



# UTAH VALLEY

## - Model A Club -

Vol. 11 No. 9

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

September 2023

IN THIS EDITION:  
 South Central Utah Tour  
 IRECO Explosion

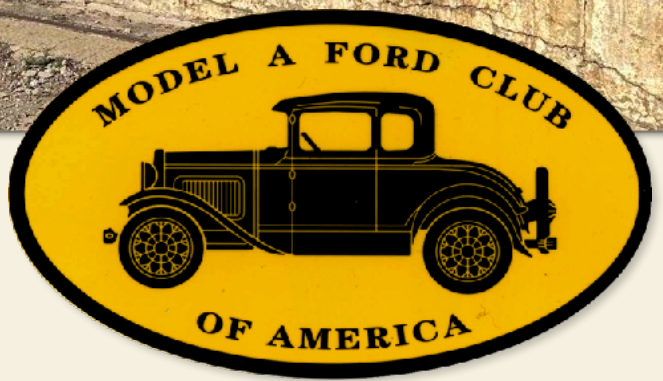
BACK TO THE BASICS

WHAT CAR IS THIS?



*Beehive A's and UVMAC's Model As in front of the historic Union Pacific Roundhouse, Evanston, Wyoming*

*Photographer, Paul Jerome*



**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
Activities	Howard Eckstein	h_eckstein@hotmail.com
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**APPOINTED POSITIONS**

Awards	Jeff Niven	jefferyniven@gmail.com
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# President's Message

BRIAN LINDENLAUB

“Occam’s Razor” is a philosophical maxim that suggests looking for explanations that use the smallest possible set of elements. It is sometimes paraphrased as “The simplest explanation is usually the best one.” Despite the difference in spelling, Occam’s Razor is attributed to William of Ockham, a 14th century Franciscan friar, theologian, and philosopher. I’m told that it’s called a Razor because it advocates cutting out all unnecessary elements, distinguishing between two competing hypotheses by shaving away unnecessary assumptions.

An automotive application of Occam’s Razor can be stated as “If something doesn’t work, rule out the simplest causes first.” I had an opportunity to employ Occam’s Razor a few weeks ago when the air conditioning in my “modern” vehicle, a 1996 Toyota pickup, suddenly stopped working. It was blowing air, but the air was very warm. As I contemplated possible causes, I became convinced that my aging truck would need a new compressor with related parts and cost well over a thousand dollars to fix. My truck has a few other issues as well, so this train of thought led me to wondering if it was time to trade it in. A few

minutes later I noticed that the “A/C” button on the dash was not pushed in. After pressing it, the compressor kicked in and cold air started blowing like normal. I am still guilty about being so quick to give up on the truck that has given me many years of faithful service.

Although Model As are inherently simple machines, Occam’s Razor applies to them as well. Most of us have experienced the engine dying because we forgot to turn on the gas, or poor performance because we forgot to advance the spark. After I replaced the front axle on my Model A last year, the car wouldn’t track straight. It seemed to wander all over the road, and I mean ALL over. It was barely controllable. I worried that maybe I installed the axle wrong or that it was bent. I was ready to pull it off the car to check it for straightness and other issues, but I decided to check the toe-in first. I’m glad I did. The toe-in measured 1-1/8” (yes that’s one and one eighth inches). Some sources differ but my book says that the toe-in should be 1/16” plus or minus 1/32”. Mine was eighteen times greater than it should be! No wonder it wandered. After adjusting

*Continued on page 8*

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# August Club Meeting

BY ELAINE CARLSON

**Welcome:** President Brian Lindenlaub, conducting

**Attendance:** Jason Beadle, Paul and Kylee Bush, Reid & Elaine Carlson, Mike Carlton, Brad Christofferson, Howard & Gemma Eckstein, Buster Hansen, Tim Isaksen, Paul Jerome, Sam Korologos, Theon & Laurel Laney, Greg & Robert Mack, Kurt Martinson, Clyde Munson, Jeff Niven, Par Palmer, Darrin & Jennifer Paulson, Dale Penrod, Bill & Colette Thompson, Bob & Janell Todd, and Andrew Watson.

**New Members:** We have an investigator among us. He finally succumbed to Dave Morrell's and Roger Davis' pleas to come and check us out. John Warby and his son, Weston, also joined the group on the Evanston, Wyoming outing. He has a very nice, newly restored coupe. We hope the club passed his inspection and joins our group.

## Club Business

### Goals:

- Progress is being made on Greg's Town Sedan.. The front cross member needs to be welded, so he is looking for someone with welding experience.
- Please continue to keep track of your mileage. At the end of the year the club tallies up the mileage to see if we have accomplished our goal.
- The speedster is moving forward, but we will not meet the September deadline.

**Library:** Mike Carlton

- If anyone has anyone Model A related printed material they would like to donate to the club's library, please contact Mike Carlton at: [mcarlton1@gmail.com](mailto:mcarlton1@gmail.com).
- The library is now housed at Andrew Watson's dealership, Watson Motor Works, which will be more accessible to members.

**UVMAC Webpage:** Greg Mack

A lot of changes have taken place on the club websites. It is much more versatile than earlier versions. Greg gave a tour, to those present, of the club's current webpage and all the new features that have been added. And this is not all! More bells and whistles are to come. Go browse the website and explore these new feature, <http://utahvalleymodelaclub.org/>

- If, for some reason, you don't receive the club's newsletter, *The Motometer*, can be downloaded from the website.



- Photos from the various activities are also available to view and download. They will be taken down each year and new photos will take their place.
- Paul Bush is willing to help with a security certificate for our site.

**Awards:** Jeff Niven

Several members stood before the group to accept awards that they earned. Jeff gave awards to:

- Theon Laney — 500 miles
- Paul Bush — 500 miles
- Paul Jerome — 1000 miles
- Brian Lindenlaub — 1500 miles

With all the driving that has occurred in the recent weeks, there were plenty of nominees for the Bent Rod Award. It boiled down to two winners:

- Theon Laney had some problems, both driver and car, during the overnight trip to Evanston.
- Jason Beadle pulled the handle off his car, compliments of his brother who tied a rope to the handle unbeknownst to Jason. It has been repaired.

**MAFCA National Awards Banquet 2024:**

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

**Past Activities:**

- **American Steel Days Parade** — Mike Carlton, Howard and Gemma Eckstein, and Clyde Munson represented our club. As usual, the adults were happy to see the cars, but the kids went wild when they heard the horns blaring.
- **Lindon Parade** — Nine cars answered the Call to Order. Contrary to previous parades, veteran turnout was good. Sixteen servicemen filled all the Models As present. The mayor awarded the group an Award of Appreciation for the club members who participated in the parade.
- **Mapleton Parade** — Darrin and Jennifer Paulson, Nicholas, Natalie, and Gavin Mack, Greg Mack, and Paul and Elaine Prior all participated in the parade. Paul and Elaine were the tail end of the Model As. The football team was right behind the Priors and would get ahead of Paul and Elaine. In a joking manner, Greg asked the players to stay behind the Priors, then he added, “just in case one of the Model As breakdown you can push the car to the end of the parade. Lo and behold, Priors’ truck gave



Theon Laney 500 miles



Paul Bush 500 miles



Paul Jerome 1,000 miles



Brian Lindenlaub 1,500 miles



## Bent Rod Awards



Theon Laney — for being a “retarded driver”



Jason Beadle —for having his car door ripped off his Model A



out half way through the parade. The football players took turns pushing Priors down the parade route. See image below.

- **Mirror Lake Scenic Byway and Evanston, Wyoming Tour** — Fifteen Model As from both the Beehive A’s and UVMAC made their way over 10,734ft at Bald Mountain Pass. At this elevation it is said to be Utah’s highest paved road. Three Model A drivers, Paul Jarome, Theon Laney, and Stephen Dutton made their first long-distance trip and survived!

