



UTAH VALLEY

- Model A Club -

• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction

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February 2024

IN THIS EDITION:
 Jason Beadle Leaves on Mission
 Should You Switch to LEDs?
 It is all about Perspective
 How to Help with Dec. NAB
 First Club Meeting in 2024
 Clean Up Your Engine Compartment



Remember...

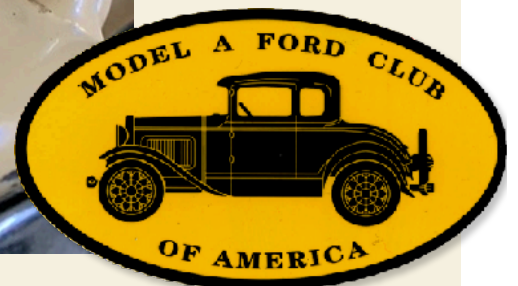
Happy Valentine's Day – Feb 14

Send 2023 Mileage to Robert Mack.

Don't forget to pay club dues before March.

It's time to join MAFCA, if you aren't already a member.

Previous editions of the newsletter are available on club website:
<http://utahvalleymo.declub.org>





UVMAC MISSION STATEMENT

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.

2024 Club Officers

CLUB OFFICERS

Board Chair	Brian Lindenlaub	b.lindenlaub@gmail.com
President	Roger Davis	rldavis1929@aol.com
Vice President	Buster Hansen	buster_hansen@msn.com
Secretary	Madeline Reed	madelinereed58@gmail.com
Historians	Jennifer Paulson	jenpaulson74@gmail.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com
Membership	Amber Morrell	mystuff@live.com

APPOINTED POSITIONS

Awards	Theon Laney	tlaney@wwdb.org
Facebook	Clyde Munson	clydesmunson@gmail.com
Librarian	Mike Carlton	mcarlton1@gmail.com
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	Buster Hansen	buster_hansen@msn.com
	Greg Mack	gregmack02@yahoo.com
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Tech Talks	Reid Carlson	rcarlson1964@gmail.com
Web Page	Greg Mack	gregmack02@yahoo.com
Newsletter	Jeff Niven	jeffreyniven@gmail.com
MAFCA News	Mike Carlton	mcarlton1@gmail.com



MAFCA 2024 National Awards Banquet
Salt Lake City, Utah
11-14 December 2024

Our club is co-sponsoring the National Awards Banquet this year in Salt Lake City. Don't miss this wonderful opportunity to participate with MAFCA members from all over the globe. Volunteer to help!

“Enjoy the Trip” – Vice-President’s Message

By “Buster” Hansen



The first time I drove a Ford Model A was just before the Lindon Car Show in August of 2013. My Uncle Joe Fazzio had moved to Mapleton from Oregon and brought his collection of cars a few years earlier. I reached out to him the year before in 2012 and said, “Joe you need to bring one of your cars up to the car show in Lindon.” He responded, “Come and get one.”

I didn’t feel comfortable and let it go for that year, but the following year (2013) I reached out to him again and got the same answer, “Come and get one.” Emboldened by the same response twice, I took him up on the offer. A day or two before the show I called Joe and asked, “Should I bring my trailer, or should I use yours?” He told me, “What are you talking about? My cars are not trailer queens, just drive it to Lindon!”

The day comes and I pack my kids into the family minivan with my wife and we head to Joe’s. I tell the kids, “We will probably get stuck with a ‘67 Mustang because there is no way you would drive the OLD car that far.” We get to Joe’s and he asks, “Which one do you want?” I said, “I am partial to the old one.” I was fully expecting to get turned down. To my surprise, he said, “Okay get in and let’s go around the block so I can show you how to drive it.”

In that around the block drive I got bombarded with information; gas valve on, key on, spark advance up, push the starter with the toe and the gas pedal with the heel, pull this knob and let it go to choke the carb, now pull the advance down halfway.... That was all before we got out of the driveway.

I grew up with a 3-speed standard transmission so that did not concern me until he said, “double clutch”. What did that mean? We won’t even talk about going from third back into second. I got one practice at that. Way too soon the block long driving instructions were over and I was loading my kids into the 1931 Ford Model A - Slant Window Town Sedan. Whatever that meant. I just knew that is what I needed to write on the car show registration. Off we went with Joe’s final instructions, “Take the back roads and keep it under 40 MPH.”

I was invigorated with the ride and my kids were having the time of their lives. I had even mastered timing the traffic lights, so I didn’t have to shift down from third to second without stopping first. My wife, RaNae, maybe not so much fun for her. She was white knuckle driving the mini-van following us. We stopped at the Allen’s parking lot in Provo, so I could look around at the car make sure everything was as it should be. Big mistake as RaNae thought something was broken, then lectured me on staying under speed, no seatbelts for the kids, watching out for EVERYTHING, and even which roads I should take to avoid traffic... you get the drill.

I am happy to report that we made it all the way from Mapleton to our home in Lindon without a scratch or breakdown. Only problem was I was now hooked. I loved everything about the car. It seemed like my life just slowed down as I focused on the sounds, vibrations, and actions I had to take to drive it down the road. I successfully put it in the car show, parked all by myself in the middle of the hot dusty baseball diamond with a lawn chair and a cooler of sodas. No trophies or award jackets that year, but I able to drive a Model A Ford 20+ miles from Mapleton and then 20+ back again!

Well, it is now 10+ years later and that Model A is mine. We’ve put over 7,000 miles on the car and last fall we took it on the excellent 650-mile club tour of Canyonlands and other great places in southern Utah. Trust in the car and trust in my ability to “be the warranty” have grown with time and experience. RaNae even rides with me now and maybe still lectures me some on my driving. We have done shows, parades, tours, Sunday drives, and trips to the store. You can put a lot of groceries in a Town Sedan!



We no longer park by ourselves as we have a whole group of friends that surround us at many of these events. Maybe one lone Model A can get overlooked parked by itself on a ball diamond at a car show, but it is impossible to ignore a dozen or more all lined up with their grilles and bumpers smiling in a row at passers-by.

The message I wish to share here is when it warms up a bit get out and enjoy your cars. Sometime in the last ten years I have become comfortable with my car being sorted and reliable and with my abilities. I am perfectly comfortably, hitting that starter button and heading out to wherever the road may take us now.



If you are newer to the Model A hobby, or lifestyle for many of us. The club can play a big role in making the confidence path in yourself and your car safer, faster, and easier. There is a wealth of knowledge within the club. Many contribute to the national MAFCA Restorer magazine regularly. Shameless plug to join MAFCA and start getting their excellent magazine. Your first-year's membership is free!

