



UTAH VALLEY

- Model A Club -

November 2015

IN THIS EDITION:
MURDER MYSTERY & COCKTAIL PARTY
Garage Day - Steering Box Success
Golden Wrench Award

VACUUM LEAK
ISSUES

TIMING YOUR
MODEL A
PART 3



International Model A Day, Photographer Allison Mack

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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 sue of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Club of America (MAFCA). Membership with MAFCA is encouraged.

2015 Club Officers

CLUB OFFICERS

President	Howard Eckstein
Vice President	Greg Mack
Secretary/Historian	Reid & Elaine Carlson
Treasurer	Diane Brimley

APPOINTED POSITIONS

Web Page	Nicholas & Greg Mack
Instagram	Fernando Salazar
Facebook	Clyde Munson
Photographer	Greg Mack
Activities	Nicholas Mack
Awards	Kelly Barker
Newsletter	Robert Mack

A Message From Our President

FRESH BLOOD

Charles Kettering who is credited with the invention of the starter motor and holder of many other automotive patents said, *“Every time you tear a leaf off a calendar, you present a new place for new ideas and progress.”*

For me, it has been a fun ride for the past year as our president. I’ve been privy to some of the acts of service given between members who have helped each other and grown in the process. These things have brought me great personal satisfaction.

I’ve seen our board members rise to their offices and carry out their responsibilities with alacrity and aplomb. Our books are in balance, our minutes are accurate and our activities have been stellar.

During our club meeting on November 19, we will nominate and elect new leaders, so please plan to attend. Don’t shy away from accepting a nomination should one come your way. If you are nominated it is because someone has confidence in your ability and trusts your judgment. If you are elected, it is because many share the same sentiments concerning you. Time spent in the service of others is never time wasted.

Let’s look forward to the coming year and build upon the successes of our past while we move ahead with new ideas and progress.

Howard Eckstein, President 2015

2015 Calendar of Events

November

- 7th - Mocktail Murder Mystery see page 6 for details
- 8th - Board Meeting 8:00 p.m.
- 19th - Monthly Meeting Larry H. Miller, 7:00 p.m. Board elections; What About Coolants? Tech Talk

December

- 1st - Annual Christmas Dinner at 7:00 p.m. at the Orem Golden Corral
- 2nd-5th - MAFCA Awards Banquet, Medford, OR. Click on this link for activity details: www.mafca.com/downloads/2015_NAB_Reg_Package.pdf
- 7th - Board Meeting
- TBA - Christmas Light Tour to Salem Ponds and Spanish Fork's Winter Wonderland.

2016 Calendar of Events

June

- 19th-24th - Model A Ford Club of America's National Meet in Loveland, CO. You can find more details by clicking at this link: <http://www.milehighcountry2016.org/>

Classified Ads

- Tony still has many Model A parts for sale. If you need something call him, he may have it. (801) 796-0396.
- Hunt Willoughby, previous owner of Cliff's Sport Coupe, has many more parts for sale. A sampling is shown in the photo on the right. Call him at (801) 420-2797.



The Wisdom of Henry Ford



When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.



Vern Cope — Nov 2nd
Fernando Salazar — Nov 22nd
Ellie Session — Nov 26th
Brim Brimley — Nov 30th





November's Monthly Meeting

Attentance:

Kelly and Lloyd Barker, Diane and Brim Brimley, Reid and Elaine Carlson, Vern Cope, Karl Furr, Gemma and Howard Eckstein, Joe Fazzio, Wendall Gadd, Pat Hansen, Tony Jacobs, Greg, Nicholas and Robert Mack, Clyde Munson, Bill and Colette Thompson, and Bob and Janell Todd.

New Members:

James Hadfield and Wayne Carlton joined the ranks tonight. They both have Tudors. James' chassis runs great. He is doing the work himself and having the body professionally painted. He lives in American Fork. Wayne is from Lehi. When asked about his car he said it was a project car. Sounds like he and Greg have a lot in common.