### Future Activities:

- **August 19** — **The Salty A’s** drive around Utah Lake. The rendezvous point will be at the Smith’s Grocery Store at Pioneer Crossing at 9:30 a.m.
- **August 20** — **Rotary Car Show** lunch at noon, with the car show following afterward at 1:00 p.m.
- **August 25** — **Nurturing Nations** fundraiser. From 5:30 p.m. to 8:00 p.m. Payson.
- **September 1** — **Labor Day**
- **September 16** — **Courtyard at Jamestown**, 3352 N 100 E, Provo, is holding a fundraising car show at 2:00 p.m. Model As will not be charged a registration fee..
- **September 23** — **Mapleton History Tour**, 10:00 a.m. on Main Street and Maple Street (Mapleton City Park).
- **October 18-21** — **South Central Utah Tour** is our big trip for the year. It will be four fun filled days in south central Utah. We will visit Fremont Indian State Park, Bryce Canyon National Park (optional), Kodachrome Basin State Park, Petrified Forest State Park (if time allows), Scenic HWY 12, Anasazi State Park, and Capitol Reef National Park.

**TechTalk:** “Model A Basics” by Howard Eckstein

Club members enjoyed another wonderful presentation. Howard lead the group through many aspects of driving a Model A. His presentation included such topics as how a driver’s habits can affect the performance of their car. He discussed common complaints of drivers, such as, “I always have to add water to my radiator”, “My car over heats easily”, and “My car lacks power.” Turn to page 16 to read Howard’s presentation.

**Refreshments:** Andrew treated the club members with a variety of treats. Everyone found something they enjoyed. Thank you Andrew!

Meeting adjourned



# 2023 Calendar of Events

COME JOIN IN THE FUN

August 4, 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 , 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](mailto:dennist30@comcast.net)

August 25, Saturday

**Nurturing Nations** is a fundraiser helping third world countries. It should be a wonderful event with a concert, an All American Dinner, vendor booths, a car show, and more. The event will held in Payson between 5:30 p.m. and 8:00 p.m.

September 4-6, Saturday

**Lehi Heritage Days** will host a car, truck and motorcycle show on Monday, 6th at the Lehi Legacy Center from 4 - 6 p.m. Dash plaques will given to the first 50 registrants, although there is no entrance fee for the car show. Check out this link for all the details, <https://www.facebook.com/events/lehi-legacy-center/lehi-heritage-day-classic-car-and-bike-show/558825555259306/>

September 16, Saturday

**Courtyard at Jamestown**, an assisted living center for seniors, is holding a fundraiser for the Gail Halvorsen (The WWII Candy Bomber) Aviation Educational Center, Mr. Halvorsen past away recently. Car registration will be at 2:00 p.m. and the car show will start at 3:00 p.m. Those paying the \$15 car show registration fee, will receive a free dinner, raffle tickets and certificate of participation. However, for the UVMAC members, there will be no charge. This likely means no raffle tickets or dinner. Register by calling Bryce at (801) 592-2249. Tell him you are with the Model A Club.

September 23, Saturday

**Mapleton History Tour**, lead by Reid and Elaine Carlson, will explore the past by visiting the Historic Towne Square, and other important sights within Mapleton. Meet at 10:00 a.m. on Main Street and Maple Street (Mapleton City Park).

October 18-21,  
Wednesday - Saturday

**South Central Utah Tour** will spend four days exploring such sites as the Fremont Indian State Park, Bryce Canyon, Anasazi Indian State Park, Long Canyon, and the slot canyons of Capital Reef National Park. Enjoy low land fall colors and high country vistas. See page 12 for more details.

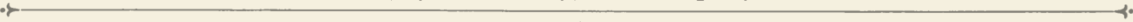


November 4, Saturday

**BYU Engineering Building Tour** will be a chance to explore the labs, equipment and student projects. This tour lead by engineer Jeff Niven is bound to be an eye-opener. When November gets closer, a time and date will be chosen.

December 9, Saturday

**Annual Christmas Dinner & Party** always guaranteed to be a fun event, will be filled with awards, prizes, delicious food and more. Don your best era attire (if you have any) and let's party! Details to come.



## Editor's Viewpoint

I ran across this story on the Internet by Emma Isabella and immediately saw some parallels with Model As. See what you think:

"An Airbus 380 is on its way across the Atlantic. It flies consistently at 800 km/h at 30,000 feet, when suddenly a Eurofighter with a Tempo Mach Two appears.

The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus, boring flight isn't it? Now have a look here!"

He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, and then swoops down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks: "Well, how was that?"

The Airbus pilot answers: "Very impressive, but watch this!"

The jet pilot watches the Airbus, but nothing happens. It continues to fly straight, at the same speed. After 15 minutes, the Airbus pilot radios, "Well, how was that?"

Confused, the jet pilot asks, "What did you do?"

The Airbus pilot laughs and says: "I got up, stretched my legs, walked to the back of the

aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry."

The moral of the story is: When you're young, speed and adrenaline seems to be great. But as you get older and wiser, you learn that comfort and peace are more important.

This is called S.O.S.: Slower, Older and Smarter.

Dedicated to all my senior friends ~ it's time to slow down and enjoy the rest of the trip." This little story compares the virtues of the Model A against the panache of a Mustang. Both have a place in our lives and we are enjoying the S.O.S.

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## President's Message

*continued from pg. 3*

the toe-in to the correct specification, it tracked straight again.

Although more than 700 years old, Occam's Razor is still a useful item to keep in your Model A tool kit.





# September Calendar of Events

MARK YOUR CALENDARS

## >>> September

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	<b>Labor Day 4</b> Lehi Heritage Day	5	6	7 Darin Swan	8 Pat Justesen	9 Jason Beadle
10	11	12	13	14	15	16 Courttyard car Show
17	18	19	20	21 Greg Mack Club Meeting	22	23 Mapleton History Tour
24 Linda Vernon	25	26 Mike Carlton	27 Donald Ellsworth	28 Boyd Hash Howard Eckstein	29	30

Template © calendarlabs.com

**Budget (bud-jet)**, v. and n. to transfer an object from one location to another. Example "Pa was workin' on the Model A and it fell on his foot. I tried to pull it off, but I couldn't budget!"

Twin Cities Model A Club





# Heard it Through the Grapevine

OUT AND ABOUT WITH CLUB MEMBERS

We were in the news! The Uinta County News highlighted those Model A owners who traveled to Evanston, Wyoming with this photo and caption.



Three Ford Model A clubs drove their antique cars down the Mirror Lake Scenic Byway on Friday, August 11th. They stopped for photos at the Evanston Roundhouse, lining their vehicles in front of the historic building. The classic cars were produced between 1928 and 1931, selling for \$440 to \$700 new. (HEARLD PHOTO/Hayden Godfrey.)

This month, because of all the touring the club did, we had a lot of **Bent Rod Award** candidates. They were:

**Clyde Munson:** Ended up with a very hot brake while driving the Lindon Parade.

**Theon Laney:** Driving with the spark level retarded and brake shoes rubbing on a brake drum.

**Paul Jerome:** Driving up the Mirror Lake Scenic Byway with VERY loose steering.

**Jason Beadle:** Driving away in his Model A and ripping the door handle off the car; his brother tied a rope to the handle and Jason

couldn't see it. He brought the door handle to the meeting as evidence.

**Stephen Dutton:** stopping frequently to add water to his boiling radiator. Stephen has already ordered a new radiator. The winners of the two Bent Rod Awards went to Theon Laney and Justin Beadle.

**Buster Hansen** continues to add to his award collection. He entered Joe Fazzio and Buster's 1929 Pierce Arrow and won another plaque.



From **Roger Davis:** "I'm now preparing to repaint the interior of my mail truck. I went to get more caulk at Lowe's and I walked up to two workers. One politely asked if I needed help finding anything. I did need her help, as there is always a large variety of caulk types and colors. I said 'I needed DAP Clear Acrylic Latex Caulk.' The other worker, wanting to make sure Roger got the caulk he needed, chimed in asking me what I was painting. I told her I specifically need DAP Clear Acrylic Latex Caulk to complete a project. She responded with obviously hurt feelings that she was only trying to help." (Sometimes customers really do know what they need.)