This knowledge is shared freely during tech talks, garage days, and even cell phone calls. We also plan many excellent tours and gatherings. We try to do a variety of local and not so local trips. This gives you opportunities to sort your car and gain confidence at your own pace. It is always fun to see and be seen together on these trips.

Please give us input on things you would like to do and join us as often as you can. We are stronger when you are with us.

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Utah Valley Model A Club Meeting

18 January 2024

Our January club meeting was well attended, but sadly we missed our Club President, Roger Davis, who was home recovering from surgery, and our Club Treasurer, Diane Brimley, who was home recovering from a hospital stay after a fall. Reports from other club members, indicated that both Roger and Diane are improving and are missing being with us today.

Club Vice-President, Buster Hansen, conducted the meeting and several new members were welcomed. David Kern introduced himself. He owns a yellow 1930 Tudor that he called his "40-year-old project." David lives in North Provo, near the mouth of the canyon.

Wayne and Jan Atkinson introduced themselves as well. They own a yellow Roadster that they have "because of the club members." The Atkinsons are long-time residents of Utah Valley.

Howard Eckstein took a quick survey and found that 5 members in attendance owned Model T's.

Club dues are now due, and are \$25 for the year. Members are encouraged to pay dues now, to avoid an increase in March.

Next Buster reported on the club's goals for the previous year. He reported from Robert, that the club members had driven 14381 miles this year towards the club goal of 18000 miles. He encouraged members to report their 2023 miles to Robert as soon as possible. After he said that, numerous members announced their yearly miles, which unofficially brought the club total to well over the 18000-mile goal.

The club's goal to participate in at least one Service Project was easily satisfied with the successful Toys for Tots toy drive in December as well as Car Shows and Parades.

Howard Eckstein reported on the club's successful Speedster project goal and showed a video of the Speedster being driven around the block near Andrew Watson's Automotive Sale's Lot in Pleasant Grove. Due

to a missing radiator cap, and a hot engine, the driver kept having to wipe antifreeze from his face and mouth as it boiled out of the radiator in front of him. Club members suggested that goggles, a mask and maybe even a windshield would have been helpful.



Howard Eckstein adding Coolant to steaming radiator before ride



Temporary Upholstery in Speedster

Buster, next reported on five proposed club goals for the new year, 2024. They included:

- 20000 miles driven by the club
- 40% of club being MAFCA members
- Some (still to be decided) percentage of club vehicles being “drivable”.
- At least one service project.
- A still to be decided goal for the club’s Speedster.

These proposed goals were accepted by the attending club members.

Paul Jerome, the newly appointed club member in charge of club merchandise, displayed a custom embroidered patch, that can be purchased by members and sown onto clothing. Previously available personalized merchandise including shirts, hats, mugs, and jackets are also available.

Theon Laney, the newly appointed club member in charge of club awards, presented mileage awards and a couple of “13+” awards to Darren Paulson, Steve Dutton, and Paul Bush.

In addition, two club members received a “Bent Crank” award. Roger Davis received one for breaking one ear on the mounting flange on the carburetor of his ’31 Mail Truck with a hammer (see “Out and About” article in this newsletter), and Nick Mack received the other for a broken clutch on his ’30 Tudor.

Theon Laney was briefly nominated for the Bent Rod Award for failing to turn on the ignition switch of his car in order to start the engine, but this nomination was quickly disqualified because “all of us have done this at least once.”

Special awards were presented by Greg Mack to the following 2023 club officers for their excellent service during the previous year. Only three of them were in attendance to receive their awards and Darren received the one for his wife, Jennifer.

- Brad Christofferson – Board Chair
- Brian Lindenlaub – Club President
- Roger Davis – Club Vice-President
- Elaine Carlson – Secretary/Historian
- Jennifer Paulson – Secretary/Historian
- Diane Brimley – Treasurer
- Amber Morrell – Membership
- Howard Eckstein – Activities



Steve Dutton received “13+” Award



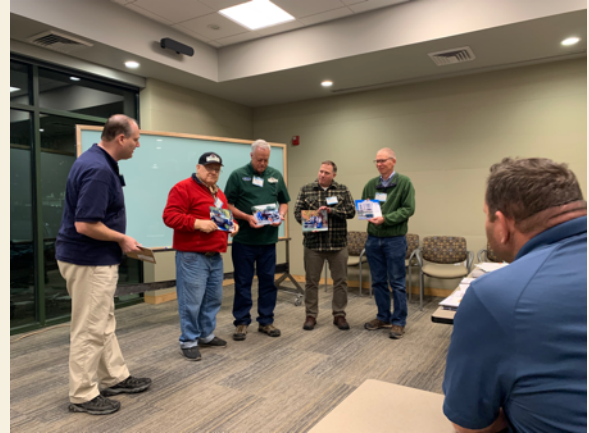
Paul Bush received 1000 Mile Award



Darren Paulson received 500 Mile and “13+” Awards



Nick Mack received Bent Rod Award



2023 Club Officers received special awards from Greg Mack

Next, Nick Mack offered anyone in the club, who needs to have their speedometer repaired, for \$155, the opportunity to ship their old speedometer with his to a repair shop that he met at a seminar recently.

Buster, next, turned a few minutes over to Howard Eckstein to discuss the National Awards Banquet, to be held by the Model A Ford Club of America, in SLC this December. Our club will be co-sponsoring the event and the club members were encouraged to help solicit donations from businesses and individuals, in the form of financial contributions as well as car parts, or other items that could be raffled off to the attendees to generate funds for the local clubs that are sponsoring the event. Patsy Palmer mentioned additional information about sponsorship that is explained in an available handout. (See article in this edition of the Motometer, for details about possible donations.)

At this point in the meeting, a list of possible club “Tech Talks” was generated from suggestions by club members. That list has been forwarded



to Reid Carlson, who is in charge of Tech Talks during 2024. The list (below) was quite lengthy, and it may be difficult to narrow it down for only 12 club meetings in the year.

At 8:20pm the attendees took a short break to visit and enjoy delicious milk and cookies, that were provided by Nick Mack.