Club Business:

The minutes were read and approved. Club finances were brought up again. In looking for ways to increase funds Howard donated some brand new brake springs to auction off. He called up Vern who did an excellent job of getting the most out of bidders. There was fearsome bidding between Greg and himself (Vern kept raising Greg's bid). In the end can you guess who won? The club, of course.

Upcoming activities:

November 7th - Mocktail Murder Mystery. This will be a fun party with period music, costumes, dancing and mocktails and a master to solve. Samples of non-alcoholic beverages were brought so we could sample them. We tried Manhattans, Dark and Stormys, Strawberry Daiquiris, Planter's Punch and Pina Coladas. The club is spending more money on this night than they ever have on any activity, so lets make sure we get the most fun for our buck! Wear period or Sunday dress, come with your deductive reasoning skills honed and be prepared for fun!

December 1st - 3rd Annual Christmas Awards Banquet and reminiscing party is planned for Tuesday, December 1st at 7:00 p.m. at the Orem Golden Corral. This is a dutch treat affair.

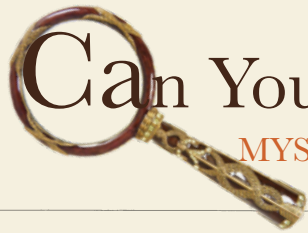
Christmas Light tour. Last year a Christmas Light tour was quickly thrown together that had three Model A's decked out in Christmas lights and several modern cars following as they made their way around Salem Ponds and through Spanish Fork's Winter Wonderland light display. This year we would like to beef up the activity and encourage everyone to think about ways to decorate your Model A's for the same tour. It will either be held at the beginning of December or between Christmas and New Years. Stay tuned for more information. Meanwhile pick up a few battery powered lights for your car.





Can You Guess?

MYSTERY SLEUTH



Whose Car is This?

This Model A was on the Iron Chef/International Model A Day trip up Tibble Fork. Whose car is this?



Yup, this is our newest Model A and our newest Model A owner. It's Nicholas Mack's 1930 Tudor Sedan.



Trophy Case



Club Awards

- Golden Wrench Award - Clyde
- 1500 Mile Award - Clyde
- 500/1000 Mile Award - Greg
- 500/1000 Mile Award - Nicholas
- 500/1000 Mile Award - Robert

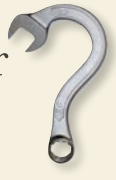


Vern found a street sign in San Diego that strikes a chord with all Model A owners. DRIVE A FORD. The only way the sign could be made better is if it were to say Model A Ford Drive!

Thanks Vern

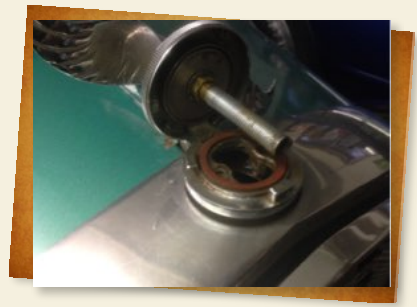


Golden Wrench or Bent Rod Award

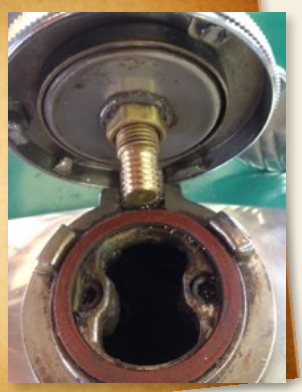


There is the *Golden Wrench* award and *The Bent Rod* award but what happens when you try to fix something and it doesn't work, *The Bent Wrench*? This repair may qualify.

For some time my Motometer has not really worked as it should. It would not show red in the thermometer until the engine was extremely hot. I figured if I could get the contact closer to the water in the radiator it might work.



So, I threaded the stub that comes out of the gauge and screwed a spring onto it.



Unfortunately there was no change in the way the meter functioned.

