivial, and may even involve issues related to politics, climate change and premature wear of your car’s engine. Since I purchased my 1930 Tudor, I have been using an SAE 10W-30 oil in my car’s engine, as it was highly recommended by most everyone in the club. Based on the references in this article and the



VP Message — continued from page 3

and touch it up. If you get a run, just rub it off with a wire brush and give it a quick touch up—Slip Plate goes on easier than paint and is much more forgiving. Below is my engine after hundreds miles.



Happy driving!

Oil Viscosity, continued from page 20

recommendations by additional Model A enthusiasts, I may consider trying SAE 20W-50 or even a Synthetic Oil. However, due to my age and the age of my Tudor, I don't think I will be able to put enough miles on my car to be able to adequately evaluate the benefits of any oil changes, during my lifetime.

Happy Motoring!

Editor's Viewpoint

ROBERT MACK — EDITOR

It's been six weeks since the High Country Regional Tour in Colorado (see Roger Davis' article on page twelve). Seeing all the Model As gathered, enjoying the events at the hosting resort, and meeting new friends were unforgettable. For me though, that wasn't the highlight of the trip. It was the scenery of Colorado's high mountain roads. Its beauty was even more spectacular in an open Model A traveling at 45 miles an hour (and slower when we hit steep sections of the roads).

This trip



revived my love for the outdoors and the beauty it holds. No man-made spectacle can come close to the creations of Mother Nature. A day or two out in the wild always lifts my spirits and appreciation of the earth we call home.

Even if it isn't in your Model A, I recommend you spend some time in the mountains that are so easily accessible. Soak in the beauties around you and smell the fresh air. It will do you good.



2023 Freedom Festival Parade

BY HOWARD ECKSTEIN

By invitation from the Provo Freedom Festival Committee, the Utah Valley Model A Club again took its place in the line-up of the July 4th Grand Parade to entertain the gathered masses of 350,000 spectators.

The early morning trip to the staging area gets us assembled before the roads are blocked off for the 5K run and the anxious parade attendees who, with willy-nilly abandon, wander aimlessly through the street searching for a spot of earth near the curb to get the best view of the passing floats, marching bands, and of course, our shiny, vintage automobiles.

Arriving so early at around 6:00 a.m. is not so bad. We get to socialize with club members we don't see too often, and with others we are more familiar with. Often, we hear peoples' Model A stories again; most of which are true, with embellishments since the last telling.

Technical questions float around with small groups offering their studied opinions; most of which are based on facts. But the best part is someone remembers to bring doughnuts. A few of our members wander around to view the floats and get pictures with the beauty queens, while the rest of us find a spot on a shady running board and hold court.

Soon the parade starts and entries queue up to enter the route. This is the last chance to adjust our horns. The parade is so long, that experienced drivers know to ration out their horn usage as the duty cycle on the instruments

is such that ¾ of the way through, they'll overheat and quit working. That doesn't stop kids from giving the horn fist pump demanding to hear our cars' unique voices. We secretly hope the car behind us will oblige them.

Driving in the parade requires stamina of the left leg. With careful application of the clutch, we can keep our engines at idle as we hope the entry in front of us keeps moving. A watchful eye is required to prevent flattening a family with lawn chairs who cross the street between cars. I'm surprised that after centuries of natural selection, these idiots still breath our air.

The cheering of the crowd and the occasional "I like your car!" and the cute little kids all dressed up in red, white, and blue summer attire, make the ride special.

Apparently, the parade committee likes us to be there. Even though with our 24 cars this year, we occupied a city block. They like us so much that for the second time, they've awarded us the Heritage Award. We now have two trophies that are larger than a house cat that need to be kept in a prominent place.

This is one of our club's favorite activities. Afterwards, we go our separate ways home, while a few of us go to a local restaurant to get something to hold down the doughnuts.

Continued on next page.



UTAH VALLEY

MOTOMETER

- Model A Club -







The Ladies Fashion Journal

THE BOLERO — THEN AND NOW

by Harriet McNeill
compliments of MAFCA
fashion committee

The Bolero—Then and Now

By Harriet McNeill



The bolero as shown in the May 1931 *McCall's* magazine, is described as ranging from bolero to fingertip in length and is straight cut or slightly fitted. The bolero goes hand in hand with the clean-cut lines of a correct silhouette. Sleeves either cap or wrist length add interest to the bolero

Add to a skirt and you have the smartest suit of the summer season. Contrast the color and texture, and the costume will take on a whole new look.