After refreshments, Buster solicited ideas from the attendees for monthly

Possible Subjects for 2024 Tech Talks	
Lubrication	Body Styles
Brake Adjustment	Wheel Bearings
Horn Repair & Adjustment	Turn Indicator Installation
Batteries	Paint and Body Care
Differential and Rear End	Model A Tools
Carburetors	Electrical System
Distributors	Steering box
Hot Wheels	Other Previous Subjects

club activities for the coming year. (I took the liberty of adding an additional activity; a tour of the site of the city of Thistle, Utah, which was destroyed by a landslide and flood in 1983.)

The club meeting was then adjourned, but members stayed and talked until it was time to close up the Clyde Building for the night.

Possible Club Activities for 2024	
WPA Tour	Historical Tours
Utah Lake Drive	Hubley Car Races
Manifold Cooking	Murder Mystery Tour
Ice Cream Social	Thistle City Disaster Tour
Progressive Lunch	Parades
Car Shows	Lindon City Anniversary
Springville Art City	National MAFCA Mtg

Letter to the Editor

Dear Editor,

I noticed the other day that my Model A is leaning to the left side. I carefully measured it and the left side is definitely $\frac{3}{4}$ inch lower than the right side. Have you ever heard of this problem? Can it be fixed? Please help, as I am losing sleep because of it.

Concerned in Provo

Dear Concerned,

When I was a small boy, my best friend's dad was a pilot for TWA. He was a perfectionist, and everything in my friend's life had to be perfect. I visited my friend one day, and his dad was in the garage with a 6-foot Level measuring their family's Cadillac to see if it was level from side to side. Even as a small boy, I was not surprised that it was not. What did surprise me, however, was the man's response when he saw the imperfection. Over the next few days, he replaced all the leaf and coil springs as well as all four of the shock absorbers. He had all four wheels spun-balanced and he made sure the rubber tires were perfectly centered on the rims. He confirmed that all of the left and right shocks were extended the same amount and that the coil and leaf springs deflected the same on the right and left sides. When all of this failed to fix the problem, he quickly traded in the Cadillac and bought a brand-new Oldsmobile.

When you climb into your Model A, you may notice that the car may make squeaking sounds and the car may tilt to the left side. This is normal, as the weight in the left side of the car is now more than it was before you climbed into the driver's seat. The deflection and noises may be caused by the leaf springs sliding against each other, and the shock absorbers rotating. The deflection in the various joints of the suspension may also contribute to the sounds as they move to accommodate the additional load on the left side of the car. These sounds and deflections are all normal and you needn't lose sleep or worry because of them. Remember that your Model A is nearly 100 years old, and that the driver has probably climbed in and out of the car over 100,000 times during the life of the car.

My recommendation is this... First, make sure that there are no damaged or broken parts such as springs and linkages. If the car remains tilted to the left side after you climb out, this is probably due to friction in the mechanical joints preventing them from returning to their original position before you entered the car. If this situation continues to be a concern to you, simply push upward on the left door frame until the car is level. Happy motoring!

Editor

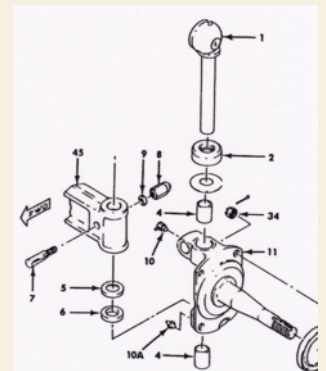
Tell The Boys...
Garage Day
at Joe's

275 S. Aspen Dr. Mapleton, UT 84664
 Saturday February 24, 2024
 10:00 a.m.



We Gotta' Do Something
About Syd's Kingpins
You Get My Drift?

Here is the excellent post-card from Howard Eckstein that announces our club's activity for the month of February. Come and participate in the activity. You will enjoy helping Joe and will likely learn something new as well.



It is all about Perspective

By Buster Hansen

Sometimes in life you need to look at things from a different perspective or angle. During our trip to Capital Reef last fall, something happened that had never happened to me before. My '31 Town Sedan ended up on the trailer. That by itself was a different perspective for me, but there is more to it than that.

We had made it late into Torrey, Utah and spent the night in the hotel. The next day we gathered and headed out on a short drive to Fish Creek to view some large pictographs. We passed through the small town of Teasdale when I started to hear a noise from the right front corner of our car. What was making the noise? It had a rhythm to it and was starting to get a little louder, so I pushed in on the clutch and revved the engine up and down. The tone and speed of the sound did not change. So that eliminated the engine being the problem.

Next, I sped the car up and slowed it down. Magically the noise sped up and slowed down in perfect rhythm with the car speed. It had to be the right front wheel. Both from my angle in the driver's seat and my wife RaNae's angle from the passenger's seat the noise was coming from that wheel. I decided I had better pull over and see what is going on.

The members of the club disembarked from their cars to see what was going on. A quick inspection revealed nothing obvious. No smoke, so that was a good sign. The tire was not low. The wheel was not loose. No sticks or debris lodged in the area and rubbing, the hub was not getting overly hot. I backed the brake off a couple of clicks to see if that made a difference. Okay let's get back in and see if it continues.



and spun it several times. Peculiarly, there was no noise as I turned the wheel. I tried forward and backwards. There was no dragging or abnormal resistance. My perspective and mindset now were that of subtle confusion. Maybe it was because there was no weight on the wheel.



We drove a short distance and there is definitely something bad going on. The noise now sounds like metal-on-metal rubbing. It was time to throw in the towel before we destroyed a bearing or hub. Thankfully the Carlson's were following us with the rescue trailer, so Reid and I put the car on the trailer. We drove the short distance back to the hotel and unloaded our car. Now it was time to go to work.

I had never used the original Ford Model A jack under the seat. It was retrieved and it worked like a champ. I jacked up the front wheel



Determined to find the source, the tire and wheel were removed for deeper inspection. Next the cotter pin, spindle nut, and hub came off. Now with the entire front corner disassembled in the parking lot, Reid, Howard, and I started inspecting the parts. The brakes looked great, no wear or loose parts. The bearings looked perfect, they had grease and showed no signs of wear. Howard had a tub of grease and an extra pair of rubber gloves, so I repacked the bearings and put it all back together. Now for the test drive. One small drive around the hotel parking lot and failure! The noise was as present and loud as it had ever been. From Thomas Edison's perspective, we had successfully discovered several things that were not causing the problem.



Howard had mentioned that he had been fooled by a speedometer cable on a previous occasion. Time to move on the that theory. I had recently installed a Mitchell overdrive in preparation for this trip. That made it easy for me to slide under the car and disconnect the speedometer cable where it attached to the cable extender. Magically the noise was gone for this test drive.