**Nicholas, Natalie, and Gavin Mack** enjoyed all the activities at the Payson, Nurturing Nation fundraiser.

# Utah Valley History IRECO Explosion Site - 40 Years Later

BY JEFFREY NIVEN



The other day, I was driving my 1930 Tudor around the West side of Utah Lake, and I stopped to visit the site of a tragedy that occurred 40 years ago. On January 25, 1983, at 11:50 a.m., a fiery explosion took the lives of four people and left a bomb assembly plant heavily damaged. The explosion occurred on a Tuesday morning, at the IRECO Chemical Company plant on the edge of Utah Lake, about 15 miles southwest of Lehi.

## Four Killed In Explosion

LEHI, Utah (AP) — A fiery explosion demolished a building at an Ireco Chemical Co. plant southwest of here Tuesday, killing four people, authorities said.

Ralph Coomes, a dispatcher for the Utah County sheriff's office, said the four unidentified people were working inside the building at the time of the 11:50 a.m. explosion, and all were killed. Authorities had not determined the cause of the blast. James Parsell, a state boiler inspector, said he was working at the six-building plant complex when the explosion occurred. He said about 3,000 pounds of explosives went off in the building when he was 150 yards away.

Parsell said that after a fireball and a massive concussion subsided, he went outside to find the building demolished.

The plant is located about 15 miles southwest of Lehi, which is 25 miles south of Salt Lake City.

A spokeswoman at Ireco offices in Salt Lake City said company officials were investigating and would have a statement later.

Another sheriff's dispatcher, Gladys Murri, said none of the other buildings was damaged.

Nicholas DeFeta, agent-in-charge for the Salt Lake office of the federal Bureau of Alcohol, Tobacco & Firearms, said two investigators from his office had been dispatched to the plant.

"Ireco has been here quite a few years — at least 10," he said. "I'm not aware of any safety violations in their plant."

Ireco has made different kinds of chemicals, he said, and at one time was mixing surplus military explosives and commercial explosives to make boosters used to detonate explosives.

The accident was the worst at a chemical plant in Utah since a July 28, 1961, blast that obliterated an explosives plant in Grantsville in the western Utah desert. The explosion, which authorities said involved up to 11,000 pounds of explosives, killed five people and reduced the Mining Services International Corp. building to a smoking, 150-foot-wide crater.

The Zanesville Fire Department responded to two fires in the city Tuesday.

A fire at 1230 Lake Drive apparently originated with a kerosene heater in the rear bedroom of the residence occupied by Carol Heath and owned by Theima Ross. The fire department was called to the scene at 11:22 a.m.

Extensive damage resulted to the rear of the home, while smoke damage occurred throughout, according to a department spokesman. No one was injured.

Ten men and four trucks were at the scene approximately one and a half hours.

Minor damage resulted from a fire in the insulated furnace pipes in the attic of the State and Lee Bar and Grill, 423 State St., at 4:38 p.m.

Firemen cut out the burning pipes to extinguish the fire, the spokesman said.

The business was closed at the time. There were no injuries.

## Firemen Respond To Fires

instantly, but a fifth member of the shift escaped serious injury, as he had just walked out of the room and into a nearby building, where he was shielded from the direct blast. An eyewitness to the incident, said that a fireball from the explosion reached 200 to 300 feet in the air.



Newspaper reports of the accident, such as the one here, claimed that the plant was "mixing surplus military explosives to make boosters used to detonate explosives".

While that statement is partly true, the whole truth was that the plant was being used to build and assemble Mk-20 Rockeye Cluster bombs, for shipment overseas. This is a photo of the bomb that was being built and assembled at the plant. Each bomb weighed 500 pounds, and contained a large number of sub-munitions like the one shown to the right. Each of the sub-munitions had its own small warhead.



The old plant (shown below) is gone now, but the site is now owned by WESCO and

It happened about 20 minutes after electrical power had been restored to the plant following a storm-caused power outage. Utah Lake was frozen over with ice, at the time, and debris was scattered around the area including on the ice. Four members of the five-person shift were killed

still contains a number of bunkers for storing explosives.



# South Central Utah Tour

BY ROBERT MACK

♪ “All my bags are packed  
I’m ready to go  
I’m standin’ here” by the Model A... ♪

The introduction of song, “Leaving On A Jet Plane” by John Denver is what I hope all of you are doing on October 18, 2023. Meet at the old Shopko (now The Hive) in Spanish Fork at 9:30 a.m.

The scenery, beauty, prehistory and history of the area is captivating. We will see sites that can only be found in Utah.



Other than for gas and restroom breaks, the first stop will be at the Fremont

Indian State Park. The day passes for state parks is \$10.00. An annual pass is \$125.00. So paying \$10.00 at each park (Fremont Indian, Kodachrome Basin, and Anasazi



Indian Museum) is cheaper than the annual pass. I didn’t find any senior discount information.

That night we will be staying at the historic Ruby’s Inn at the mouth of Bryce Canyon. Our plan is to stay in the rooms at the Bryce View Lodge because they are cheaper. Their rooms are \$85 plus tax. Make your reservation by calling Sue Garrard at 435-834-5341 ext 7986. Tell them you are with the Antique Car Group. **There are only nine rooms blocked for us, so register asap.** Reservations must be made by September 26th. We will not be visiting Bryce Canyon National Park as a group.

On day two, we will visit Kodachrome Basin State Park to



see a little known, and remote park that

surrounds you with hoodoos, spires, and fins.

Our next planned stop will be in Escalante for a gas, restroom, and lunch break. We will be driving on the “Hogsback” along Scenic Byway 12 to Boulder. We will make a quick stop at





the overlook before heading to Boulder and Long

Canyon. This is a beautiful canyon with towering red walls on each side. It is worth stopping for pictures.



Next, we will visit the Anasazi Indian Museum State Park where remnants of prehistoric dwelling can be seen.

Leaving Boulder, the scenery will change dramatically as we climb over the pass at 9,600 ft. There are great views to the east, past the Waterpocket



Fold (Capitol Reef) to the Henry Mountains in the distance.

Our day will conclude at the Days Inn on the outskirts of Torrey.

The best room rate we could get is \$159 a night. Make your room reservation by calling (435) 631-2176. Don't forget to mention you are with the Model A club.

We will spend Friday exploring Capitol Reef National Park. There are orchards (hopefully

apples will still be on the trees), the Visitor Center for a short orientation video, then down the scenic drive to Grand Wash



and Capitol Gorge. Here is a link [https://](https://www.nps.gov/care/planyourvisit/scenicdrive.htm)

[www.nps.gov/care/planyourvisit/scenicdrive.htm](https://www.nps.gov/care/planyourvisit/scenicdrive.htm) that will give a description of



many of the sights we will see.



We will stay in the same motel as we did



last night, so no need to pack for the road on Thursday night. Saturday will find us on the road back to Utah Valley and home.