Note the similarities in the boleros. Can you tell which ones are from the May 1930 *McCall's* magazine, which ones are from the October 1949 *McCall's* printed patterns catalog and which ones are the 2013 version?





The South Central Utah Tour

BY ROBERT MACK

The anticipation of a new adventure, the joys of the open road, glimpses into history, and the camaraderie of fellow enthusiasts are going to make this four day trip into south central Utah memorable.

This exciting tour will start on Wednesday, October 18th and run through the 21st. We will travel from northern Utah along Hwy 28 to Gunnison. Hwy 89 will take us to



Fremont Indian State Park southeast of Richfield.

Then we will continue past Big Rock Candy Mountain, through Marysville canyon to Panguitch. It will be a nice ride, and photo stop through Red Canyon on Scenic Byway 12. We will stay at the historic Ruby's Inn at the entrance



to Bryce Canyon National Park.



On Thursday, we will drive down to a less visited state park called



Kodachrome Basin. Depending on time, we may stop at Petrified Forest State Park (SP). As we continue on Scenic Byway 12 we will



drive to the Head of the Rocks viewpoint and down along the Hogsback,



where vistas like this can not be found anywhere else. In Boulder, we will detour into Long Canyon which ends at the Burr Trail. This is also a photo stop that we won't want to miss.



Backtracking to Boulder, a stop will be made at Anasazi Indian Village State Museum. Next will be a climb up and over Boulder Mountain where



scenic pullouts give views of the Waterpocket Fold, Henry Mountains,



Lake Powell, and more. The day will come to a close as we enter the outskirts of Torrey. We will be



staying at the Days Inn for two nights.

All day on Friday will be spent at

Capital Reef National Park. Robert Mack was a park ranger there for ten years. If senility hasn't taken too much of his memory, he will be our guide for the day. Capital Reef is full of



history, geology, and signs of prehistoric people. Even though it is situated in a desert environment, the

park teems with an abundance of plants and

animals that have adapted successfully to this arid land.

For those who don't mind driving their Model As on dirt roads, we will take a short drive into Capitol Gorge, one of the many slot canyons in Capitol Reef.



There will also be some free time in the afternoon for self discovery of other parts of the park or the small towns west of the park.

Getting a good rest that night will be important for the trip home. You will receive a small booklet that will explain some of the points of interest we will pass. Your navigator can read these as we travel home.

Remember, we travel in groups to enjoy camaraderie as well as the security of knowing that there are others in the group that can assist fellow travelers if their Model A breaks down or is stranded along side of the road. So don't worry about that. Enjoy the trip, the tourists, and locals that love your Model A almost as much as you do.

Photo Credits:

- Freemont Indian Museum — Howard Eckstein
- Big Rock Candy Mountain — Arby Reed
- Red Canyon Tunnel — Greg Mack
- Ruby's Inn Foyer — Ruby's Inn
- Kodachrome Basin — Howard Eckstein
- Petrified Forest — Jim Jackson
- Hogsback — Larry Price
- Anasazi Museum — Utah Tourism
- Waterpocket Fold — NPS
- Days Inn — Days Inn
- Mollies Nipple — NPS
- Gifford Farm — NPS
- Capitol Gorge — NPS



Let's Have Some Fun

HOW MANY MODEL A's CAN YOU FIND?

Created by
Jeff Niven





Model A Ford Club of America

Established 1957

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



As I write this article and after months of planning, communication and hard work, the MAFCA 2023 National Tour, Back Roads to the Classics is days away from the execution stage. Elaine and I are packed and ready to make the trip to Indiana and Michigan and all the wonderful sites that are planned. We look forward to seeing all our Model A friends there and catching up on all the Model A news. I'm sure I'll have more to report in the next issue of *The Restorer*.

I recently spent some quality time over a long weekend with numerous Texas chapters at the 60th Texas Tour. In spite of the 103° temperatures, almost 200 registrants from 60 different Texas cities and 13 different Texas MAFCA chapters from all over the state were in attendance. Hats off to the Pine Wood A's (PWA's) and their entire organizing committee for hosting such a successful tour. From the Sam Houston historical and H.E.A.R.T.S. military museums in the host city of Huntsville, TX to fantastic tour routes, era music from a live Brass Band, visit to a State Park, a winery tour, car games and last but not least, a fashion show made for a fun filled weekend. And I should add that all the meals were excellent and plentiful. I'm already looking for the 61st Texas Tour to be held next June in Nacogdoches, TX and hosted by the Dallas MAFC. Hope to see you there.