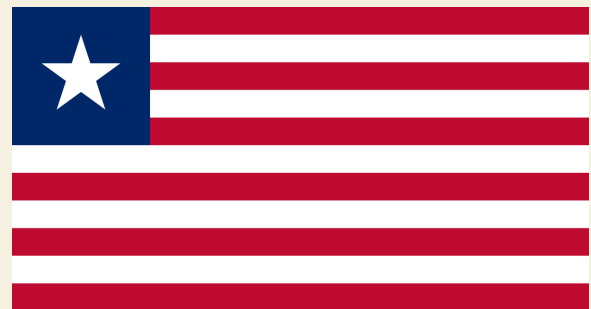
From the perspective of the driver's seat if you look towards the right front wheel, the angle is such that you are looking right through the speedometer and where the cable routes. Now sit in the passenger's seat and the cable literally travels between you and the front wheel. From where we were sitting there was no doubt in our minds the front wheel was going to fall off or lock up anytime. It took the outside perspective and input of a fellow club member with different experiences to suggest the speedometer cable may be the problem. This is the value of being a member of the Utah Valley Model A Club. As a group our diversity and experiences make us stronger.

Back to the rest of the story. We cleaned up the tools, loaded up in the car, and headed off to Capital Reef to catch up with the other cars in the tour. They had not even left the visitor's center when we arrived. We finished out a great trip with only the minor inconvenience of losing 240 miles of driving credit on our odometer and not having a speedometer when we drove through the small-town speed traps on the way home.



Jason Beadle Leaves on Two Year Church Mission

Utah Valley Model A Club member Jason Beadle (1929 Tudor) has been called on a full-time mission for The Church of Jesus Christ of Latter-day Saints. Jason begins his mission in January 2024 and will serve in the Liberia, Monrovia Mission for 24 months. Jason is excited to go and said that he has already begun his orientation in the Missionary Training Center and will enter Liberia around February 8, 2024. While he is on his mission, you can contact Jason using the following Email address: jason.beadle@missionary.org



How You Can Help with the National Awards Banquet

by Howard Eckstein

By now, most of our club members are aware that the Utah Valley Model A Club is working with the Beehive As and Salty As to host the 2024 National Awards Banquet (NAB). This is a MAFCA event that is presented by volunteer chapters. In the past, Gemma & I have attended these NABs in Medford Oregon, Reno, Oklahoma City, Fort Worth, Santa Maria, California, and Golden Colorado. Each organized by different chapters of MAFCA.



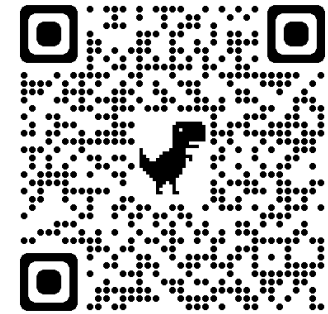
Usually, these NABs are money-makers for the clubs that put them on. With the support of all the members of the clubs, these events run smoothly and are very memorable. We have already started to promote our NAB in MAFCA literature. We had a display at Santa Maria. Two MAFCA board members have already turned in their registration forms and sent in their checks. At the awards banquet last December, I showed a video advertising our NAB and the activities that we have planned.

Another important step we have taken is to publish an information page on our club's website that includes a registration form. In order to attend the NAB, MAFCA membership is required. We realize that some of our club members are not MAFCA members. To help those folks, our

webpage has a link to a free first-year membership form that MAFCA developed. Take a minute to check out our information page by focusing your phone's camera onto the QR Code image here. It will lead you to our website.

Part of the NAB is the raffle room that is open throughout the four-day mini-convention. Attendees make it a point to examine the items set out for them to select. The nicer the items, the more interest is generated. This translates into more tickets bought. I've seen people buy a whole string of tickets (at a dollar each) and stuff them into the cans for their wished-for treasures.

We already have a few items that we'll raffle off. We have a jack, hubcaps, roadster stanchions and a few other items. We need lots more. It doesn't have to be Model A parts. We've seen quilts, gift baskets, period



clothing, era publications, and some big-ticket items such as a new Model A muffler presented. I'm sure some of our members have parts laying around that can be cleaned up, painted, and donated to the raffle room. Sometimes we order stuff from the catalogs that we never use. Donating those leftovers would be appreciated, too.

Another way club members can help is by asking businesses for items that we can raffle off. This is easier than it sounds. Ask at your place of employment or at businesses where you have a relationship as a vendor or customer. I've found that most people, when asked, are willing to help. Who doesn't like a Model A Ford? Everyone has a fond memory where a Model A is part of the story. These donations give the companies exposure to their products and services that they can't get by way of print or electronic advertising. Our NAB brings over a hundred people from around the country who will examine the items on display. Be sure to ask for a stack of their business cards or literature to place beside their donated items.

Some companies would rather contribute cash in the form of a sponsorship. We have space in the program booklet to promote our sponsors. Depending on the dollar amount they wish to contribute, they would receive different levels of recognition. We have a schedule of suggested levels and associated exposures that you can give them.

When the NAB is underway, we will need people to man the various activities we have planned. There will always need to be a couple in the raffle room to sell the tickets and provide security for the items laid out on the tables. Also needed are hosts for the hospitality suite to welcome attendees who come in to visit and enjoy some light refreshments. The bus tours need guides and attendance monitors. There will be something that you can help with, I guarantee!



Out and About

By Roger Davis

When installing the rebuilt engine in my 31 Mail Truck, I pounded too hard on the carburetor and broke the mounting ear off the rare 1931 Indented firewall sidebowl carburetor.

Attached is a photo of the broken carburetor. It has now been replaced. An expensive, dumb mistake.





2024 FEBRUARY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	31	1 Deanna Jessee	2 Ground Hog Day	3
4	5	6	7	8	9	10 Jennifer Paulson
11	12 Board Mtg. Lincoln's B'Day	13 Loretta Jacobs	14 Valentine's Day	15 Club Meeting	16	17 Random Acts of Kindness Day
18 Janell Todd	19 Washington's B'Day	20 Kylee Bush	21	22	23	24 Garage Day at Joe's
25	26	27	28	29 Leap Year Day	1	2
3	4	5	6	7	8	9

www.GrabCalendar.com

"Tis the Season" Jokes

What's green, covered in tinsel and goes "ribbet ribbet?"
 What did Mrs. Claus say when Santa asked about the weather?
 Why did Santa's helper start going to therapy?
 How does Darth Vader enjoy his Christmas Turkey?