# 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.

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

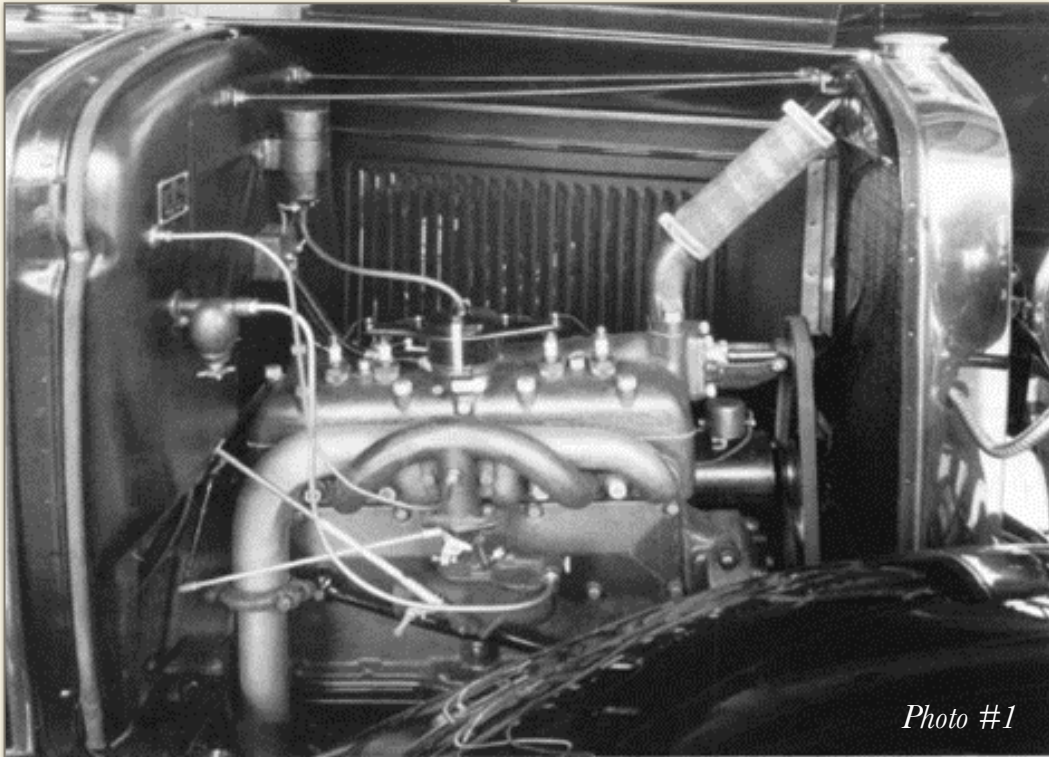
Shortly after purchasing my Model A, I started looking at the engines and noticed a variety in the color of Model A radiator hoses. As you look at various Model A engines and radiators, you'll see black hoses, red hoses, or black hoses with a red stripe. Which is correct?

Section 3 of the Standard says, "Radiator hoses were either predominantly black with a red longitudinal stripe which was generally installed with the red stripe facing upward or all red (a small percentage of production)." (Page 3-4 Revised 2011)

So, when you go to replace your radiator hoses, you can install either red hoses or black hoses with a red stripe. From my reading of the Standards, most cars came with black hoses with red stripes—red hoses were sometimes used—it's your choice.

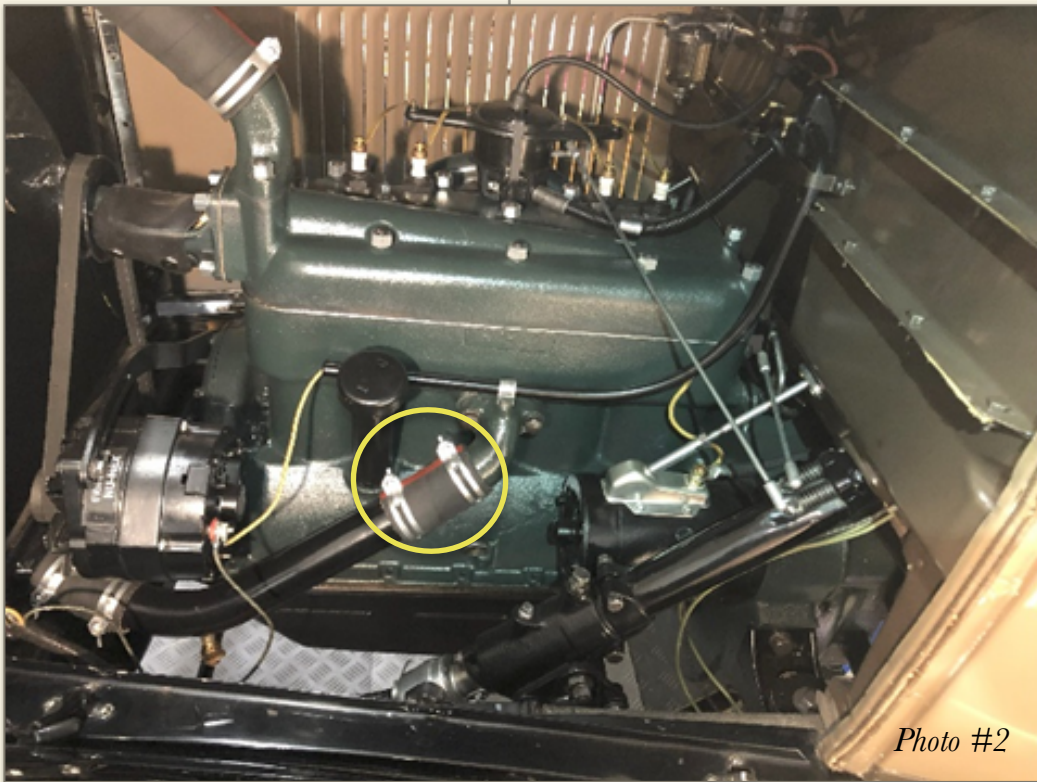
When you install your hoses, you can see that Henry Ford was very practical when installing the clamps as they were installed for easy access and assembly. Section 3 of the Standards says, "Both radiator inlet upper hose clamps had the screw on the top side of the hose with the head toward the driver's side. On the radiator outlet hose nearest the radiator, the clamps had the screw on the driver's side with the head facing upward. On the radiator outlet hose at the cylinder water inlet casting, the clamps had the screw on the top of the hose with the head facing the driver's side." (Page 3-4 Revised 2011)

Below is a photo of an authoritatively restored engine from the Standards (photo #1). The second photo below (photo #2) shows the black hoses with the red stripe facing upward and the clamps installed per the Standards.



*Photo #1*

**A typical Model A Ford engine compartment (March/April 1931)**  
*(From the Collections of Henry Ford Museum & Greenfield Village)*



*Photo #2*

## Back to the Basics

BY HOWARD ECKSTEIN

During our club meetings, we have a monthly tech talk where interesting subjects, not all of them related to the Model A, are discussed. We've had detailed talks about how the ignition system works, how to rebuild a transmission, and even how to operate a nuclear power plant. All of which broadened our horizons. Just lately, members of the board realized that with so many new Model A owners joining our ranks, that they may be benefitted with a tech talk that covered the basics of operating their Model As.

- New owners are often frustrated with their cars and lack confidence to drive them very far.
- The modern driver is not accustomed to a car where EVERYTHING is manually controlled.
- The performance characteristics of a Model A are very different from today's cars.

To go back to basics, we need to set aside everything we know about driving a modern car. Model As are slower, take farther to stop, and need to pay constant attention to the needs of their car which requires manual adjustments on the fly. So where do we start?

- We must understand the differences between 90-year-old technology and today's cars.
- We must develop new driving habits.
- We'll need to learn the basic maintenance items to keep our Model A running at its best.
- Realize that a Model A (or any car of that era) needs constant tinkering.

Let's compare the basic engine design that affects the Model A's difference in performance compared to modern cars.

Like many of today's cars, your Model A engine has four cylinders. Only one cylinder at



a time produces power to move the car. That same cylinder must use some of its power to move the pistons in the other cylinders through their cycles to prepare

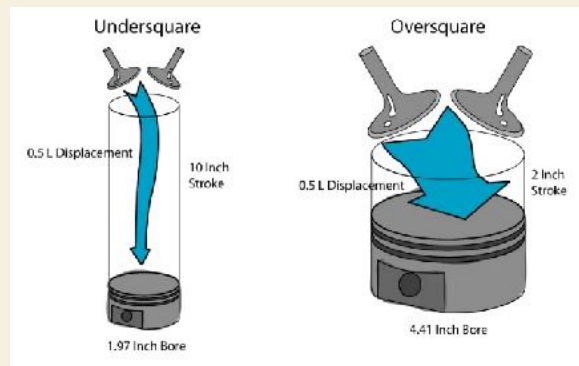
them for their power strokes.

There is a relationship between the bore and stroke of the cylinders. They are described as undersquare and oversquare.



In the square relationship, the bore and stroke have the same dimensions.

To illustrate, here are exaggerated graphics to show what is meant by undersquare and oversquare. Each cylinder drawn has a displacement of 1/2 liter.