I hope you noticed in the current *Restorer* the photo attached in the MAFCA History section by Garth and Janet Shreading. I once saw a moose that was spread eagle and tied down to on the top of a Jeep Wagoneer. It stretched from the radiator

to the rear bumper and in spite of some fishing tales I've told, I've never caught a fish that I had to tie down to the outside of my car to get it home. And, I might add the fish in the photo is



actually wider than the Model A and hangs off both sides. I

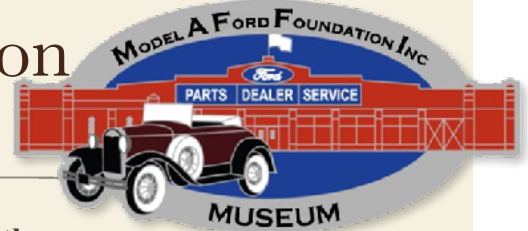
think I'd be like Martin Broody in *Jaws* and wanting a bigger boat when this one swam up besides the boat. Now that's a Texas sized fish.

MAFCA's Facebook Page was started by **Happy Begg** in 2013 with no participants. By 2023, MAFCA's Facebook Page has over 41,000 active members and robust interaction from its posts. I would like to give a special thank you to: **Michael Eisenbise, Melanie Whittington** (2023 Board Member) and **Jay McCord** (2023 Board Member) for all their diligent work in the role of active MAFCA Facebook Administrators and to Happy for her continued support. Even though Happy is no longer active on a day-to-day basis, she still serves as administrator emeritus. Thanks to all four of the captains of our Facebook page who work diligently to keep it operating smoothly and professionally.

See you down the road!
Robert Bullard, 2023 MAFCA President

Model A Ford Foundation

BY JOHN BEGG & JOHN MARSHALL



Message from the 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 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

Message from the

Executive Director: John Marshall

Membership numbers are continuing to grow. We now have 322 club members and 548 lifetime members out of a total membership of 1900. Please tell your friends about MAFFI and the Model A Museum. Let them know that you don't have to own a Model A to become a member. You just have to love Henry's Lady!

The current total of Museum Walkway Bricks stands at 1949. Walkway Bricks are a great way to honor a current or past club member, relative or friend. They are a permanent memorial, and their purchase helps to fund the museum.

For the second time, Model A Day at the museum is now "Model A Days" and is shaping up to be one of the best ever! With the theme of "Open Cars" there will be plenty of rare "As" to enjoy. Don't forget to bring your camera on September 15th & 16th! Check www.maffi.org for details on the hotel and activities for the weekend. You must pre-register for the Friday tour and dinner. You can also reserve commemorative pins and T-shirts on the website!

MAFFI memberships run from May to May. On April 3rd, I mailed out 757 renewal reminder letters. To date 481 of our members hadn't responded to that mailing. If you haven't renewed yet, please do so as soon as possible.

Until we meet again, may the road rise up to meet you. ~ John



The NEW Model A Days 2-Day Swap Meet Fashion, Seminars, Driving Class & MORE!

September 15 & 16, 2023 9-5pm

The Gilmore Car Museum
6865 W. Hickory Road
Hickory Corners, MI 49060

Celebrating
The
"OPEN A's"

Technical Seminars, Fashion, Hall of Fame Induction

Join us for dinner and a tour of the
Kellogg Manor House & Bird Sanctuary!
Friday Night*

Host Hotel Info: Delta Hotels by Marriott, 2747 S. 11th St.
Kalamazoo, MI 49009 269.375.6000



For event Info & seminars 615-604-7423. Katie Herrick
Swap Reservations and information Mark Maron 847-302-7900

*Requires PRE-Registration





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
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We Buy And Sell
Model As

 \$16,000 1931 Model A Tudor	 \$30,000 1942 1/2 Ton Ford	 \$15,500 1929 Roadster Pickup
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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.





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. _____



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Join on line at **MAFCA.COM**
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Only \$11 extra

New Membership

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

Return this Form and Payment to
MAFCA
250 South Cypress • La Habra, CA 90631-5515



Model A Ford Foundation Inc.
Yes! Count Me In!

Name: _____
Address: _____
City: _____ State: _____ Zip: _____ Phone _____
Chapter: _____ Email Address: _____
____ Check here if you prefer to receive your newsletter via email.

Family Membership:
____ Annual \$25.00 ____ 3 Year \$70.00 ____ Life \$350

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

I wish to make an additional tax deductible contribution of: \$____
Please apply additional contributions: Displays or Endowment Fund. Total Contribution Enclosed: \$_____

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