A mistle-toad
 "It looks like rain, dear"
 He had low "elf" esteem
 On the dark side!

And here are my favorites.....

What does Santa use to clean his sleigh?
 Why didn't Rudolph make the honor role in school this term?
 What do you call a snowman with a six pack?
 What do you get when you mix a Christmas tree with an iPad?

Santa-tizer
 He went down in history
 The abdominal snowman
 A pineapple

A Note on Authenticity

By Roger Davis

When we are at car shows or at the local vintage drive-in getting a shake, it seems that someone will ask, “What ya got under the hood?” Are you proud to show off that mighty 40 hp engine, or would you rather not open the hood and just talk about it? Does it look decent? Or, does it look rusted and tired? (Of course, it depends on what you want to do with your car.)

Soon after buying my 29 Fordor we went on a tour from North-central Utah to Ely, Nevada. A Model A sage looked at my engine which had been rebuilt relatively soon before I bought the car but had lost its shine. He told, me it’s really easy to make that engine look better by just getting some Bill Hirsch Ford engine green paint and repainting the engine. I took his advice, got the paint, did a little study in the Restoration Guidelines, and brushed a fresh coat of paint on my engine block. Boy, my engine sure looked nice! (And, I swear, it ran better, too!)

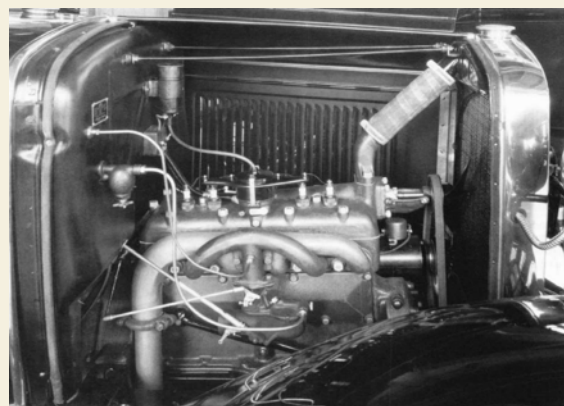
As a simple rule, for the engine compartment, the cast iron parts should be finished in Ford engine green. The sheet metal should be black. I recommend semi-gloss black. Simplistically, the block and head, timing cover, water pump, water inlet/outlet castings, and intake manifold should be green. The oil return pipe, oil pan, engine splash pans, oil filler pipe, and water return pipe should be black. Notably, carburetors made of cast iron and the distributor but should be painted black.

It’s also good to remind yourself of the assembly sequence of the engine. Most components were finished before they were assembled. Therefore, your engine will appear more authentic if you don’t paint over the various gaskets. Carefully cut around the head gaskets, manifold gaskets, and the gaskets on the front of the engine with a brush, doing your best to leave the gaskets unpainted. See Figures 1 and 2.

The exhaust manifolds tend to always look rusty. I really

like a product called Slip Plate instead of high-temp paint (see Figure 3). 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 and by my own experience it typically begins to flake within a few hundred miles (See Figure 4). Slip Plate dries with a nice matte finish or you can rub it lightly 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.

Wire bush as much of the 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 (or 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 and touch it up.



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

Figure 1



Figure 2



Figure 3

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 and touch it up.



Figure 4

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 (see Figure 5). Figure 6 shows the engine in my 31 Model A Mail truck finished in these ways (Ford didn't provide faux acorn nuts on their engines).

This should make your engine look nice! But, it won't be ready for judging! In reality, there are myriad details to get the engine compartment to look as it came from Ford. Chapter 1 of the Restoration Guidelines gives you LOTS of details, and I mean LOTS! The two tables on pages 1-17 and 1-18 provide an excellent summary on the color and finish of the engine compartment components. See Figures 7 and 8.



Figure 5

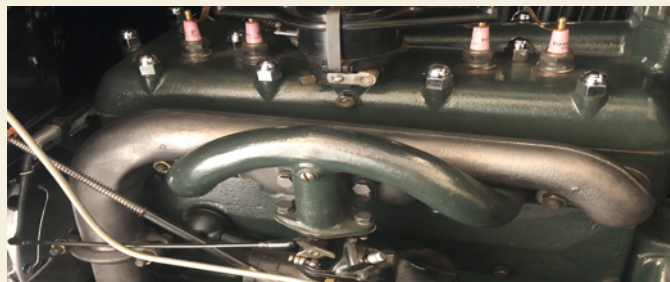


Figure 6

CODES	
A - Aluminum	R - Raven finish
B - Black paint	T - Terne steel
Bd - dull black paint	U - unfinished
C - cadmium plated	W - Brass clad asbestos
G - Ford engine green	X - copper clad asbestos
L - lower body color	Y - steel clad asbestos
N - Nickel plated	Z - Zinc plated
P - Manila tag paper	

Figure 7

ENGINE COMPARTMENT FINISHES	
Accelerator assembly.....	B
Throttle links.....	C, Z
Pedal.....	C, Z
Carburetor body.....	Bd
Mounting bolts, lock washers.....	U
Bolt, main.....	C
Lock washers.....	R, U
Choke rod sleeve.....	C, Z
Spring.....	B
Cupped steel washer.....	R
Leather washer.....	U
Clutch housing.....	G
Crankshaft nut.....	R, U, B
Pulley.....	G
Cylinder head.....	G
Studs.....	R, U
Head nuts.....	C, Z
Distributor set screw & nut.....	C, Z
Engine block.....	G
Plug (above oil pump).....	G, U
Engine front support.....	B
Bolts, lock washers.....	U
Springs.....	B, C, U, R
Bushing or washer.....	U
Leather washer.....	U
Castellated nut, cotter.....	B, U
Engine splash pans.....	B
Bolts.....	B, R, U
Nuts, cotters, lock washers.....	U
Firewall.....	L
Flywheel housing.....	G
Shims.....	copper or brass
Fuel line.....	T
Fittings.....	U
Fuel shutoff valve.....	U, L
Shutoff valve, Town Car.....	B
Handle.....	C, Z
Firewall grommet (1931).....	L
Gaskets	
Cylinder Head.....	W, X
Oil pan assembly.....	cork
Timing gear cover.....	P
Valve chamber cover.....	P
Hood, underside.....	L
Lacing rivets.....	B
Intake manifold.....	G
Plug, vacuum.....	G, U
Studs.....	U
Clamps.....	U
Nuts.....	C, Z
Bolts (between manifolds).....	U
Lock washers.....	U
Main bearing bolts.....	U
Castellated nuts.....	U
Cotters.....	U
Oil dip stick.....	C, R, U
Oil drain plug	
1928.....	U
1929-31.....	C, Z, R, U
Gasket.....	copper
Oil filler pipe.....	B
Cap.....	B, C, R, U, T
Oil pan assembly	
Before December 1927.....	C
Beginning December 1927.....	B
Bolts, lock washers.....	U
Cleanout plate.....	C, Z, B
Cleanout bolts.....	C
Cleanout lock washers.....	U
Oil return pipe.....	B
Bolts.....	U
Washers.....	copper until June 1930, brass thereafter
Radiator	
Support rods.....	B
Support rod nuts, washers.....	R
Shell bolts.....	R, U
Shell nuts.....	U, C
Shell washers.....	U, B
Sediment filter bulb.....	Bd
Drain plug, handle.....	Bd, U
Drain plug, spring.....	Bd
Screw retainer gasket.....	lead
Sediment filter bowl.....	glass
Wire clamp, cup, jam nut.....	C, Z
Speedometer cable	
Housing.....	R
Cable clips.....	B
Bolts, lock washers.....	R
Timing gear covers.....	G
Bolts.....	C, R
Lock washers.....	U
Timing pin.....	C, R
Washer (1928).....	copper
Valve chamber cover.....	G
Bolts, lock washers.....	U
Gaskets.....	P
Vacuum line to wiper.....	T
Fittings.....	brass
Nut.....	C