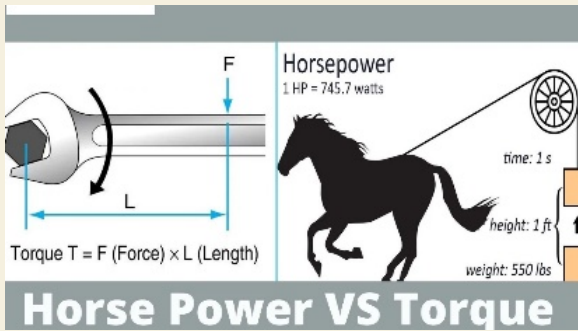


Here's why this is important for understanding the difference in Model A engine performance. The Model A engine is built undersquare. Thus, the stroke is longer than the diameter of the bore. This leads to slower RPMs but higher torque. Horsepower is not too great, thus making the car slow on the road. The modern



engines are built oversquare so that the stroke is short compared to the cylinder diameter. This makes for faster RPMs and more horsepower, allowing the cars to zip around us as we chug down the road.

It's a good time now to differentiate torque from horsepower. Torque is a rotational force measured in pounds per foot from the center of the rotating member. Horsepower is torque with a time element.

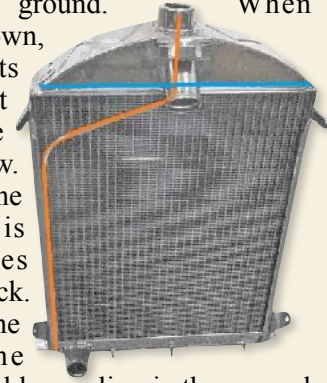


These differences in engine design give rise to the driving habits that Model A owners necessarily are forced to adopt. The Model A engine operates at a slower RPM range than the modern engine. However, the torque produced is sufficient to carry the car through slow road speeds. Here are some of the basic driving habits that will make it easier to enjoy your old car. All cars of this vintage were built on the same principles, so when they were new, everyone was driving the same way.

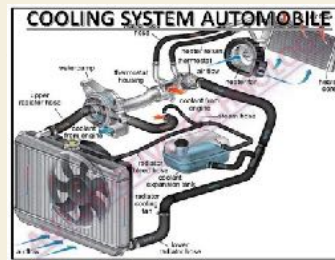
- With a long stroke and strong low-speed torque, your shift points are at lower speeds than for a modern car.
- Shift to second gear around 7-10 miles per hour.
- Shift to high gear around 15-20 miles per hour.
- It's usually not necessary to downshift around corners.
- Downshift for ascending steep hills.
- Don't exceed 20 miles per hour in second gear on a hill.
- Go down a hill in the same gear you used to go up.

I get called to work on a lot of antique cars. Many new owners have the same concerns. Here is a common one: "Every time I get home, I have to add about a quart or more of water to the radiator. But I can't find a leak anywhere."

The Model A radiator is an open system. As water expands with the heat it absorbs, excess water will be pushed out through the overflow tube and onto the ground. When the system cools down, the water contracts and it appears that the level in the radiator is too low. This is normal. The cold-water level is about three inches below the filler neck. The orange line in the illustration is the overflow tube, the blue line is the normal water level.



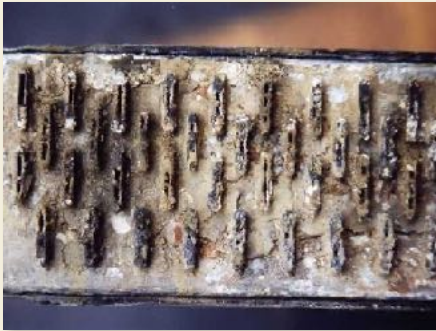
We are more familiar with the modern pressurized cooling system. This allows the water to run at hotter temperatures without boiling. This aids in emission control. To



accomplish this, expanded coolant is captured in a tank after a radiator cap opens a valve at a certain pressure. When the water cools, a different valve in the

radiator cap allows water from the recovery tank to fill the radiator, thus eliminating air in the system.

Another complaint is that the radiator boils over, or that steam and water are blowing out of the cap. Misguided remedies are proscribed which consist of cutting the impellers of the pump to inserting a thermostat into the top radiator hose. When correctly configured, the Model A cooling system is more than adequate to maintain proper engine temperature without the band aids just mentioned. In nearly every case, mineral deposits in the radiator have blocked off some of the tubes, lessening its efficiency.



A radiator shop can clean the radiator in an acid bath, but there are other considerations with old radiators. If the fins are detached from the tubes, or the tubes are etched too thin, these faults can make the radiator unsuitable for repair. Some repaired radiators perform fine for local driving but would have problems on a long-distance tour. If you intend to do serious driving with your Model A, get a new radiator.

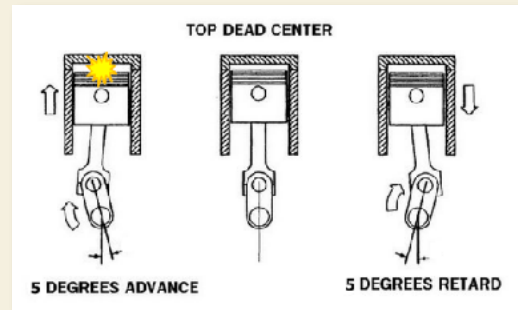
There have been cases where new drivers have complained that their car overheats easily and has no power. With investigation, it is revealed that the operator has been driving around with the spark retarded. With the points set to .020" and the basic timing set correctly, the engine should be started with the spark retarded and then advanced once the engine is running.



To understand advance and retard as it applies to engine performance, we'll look at something familiar - the bicycle. When starting from a stoplight, for example, you would place the pedal forward about 90 degrees from the top to easily get the bike

rolling. Once moving, you could start adding pressure to the pedal as it just passes the top. This is much more efficient for gaining speed.

The engine works on the same principle. We reckon everything from Top Dead Center



(TDC). As the piston comes up in the cylinder, driven by the connecting rod on the crankshaft to its highest point, the degrees of crankshaft rotation before TDC are labeled advanced, while degrees after TDC are labeled retarded.

Like the bicycle, we start the engine with the spark retarded, then advance it after the engine is running. The engine runs more efficiently, it runs cooler and produces more power.



In addition to spark control, fuel mixture can be adjusted from within the car. By twisting the choke rod, the mixture can be enriched by turning counterclockwise, or leaned out by turning clockwise. My own car and most Model As I've worked on at our elevation run best with this valve closed all the way. When I lived near sea level, I had to run it about a half turn open. Improper fuel mixture, especially too lean, can cause overheating. You can hear the engine run better and smooth out as you adjust this valve.

These are basic operating techniques that once understood and accepted by the modern driver, will give them enjoyment as they drive a relic of automotive history.

## Can You Identify the Automobile?

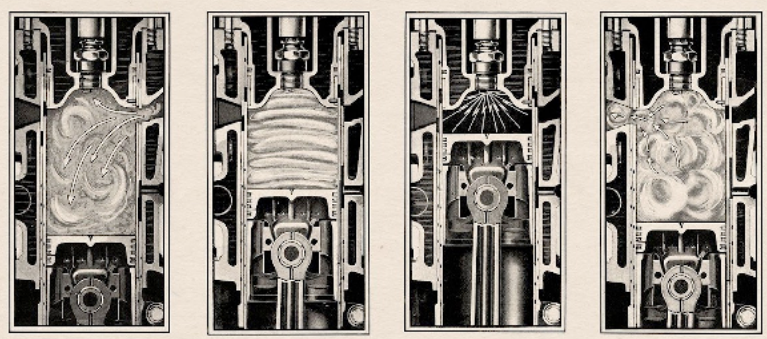
BY JEFFREY NIVEN



I attended a small Car Show in Pismo Beach, California, one day and I came across this beauty. It is a Willys-Knight. The Willys-Knight is an automobile that was produced between 1914 and 1933 by the Willys-Overland Company. According to Wikipedia, the company produced an average of 50,000 cars per year after 1922 until the company went into receivership in 1932.