Clyde Munson

Murder Mystery and "Mocktail" Party



The club is going to do a murder mystery and mocktail (nonalcoholic drinks) party. Murder mysteries are a party game wherein one of the partygoers is playing a murderer, and the other attendees must determine who among them is the criminal.

This will be a semi-formal event. Era period clothing is preferred, but Sunday best will be fine. Drinks and snacks will be served, but you will probably want to get something to eat first. Bring your best crime fighting mindset and help us solve the mystery.

Nov. 7th at 6-8 p.m. at the Mapelton City Memorial Hall - N.E. corner of the City Park on Maple Street. Drive your Model A!



Syd and Tim's family, dressed and ready for the party!



Garage Day - Steering Box Success

BY HOWARD ECKSTEIN

Clyde had offered his garage for the day. Before our arrival, he had set up a central workbench and seating around it so everyone could see what was going on. It was a perfect learning environment.

Brim drove his car there and during the first part of the training, Clyde and Brim removed the steering column from his car. While they were doing that, we used Brim's new sector housing to demonstrate how to rebuild and set-up the adjustments on Greg's steering box.



We finished Brim's box with a borrowed good-condition sector from Greg. (Brim is going to buy a new one to give to Greg.) Afterwards, we reinstalled the column in his car. After a test drive, Brim came back happy with the restoration job we did on his steering. The play is gone and the wheel doesn't fight him like before. While working on it, we discovered that the worm bearings had previously been set up way too tight.



We completed two steering units: Tony's 7-tooth and Brim's 2-tooth boxes. In each case, we installed new sector shafts and bushings. It was not necessary to change out the worm gears in either of the units. We had all the attendees participate by making the adjustments on the 2-tooth unit, then throwing the adjustments out so the next participant could get a feel of how to set up the bearings and gear clearance.

Tony demonstrated how to correctly add shims to set up the steering shaft bearing preload. Tony had never done this before, so we all learned together. He discovered that his sector shaft end cap had been previously installed backwards! This caused the adjusting screw to apply pressure to the wrong place on the sector, causing steering resistance.



Yesterday, Tony and I installed his 7-tooth box that we did at the seminar. He said that before the repair, he couldn't turn the wheels while the car was standing still; he always had to roll forward or backward in order to turn the wheel. Now he can turn the wheels without the need to move the car. The play has been reduced to an inch and a half from four inches and the car is now easier to steer.



Two smiling club members and a day of great training. Those are the results of a successful Garage Day activity.



Timing A Model A —Part 3

BY HOWARD ECKSTEIN

Practice (continued)

Principle # 4 *Set the basic timing so that the points just start to open with the spark lever in the retard position.*

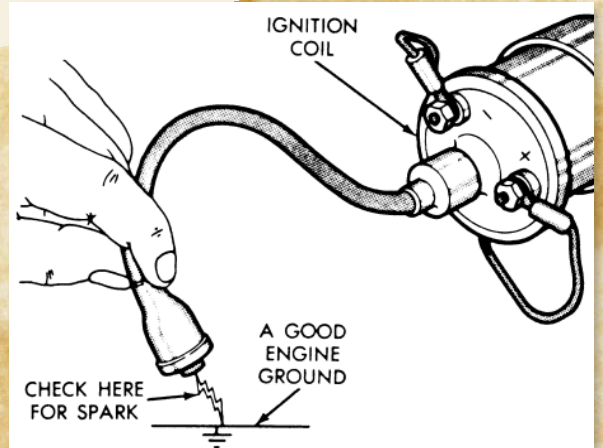
With the crankshaft at TDC for cylinder number one which you found with the timing pin, make sure the point gap is correct; then see that the spark lever on the steering column is all the way up in the retarded position. Rotate the cam so the rotor faces the number one electrode of the distributor cap and find the point where the points just start to open. That's where the basic timing should be set by securing the screw in the top of the cam.

Principle #5 *There is always backlash whenever gears are involved.*

You will discover that there are a few degrees of rotation of the cam even after you've tightened it to the distributor shaft. This is due to backlash in the gears. This backlash is there to allow for lubrication of the gears. Because the distributor shaft rotates counter clockwise, the basic timing adjustment should be verified while the cam is rotated by your fingers as far as it will go in the clockwise direction.