Figure 8

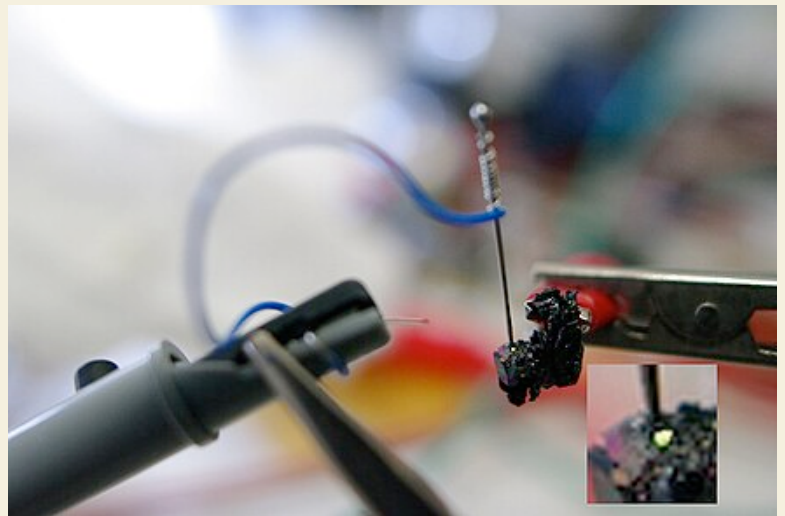
Should I Switch to LED Bulbs in my Model A?

By Jeffrey Niven

During the past 50 years, LED lights have become very popular and with the help of environmentalists, as well as government subsidies and legislation, they have nearly replaced Incandescent and Florescent light bulbs. LED is an acronym that stands for Light Emitting Diode. A diode is an electronic device that acts as a one-way valve for electrical current. The first diodes were called "Thermionic Diodes" and were used in radio receivers starting in the late 1800's and are still readily available today. Here is a photo of a thermionic or "Vacuum Tube Diode" that can be purchased today on the Internet. Serious Analog Electrical Engineers will tell you that electronics designed with vacuum tube components are far superior to modern solid state components.



Around 1906 a scientist named H.J. Round, who worked in the Marconi Labs in the United Kingdom, demonstrated the first semiconductor or solid state diode. During his experimenting, H.J. Round also discovered that a solid-state diode, made from mineral crystals such as Galena, could actually produce visible light. Here is a photo of what that experiment looked like. In the lower right corner of the photo you can see a close-up of the tiny point of light coming from the diode. Starting in the 1960's and 1970's, a great deal of research was completed on improving the Light Emitting Diode (LED) and its ability to produce a greater amount of light as well as different colors of visible light.



LED's have always been able to produce a very intense light from the tiny diode source, but the problem has been that the LED's did not produce a powerful beam. Intensity is how bright the light source is, and power (measured in Candela or Lumens) is a measure of how much light is actually produced.

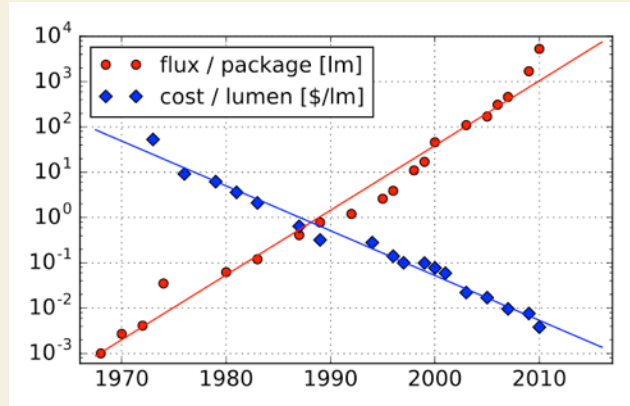
To illustrate the difference between

Intensity and Power consider the example of a candle. While the light from a single candle flame is very intense, a single candle does not produce a lot of power. Thus, it takes a large number of candles to light up a room.



Despite all the research that was being performed throughout the world, the LEDs that were available in the 1970's were still too dim for practical use. I remember using LED's like the one in this photo, in the front panel of our company's test equipment, to indicate that a power switch was on or off. Even then, they did not produce enough light to be seen outside in the bright sunlight. They were just too dim. More research was needed.

Work continued to improve power output through the 1980's and on into the 21st century. Improvements continue to be made today. Here is a chart which shows improvements in power output of LEDs between 1970 and 2010. The small red dots show a dramatic increase in the amount of power (in Lumens) produced by LEDs from 1970 through 2010. The small blue squares show how the cost (in \$/Lumen) of LEDs has gone down dramatically since the 1970's. The first LED that I bought for our company in 1985 cost over \$3000!



One of the big selling points for LED's is that they are more efficient than other types of lights, such as Incandescent and Fluorescent. Consider the following comparison of LEDs to Incandescent and Fluorescent light bulbs. In this comparison, we will use the amount of power produced by the bulb (in Lumens) divided by the amount of electrical power it consumes (in watts). The size of the bulbs that were used in this comparison are typical of what is available on the Internet, today.