The unique thing about the Willys-Knight automobile was that instead of using noisy poppet valves like Henry Ford did in the Model A engine, they used the "Sleeve Valve". Rather than round poppet valves and spark plugs in the top of the cylinder head, the sleeve valve engine used openings/ports in the sides of metal sleeves, surrounding the piston, that moved up

and down, allowing fuel and exhaust to pass in and out of the cylinder through the ports in the walls of the cylinders. Sleeve Valves were used in a number of pre-World War II luxury cars and light trucks, as well as aircraft, well into



the 1940's. In the diagram, above, you can see the positions of the piston and sleeves in the traditional Intake, Compression, Power, and Exhaust strokes a Sleeve Valve Engine.

Sleeve Valves offered numerous advantages over the noisy poppet valves. Here are just a few:

- High volumetric efficiency due to the ability to use large sized port openings.
- Superior Combustion Chamber design since there were no valve openings in the Combustion Chamber and the spark plug could be located in the best position in the top center.
- Larger port openings could be easily incorporated into the design of the Sleeve Valve without increasing the



cylinder bore, as with the “Hemi” head design, shown here.

- Good “Exhaust Scavenging” and Inlet fuel mixing due to the position of the port openings on the sides of the cylinders.
- No need for metal springs, which limit the high-speed operation of engines with Poppet Valves, due to mechanical resonances and “Valve Float”.
- Prior to the introduction of leaded gasoline, Sleeve Valves lasted longer than Poppet Valves which required grinding.
- Sleeve Valves run cooler than Poppet Valves due to better transfer of heat from the valves.

With all of those advantages, you might wonder why Poppet Valves became more popular. It had to do with the disadvantages which included the following:

- High oil consumption due to the gaps between the sleeves, pistons, and cylinder walls.
- Complexity of the mechanism necessary to move the sleeves up and down in time with the moving piston, which contributed to higher cost of manufacturing.

With the introduction of leaded gasoline and the Sodium Filled Poppet Valve during WWII, the lower cost and simplicity of the Poppet Valves outweighed all of the advantages, and except for a few exceptions in military aircraft and tanks, the use of the Sleeve Valve all but disappeared.

However, with the introduction of modern materials, and the ability to manufacture parts with tighter tolerances at lower costs, the



Sleeve Engine may soon make a comeback. It has already begun to be used on small Radio Control car and airplane engines, military drones and even heavy duty diesel engines. Who knows where all of this will lead?

***Murphy was an optimist*** “No matter how long or hard you shop for an item after you bought it, it will be on sale somewhere cheaper.”



# The Ladies Fashion Journal

## CROCHET SWEATERS IN THE MODEL A ERA



Do You Crochet? A handmade outfit was more common than not in the Model A era, and many women had needle work skills that included crocheting and knitting. In the March 1931 *Women's Home Companion*, an article titled "In Lacy Stitch: A crocheted sweater-blouse and beret" written by Merle Munn shows what was referred to as the Russian blouse.

A lacy wool sweater and matching beret was still in vogue in the smart shops. The photo shown at right sports a becoming square neck. This sweater and beret ensemble could be worn with any sports skirt making it a completely acceptable costume for golf, motoring, or walking. The blouse could also be worn with a suit—in which case a hat appropriate to the suit would take the place of the beret.



The work for this sweater was done with a bone crochet hook size 3 ½. Eight balls of zephyr or any other fine yarn were needed for the blouse, and one ball was needed for the beret. The wool could be found in white and pastel colors such as pale blue, pink, lavender, pale green and yellow, and according to Ms. Munn these colors were "very much the thing" in March of 1931.

The sweater above looks like it could be the one described in the Australian newspaper, *The Canberra Times*, dated 5 February 1931. It stated that a knitted "fairy-like" woolen blouse made of the "thinnest wool yarn, pouched at the waist above the skirt, and completed with a tight band that fits closely over the skirt" was popular, especially among younger women or those with a "slim, graceful figure."

What exactly is a "Russian" blouse? Upon doing some research I was unable to find anything conclusive, but based on descriptions in a variety of sources, I believe that perhaps it was named due to its similarities to the Russian national costume back in the 1920's and early 1930's. Sources referred to "full loose sleeves that tightened at the wrist." Some sleeves were described as "drop shoulder" or "dolman sleeves" and necklines were described as both rounded and square. Prominent in most references was a hip-length tunic look below a cinched waist. One source suggested that the exact look depended upon the region of origin.



Parisians were the first to adopt the Russian influence into clothing styles. In fact, Coco Chanel is attributed to using a belted blouse based on Russian peasant wear as early as 1922. She continued to use similar attributes in her designs, especially in sleeve styles and the use of the peplum according to an article in the *Pittsburg Press*, on July 28, 1931 with the headline, "Russian Theme Seen in Blouse." In 1929, D'Alessio a prominent dress designer for women's, misses, and juniors "waists and dresses" refers to a "Russian blouse with puff sleeve and cape sleeve" in draft designs. According to *The Canberra Times* article entitled "Frills, Fads, and Foibles," the Russian blouse was being adopted to transform the boredom Parisians were facing with the current woven and wool pullovers. This look was attributed to the "blouse-jumpers like a Cossack's tunic." The blouse is described as "very plain in line, fastening up the side with groups of buttons; and the neck is low, round, and collarless. There is a belt at the waist, and the basque<sup>1</sup> below reaches to the hips. The sleeves are full to the elbow, and fit tightly from there to the wrist with buttons and loops of silk." The article went on to explain that the blouses are plain and have no trimming, intended to coordinate with suits; because of this, they were made "of very good material" such as heavy crepe de chine Moroccan or satin in white or a pale tint.



Figure 1

For comparison, I looked for traditional "Russian blouses." Although not of model A era, you can see some similarities between the descriptions above and these pictures.

Figure 1 is a photograph taken between 1909 and 1915 by Sergei Mikhailovich Prokudin-Gorskii of three young Russian peasant women. Notice the fullness of the sleeves, and the cuffs on the long sleeved blouse on the left.

Figure 2 is a men's Kosovorotka. A kosovorotka is a traditional Russian shirt, long sleeved and reaching down to the mid-thigh. The shirt is "not buttoned all the way down to the hem, but has several buttons at the collar (unfastened when the garment is pulled over the wearer's head), though these are positioned off to one side (regional styles vary between left and right), instead of centrally, as is customary with a typical Western 20th and 21st century man's shirt. If left unbuttoned the collar appears skewed, which accounts for the garment's name. The collar and sleeves of kosovorotka were often decorated with a traditional Slavic ornament."



Figure 2



During my research, I came across some pictures and patterns online on Pinterest and Etsy. Advertised as being “1930’s,” I have been unable to document the actual date by year on the two photographs so these cannot be used as documentation in the judging room. However, the picture on the far left is very similar to what is seen in Ukrainian traditional costume, and the dolman sleeve was seen in 1931. The picture at the far right was listed on Etsy, an online vintage retailer. The shirt was described as “a Russian linen Cossack shirt.”



The patterns caught my eye due to similarities in style to the sweater shown at the beginning of this article. I contacted Janet Gundlach, a MAFCA member from the Gallopin’ Gertie Model A Club of Tacoma, WA, and past Era Fashion Committee member and chairperson. She is a wealth of information on patterns and reproduction clothing for the Model A era. According to her direct resources, the Butterick pattern dates to 1934; she was also able to date the Pictorial pattern to after June 1931 but not later than 1932.

The patterns then led me to take another look at MAFCA’s pattern catalog. Helen Christensen and her team working on the Pattern Project spent numerous hours researching and documenting the dates for these Model A era patterns. The following patterns were taken from MAFCA’s Pattern Catalog. Notice the similarities of styling to the photos above, as well as the crocheted sweater at the beginning of this article.



1930 McCall 6415



1928 McCall 5460



1928 McCall 5466



1930 McCall 6443

It would appear that the “Russian Influence” spanned more than a decade in the fashion houses during the 1920’s and 1930’s. It has surfaced again and again in fashions since then, and I am sure we haven’t seen the last of it. Nevertheless, for me, it is interesting to compare the similarities in styling to photographs and documentation of known Model A era items. So for those of you who are handy with the needle, be it sewing, knitting, or crocheting, you might like to work the Russian influence into your Model A wardrobe.

<sup>1</sup>*Basque, as a term for women’s clothing is of French origin and refers to a short extension below the waist to the bodice of a woman’s jacket or blouse. It is characterized by a close, contoured fit and extending past the waistline over the hips. The name is believed to be adopted from Basque traditional dress, initially by the French and then throughout Western fashion.*

**Sources:**

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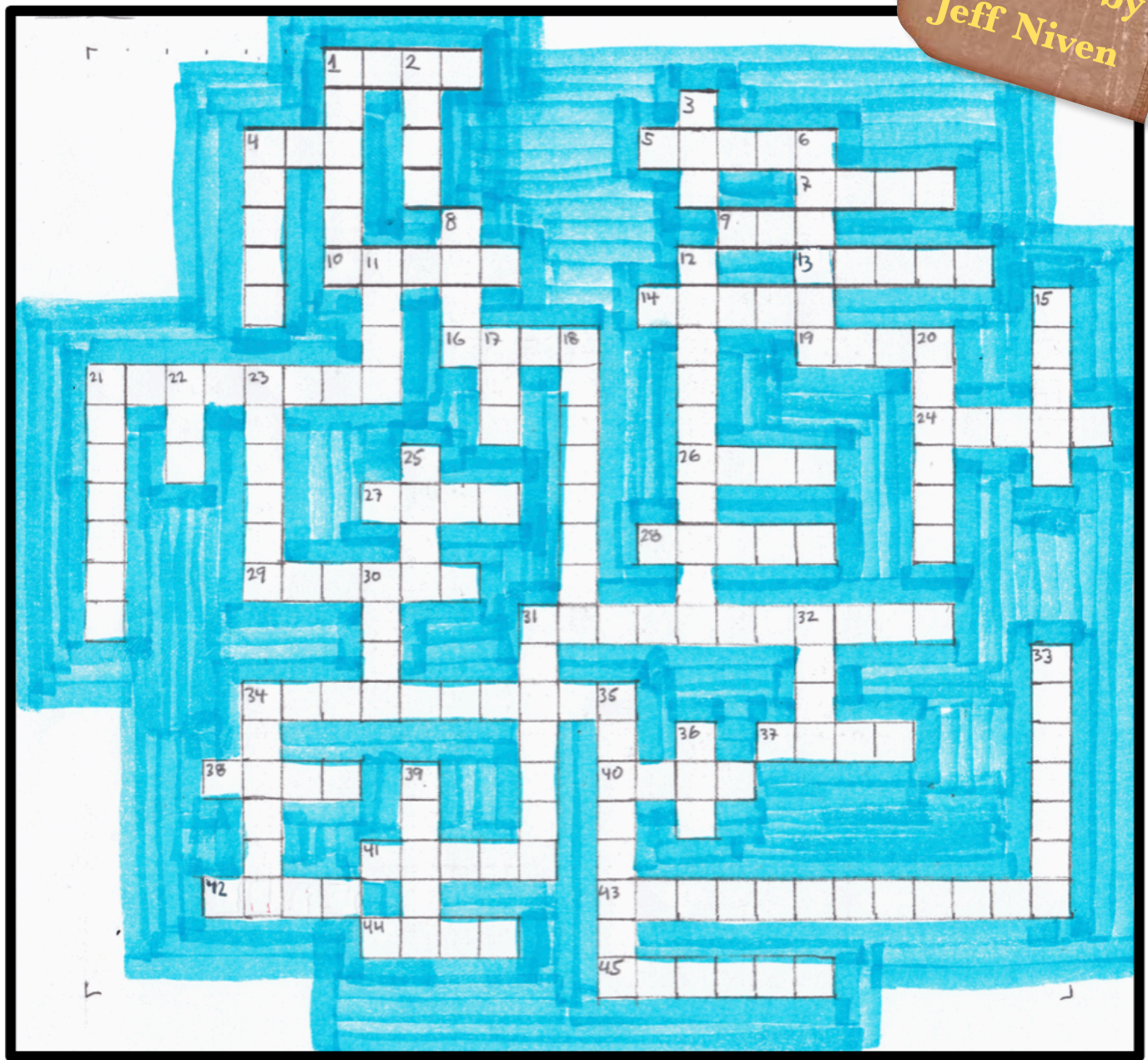




# Let's Have Some Fun

HOW WELL DO YOU KNOW YOUR MODEL A PARTS?

Created by  
Jeff Niven



Key on page 30



Across

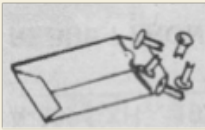
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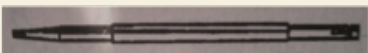
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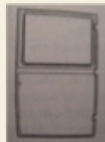
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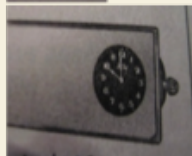
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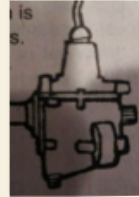
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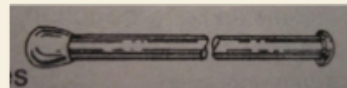
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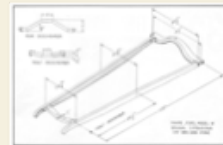
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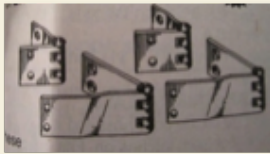
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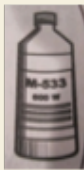
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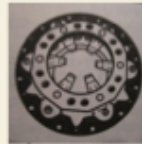
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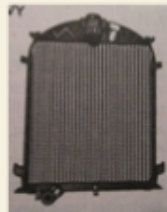
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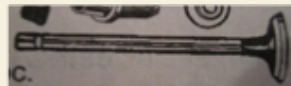
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## Model A Ford Club of America

Established 1957

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



### CANDIDATES FOR MAFCA BOARD OF DIRECTORS, 2024–2025

To be counted, ballots must be mailed by October 15, 2023. (Candidates are listed in random order.)  
Results will be announced at the National Awards Banquet on December 2, 2023, in Santa Maria, California.

#### **BILL TRUESDELL** CONCORD, CALIFORNIA

It has been my honor to have served from 2019 to 2022 on MAFCA's Board of Directors. I have enjoyed the privilege of serving you as the Publications/PR Director, the Treasurer, and as President.

In the coming two years I hope to continue that service on your Board, working toward the objectives of strong financial results and superior member service.

For over 20 years I have belonged to MAFCA, and I come from a family of MAFCA members. I'm proud of MAFCA and its contributions to the Model A hobby. And I'm proud to have been a small part of that. With your support I would like to continue making those contributions.



with videos targeted toward a previously unreachable demographic that is very successful and bringing countless new people into the hobby and is helping tens of thousands of Model A'ers get their first Model A and keep their Model A's on the road. Those videos are also responsible for recent growth of MAFCA membership numbers.

It's time to do more. I believe serving as a Director on the MAFCA Board will help even more fellow Model A'ers.

#### **JILL BURGESS BARRETT** SAN JOSE, CALIFORNIA

I am a second-generation MAFCA member who joined the Santa Clara Valley Chapter in 2009 after inheriting my father's Model A. I became involved with S.C.V.C. by holding several board positions including two terms as president. I've held leadership roles for chapter events, regional meets, and national conventions. I am a fashion judge and served two terms as a member of the Era Fashion Committee.

My professional experience includes over 25 years as a small business owner with experience managing people. Before that, I was employed with a worldwide semiconductor company with publication experience, creating sales and marketing material.

My husband and I own a 1931 Budd Pickup (hers) and a 1931 Slant Window Town Sedan (his). We enjoy the camaraderie of our fellow enthusiasts and touring with our chapter. I would be privileged to serve as a Board member, furthering MAFCA's success and preparing for the club's future.