Type of Light Bulb	Input Power (watts)	Power Output (Lumens)	Efficiency (Lumens/watt)
Incandescent	100	1600	16
Halogen	55	1000	18
Fluorescent	27	1500	56
LED	24	2200	90

As you can see in the chart (above) the LED clearly produces a greater number of Lumens per watt than the other three types of bulbs. Since an LED bulb produces a lot of Lumens, it is very important to understand that for its incredibly small size, it must still dissipate a lot of heat. As LED bulbs are designed to produce more and more light, they often must be equipped with large heat sinks to get rid of the energy that is being consumed in the bulb. The LED headlight bulbs shown here produce 4000 Lumens, for 45 watts. Thus, they need large heatsinks to dissipate that much power. The other three types of light bulbs must also dissipate power and the bulbs can get very hot if they are not provided with some way to get rid of it through the base of the bulbs.



One of the biggest drawbacks for LED bulbs is their high cost. For example, the price for the headlights, shown here, is \$209, but the website claims that they are currently on sale for only \$99. LED bulbs also can last a long time, if they do not get too hot. You may want to produce a financial comparison between the bulbs before spending a lot of money, and consider the life of the bulb, its initial cost, and the electrical savings obtained.

Conclusion and Recommendations - Now you might ask, "Should I replace my current Model A light bulbs with LEDs?" Here is my recommendation. Based on their high intensity, LEDs are an excellent choice for brake lights, as well as tail lights and turn indicators. They are great for any application where you want to make sure that your car and its lights are clearly visible to other drivers. However, for headlights, it is important that you make sure that the LED bulbs are producing sufficient Lumens to be able to see the road ahead. Just because it is an LED bulb, does not mean that it will produce more Lumens than a Halogen or even an Incandescent bulb. Be careful what you buy.

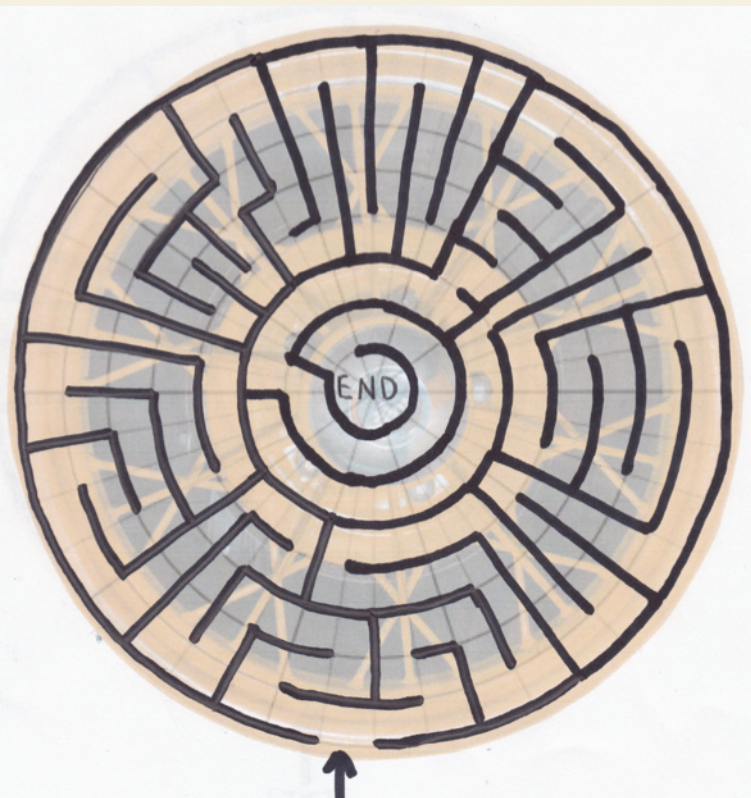
Here is one last issue to consider when considering LED bulbs, especially if they are to be used for turn indicator lights. The Flasher that causes the turn indicators to blink on and off, must match the electrical load of the bulbs. If you switch from Incandescent bulbs to LEDs, you will likely need to add one or two large power resistors so that the Flasher will match the electrical load to which it was designed. There are more expensive Flashers designed especially for LED bulbs, if you prefer. If the load of the bulbs does not match the Flasher, the turn indicators may not blink.



The LED is a wonderful invention that has been greatly improved in our lifetime, and I am sure it will be improved even more. Efficiency, and power will continue to increase, and cost will continue to go down. Happy Motoring!

Have Some Fun!

Can you find your way into the center of the maze?



Does this view look familiar to you? Take a guess on its location. Hint: It is in Utah County.



Match the Specification with its correct value

<u>Name of Specification</u>	<u>Specification</u>
Head Nut Torque	0.035 Inches
Cooling System Capacity	100 Ft Lbs
Tire Air Pressure	55 Ft Lbs
Clutch Pedal Free Play	0.025 Inches
Rear Axle Nut Torque	1 Inch
Spark Plug Gap	3 Gallons
Distributor Rotor Gap	0.016 to 0.020 Inches
Flywheel Bolt Torque	64 Ft Lbs
Point Gap	65 Ft Lbs
Lug Nut Torque	4-1/2 Quarts
Oil Change Capacity	34-35 psi



This photograph was submitted by Reid Carlson.

Hint: The shape of the right headlight and turn-indicator just below it, as well as the shape and details of the metal grill are big clues.

(See Editor's guess on page 23.)

Are You a Wood Nymph?

Rayon, the New Fabric of the Model A Era

By Peggy Gill

During the model A years of 1928-1931, rayon was a relatively new fabric that was gaining popularity in the fashion industry primarily due to its look, feel, and versatility in garments. In its infancy, rayon was often referred to as “artificial silk,” but it was, in fact, the very first man-made fiber. Unlike modern nylon and polyester which are petroleum based products, rayon is made from natural plant material, primarily wood pulp, so it is considered a semi-synthetic fiber.

In December of 1931, an article found in Popular Mechanics Magazine stated that the question had recently arisen as to “just how much wood a woman carries when fully dressed.” This led to calculations by textile experts of the time to show that the average-sized woman requires a log approximately the size of the one shown in the illustration to the right.ⁱ



But what exactly is rayon, and how is it made?