#### **CHESTER WOJCIK, JR.** MINERAL, VIRGINIA

Thank you for taking me under consideration for the Board of Directors opening. Currently I serve on the Board as the Technical Director. I've attended as many as 15 or more national events in my time to date. I currently own a 1930 Roadster that I restored, as well as assisting in many other Model A projects. I currently hold the position of President for Alliance Medical Gas. I have an extensive knowledge of business systems as well as accounting practices.

One of my favorite events each year is our annual pilgrimage to Hershey to work with MAFCA office staff and other directors at the MAFCA space. I have done this for the past 20 years and have developed many great relationships with members from all over the globe. I come before the membership looking to bring in a member-driven focus, developing ideas for continued activity and growth in membership.



#### **ED TOLMAN** CHINO HILLS, CALIFORNIA

I'M THE CURRENT MAFCA Vice President and former Technical Director. I've been in love with the Ford Model A ever since my first one in 1971, at the age of 15, when my grandfather gave me a '31 Coupe in pieces and said, "It's yours if you can put it together!" I had it running by the end of my sophomore year and drove it most days (when it was running) to Cerritos High School in Southern California.

I'm embarrassed to admit, though, that most of my adult life was outside of MAFCA, until about 12 years ago, when I rejoined our great club. Since that time I have been very involved in my local chapter, Pomona Valley, as vice president, president, and now newsletter editor (the toughest job).

I have served the past two years as a National Director and would appreciate your vote once again. Thank you.



#### **PAUL SHINN** VALLEY SPRINGS, CALIFORNIA

I'm a full-time engineer working in broadcasting and have served as president of the Sonora A's, currently serving as president of the Northern California Regional Group, actively organizing Model A events that bring clubs together.

I'm no stranger to successfully organizing and managing groups and projects. After hearing club members say, "The hobby is aging out; we can't reach young people," I did something about it and created a YouTube channel



## Model A Ford Foundation

BY MIKE DUBREUIL



**MAFFI Model A Days, September 15-16, 2023:** The planning is complete for this year's Model A Days. The theme for this year is "Open Cars". There will be a special gate access to Model A parking. A two-day swap meet is planned. You will be able to "Ride-the-A" around the Gilmore campus in a Model A car, AA stake bed truck and/or maybe even a Model A school bus. There will be a Model A driving school for those who have registered for this activity.

A catered dinner with a tour of the Kellogg Bird Sanctuary as well as a tour of the Kellogg Manor House is planned, (these require registration). Seminars will include a fashion seminar; a technical seminar-The ABC's of the Model A Engine; a touring seminar-Road-Trip 101; and a special guest speaking on the Great Race. There will again be a MAFFI sales table. (It is requested shirts be pre-ordered to be sure your shirt in your size is available.)

The Henry Ford Heritage Association will be in attendance. A Jazz Band

will perform. Some special rate rooms may still be available, although they are filling up. All of this is happening at Hickory Corners, Michigan. For more information and registration procedures, visit the MAFFI web page. *Come visit, what a way for Model A folks to end the summer season for 2023!*

Happy motoring,  
Mike DuBreuil  
MAFFI Board of Trustees

**The NEW Model A Days**

**Hotel Information**

**Delta Hotel By Marriott**

**2741 S. 11th St. Kalamazoo MI 49009**

**269-375-6000**

**September 15th & 16th 2023 9-5pm**



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



**<https://www.maffi.org/W&Content/MADHotels.html>**

For Seminar Info 615-604-7423 Katie Herrick  
For Swap Meet Information Mark Maron 847-302-7900 or A7191mark@gmail.com  
Visit MAFFI.ORG for more Information

# Trivia

## Casual Dress

Employed by the human-development center of a corporation in the Midwest. My friend trains employees in proper dress codes and etiquette.

One day, as she was stepping into an elevator, a man casually dressed in jeans and a golf shirt got in with her.

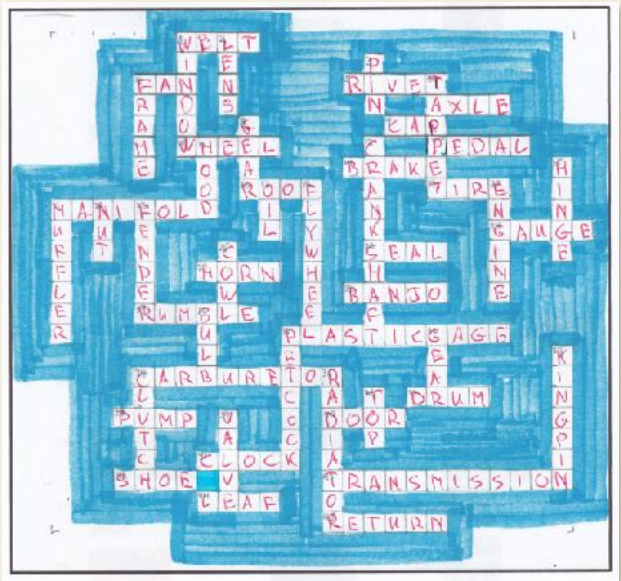
Thinking of her responsibilities she scolded, "Dressed a little casually today, aren't we?"

The man replied, "That's one of the benefits you get when you own the company."


From the Script A's

## HOW WELL DO YOU KNOW YOUR MODEL A PARTS? KEY

from page 27



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**Q:** What car was reportedly designed on the back of a Northwest Airlines airsickness bag and released on April Fool's Day, 1970?  
**A:** 1970 Gremlin, (AMC)

**Q:** Who opened the first drive-in gas station?  
**A:** Gulf opened up the first station in Pittsburgh in 1913.

**Q:** What city was the first to use parking meters?  
**A:** Oklahoma City, on July 16, 1935.

**Q:** Where was the first drive-in restaurant?  
**A:** Royce Hailey's Pig Stand opened in Dallas in 1921.

**Q:** True or False? The 1953 Corvette came in white, red and black.  
**A:** False. The 1953 'Vett's were available in one color, Polo White.

**Q:** What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?  
**A:** Carroll Shelby's Mustang GT350.

**Q:** What was the first car fitted with an alternator, rather than a direct current dynamo?  
**A:** The 1960 Plymouth Valiant

**Q:** What was the first car fitted with a replaceable cartridge oil filter?  
**A:** The 1924 Chrysler.

**Q:** What was the first car to be offered with a "perpetual guarantee"?  
**A:** The 1904 Acme, from Reading, PA. Perpetuity was disturbing in this case, as Acme closed down in 1911.

**Q:** What American luxury automaker began by making cages for birds and squirrels?  
**A:** The George N. Pierce Co of Buffalo, who made the Pierce Arrow, also made iceboxes.



# 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](mailto:mack4759@yahoo.com). Ads will be taken down after two months, unless you make other arrangements.

**Watson**  
*Motor Works*

**We Buy And Sell  
Model As**



\$16,000 1931 Model A Tudor



\$17,000 Early 1928 Sport Coupe



\$15,500 1929 Roadster Pickup

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

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



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

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



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



UTAH VALLEY

- Model A Club -

Application for Club Awards

Today's Date \_\_\_\_\_

Club Member's Name \_\_\_\_\_

Award Requested:

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

Justification/Details/Information, etc. \_\_\_\_\_

\_\_\_\_\_



Model A Ford Club of America

Join on line at **MAFCA.COM**

~Membership Benefits~

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

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

Optional Initiation Package

For New Members Only

1-Back issue of The Restorer

1-MAFCA Lapel Pin

1-MAFCA Decal

1 0 Name Badge

Only \$11 extra

New Membership

Name \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Country \_\_\_\_\_ Telephone \_\_\_\_\_

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

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



Model A Ford Foundation Inc.

Yes! Count Me In!

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone \_\_\_\_\_

Chapter: \_\_\_\_\_ Email Address: \_\_\_\_\_

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

Family Membership:

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

Club Membership:

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

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

Please apply additional contributions: Displays or Endowment

Fund. Total Contribution Enclosed: \$\_\_\_\_\_

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