A device for spinning Viscose Rayon dating from 1901

Rayon is a versatile fiber that has the same comfort properties as other natural fibers. It is made from purified cellulose, which is the primary component of the cell walls in green plants. In the case of rayon, wood is usually the main ingredient. The cellulose is chemically converted into a soluble compound and then this solution is dissolved and forced through a “spinneret to produce filaments which are chemically solidified, resulting in synthetic fibers of nearly pure cellulose.”ⁱⁱ The fibers themselves are soft, smooth, and highly absorbent which allows them to easily absorb colors when dyed, and also makes them particularly useful for hot and humid climates. Their texture, when woven into a fabric, imitate the feel and texture of silk, wool, cotton,

and linen and today are used in garments that range from delicate lingerie to heavy winter coats.ⁱⁱⁱ

The history of rayon dates back to 1855 when Georges Audemars, a Swiss chemist, dipped a needle into liquid mulberry bark pulp and gummy rubber to make threads that could be then woven into cloth. This method, however, was too slow and time consuming to be practical.

Thirty years later, French chemist, Hilaire de Charbonnet, patented an artificial silk that was a cellulose-based fabric. Fortunately, this fabric was removed from the market due to its high flammability properties. Nevertheless, Charbonnet is credited with being the father of the rayon industry.

Shortly after Charbonnet's development, in 1894, three British inventors, Charles Cross, Edward Bevan, and Clayton Beadle developed and patented a safe and practical method of producing this artificial silk cloth that came to be known as viscose rayon.^{iv} Their system did not require purified wood pulp cellulose, which made it cheaper and easier to produce. Their process, which takes multiple steps, allows for modifications to be made to the fiber as it is being produced and the finished textile can be soft and silky or sturdy and strong. It can have a dull or bright finish, and can be silken, linen-like or even wool-like. Specific types of rayon available today include viscose, modal and lyocell; the difference between them is in the manufacturing process and the properties of the finished product. Nevertheless, even to this day, the viscose method has been the principal method used to make rayon.

Rayon continues to be a popular fiber in the clothing and textile industry today. So the next time you are out enjoying the shaded coolness beneath the trees, take a moment to imagine just how much wood you may be wearing.

On a side note...



For the Seamstress: Using Rayon Fabric in Reproduction Garments

For those of you interested in era fashions, be sure to take into account your pattern when choosing to work with rayon fabric. In researching the attributes of this fabric, many experts stated that in addition to the soft, smooth, and absorbent properties that make this fabric so desirable for garment construction, it also has a wonderful draping quality. This is a plus for those styles that flow and fall from the shoulders and hips. However, rayon *does not* hold pleats well, something I read about in my research about two weeks too late.

I discovered this firsthand as I was making a 1929 style dress from a beautiful orchid colored rayon crepe using an original pattern. The front of the dress has a chevron shaped ½" pleated inset in the skirt front. This was difficult to initially block the pleats, and I had to hand baste each pleat the entire length of the inset. I must have spent a good three hours pleating, basting, and ironing in the pleats. Completing the dress, I wore it to an event, and had multiple compliments on catching the look and style of the model A era. However, it was hot that day, so after the event, I washed the dress in cold, on gentle cycle. To my dismay, the pleating washed completely out!



So what I thought would be an easy care, wash and wear dress for era image, instead has turned into an ironing challenge each and every time I wear it.

ⁱ *Popular Mechanics Magazine*, December 1931, Vol. 56, No. 6, p. 905.

ⁱⁱ en.wikipedia.org/wiki/rayon. March 5, 2014.

ⁱⁱⁱ Karen L. LaBut and Carol J. Salusso (2003). *Classifications & Analysis of Textiles: A Handbook*. Univeristy of Minnesota.

^{iv} Amerian Fiber Manufacturer's Assn., Inc. (www.fibersource.com/f-tutor/history.htm), March 7, 2014.

Editor's Pick

After spending far too much time combing the Internet for grill designs as well as headlight and turn-indicator shapes, I finally found what I think is the car in the photograph submitted by our esteemed club member, Reid Carlson, and presented on page 20 of this newsletter. I believe it's a 1955 Chevy Bel Air. What do you think?

Editor



Solutions to Games on previous pages

<u>Name of Specification</u>	<u>Specification</u>
Head Nut Torque	0.035 Inches
Cooling System Capacity	100 Ft Lbs
Tire Air Pressure	55 Ft Lbs
Clutch Pedal Free Play	0.025 Inches
Rear Axle Nut Torque	1 Inch
Spark Plug Gap	3 Gallons
Distributor Rotor Gap	0.016 to 0.020 Inches
Flywheel Bolt Torque	64 Ft Lbs
Point Gap	65 Ft Lbs
Lug Nut Torque	4-1/2 Quarts
Oil Change Capacity	34-35 psi



Which of These Does Not Belong To The Model A Starting Procedure?

- Advance Spark
- Pull out Choke
- Turn on Ignition
- Set Throttle Lever
- Turn on Gasoline
- Push Starter Button
- Push in Choke
- Put Transmission in Neutral
- Retard Spark
- Yell "Clear Prop" out window
- Engage Emergency Brake

Identify Yourself!

BY PAR & PATSY PALMER

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

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

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





- Model A Club -

UVMAC Merchandise Order Form

BY PALMERS & ANDREW WATSON

Polo Shirt ORDER FORM

ORDER DATE: _____ DESIRED DELIVERY DATE: _____

CUSTOMER INFORMATION

NAME: _____ PHONE: _____
 ADDRESS: _____
 EMAIL: _____

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

SELECTIONS

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

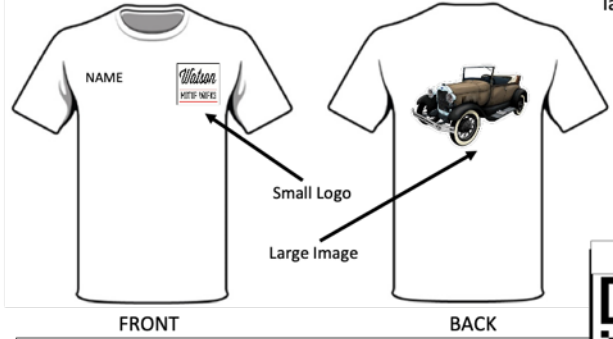
Logos/Name (Please indicate the layout you would like on your shirt.)

Front

- Name _____
- Small Logo Describe in notes

Back

- Large Image / Logo



Notes:

Andrew Watson
@watsonmotorworks

venmo

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

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 Email graphics to: watsonmotorworks.sales@gmail.com

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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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