Principle # 6 *How to tell when the points just start to open.*

Finding the exact point where the points start to open is easily accomplished by placing the coil wire near a good ground where you can see it when it sparks. Watch for a spark when turning the cam while the ignition switch is on. You'll get it right every time. Don't worry; you won't get a shock while turning the cam.





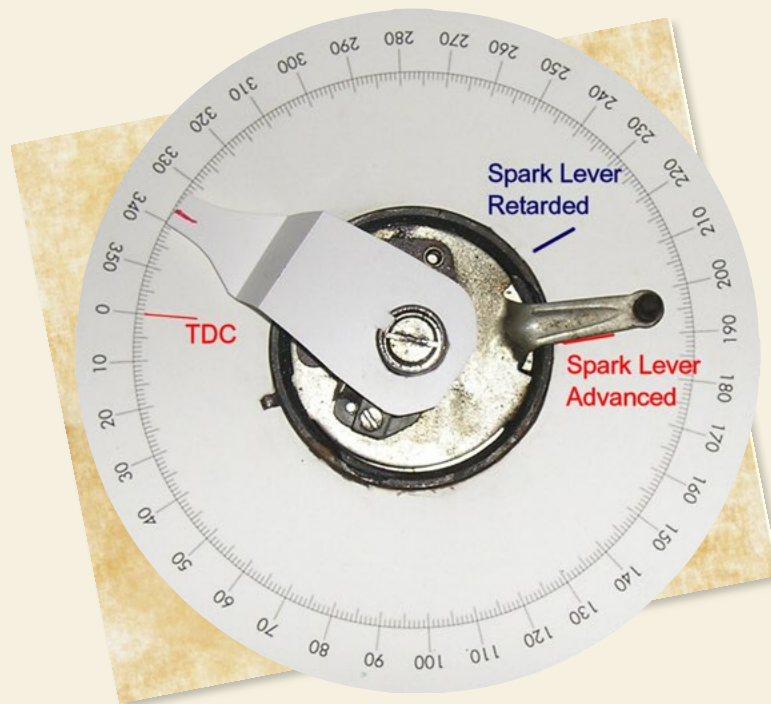
Driving The Car

Now that you know why and how to set the basic timing of your distributor, you can choose the best setting for your spark lever as you drive your car. As a rule of thumb, run all the way advanced most of the time. If you advance too much, you'll feel a slight loss of power and possibly hear pre-ignition knock. This is a different sound than a bearing knock. Pre-ignition "ping" sounds like someone rattling a ring of keys under the hood. If you sense those conditions, retard the spark just a little. This may be helpful during full throttle while climbing a hill.

Generally the faster you are going without a load, the more advanced you'd set your lever. This prevents overheating and gives the best fuel economy. Running the car with the spark retarded leads to overheating and higher fuel consumption. If basic timing is set right and you sense that the car is a little sluggish and has trouble overheating in the summer, check your point gap first. Once that is back to .015 to .018 inches, your Model A will run like a top.

Would you like to see how far the spark is advanced when the spark lever is in the down position? Look at Fig 7. The point gap is correctly set at .018. The spark occurs about 23° or 46° crankshaft before TDC. Your modern car can run more advanced than that depending on engine demand. Onboard computers figure that out. In the Model A; you're the computer. If you haven't already, you'll soon develop an ear and a feel for when your engine is running at its best.

Fig 7





Model A Headlight Adjustment

REPRINTED FROM SAN DIEGO "QUAIL CALL" BY ARLYN BIEBER, TECHNICAL

Headlights need to be properly aligned and focused. How many times have you looked down a row of Model A's and noticed the headlamps pointing up or down or tilted sideways? The following steps I have used for years to align the headlamps. My system is not perfect but it is quick and easy to do and the headlamps look right.

1. Tools needed are a 3/4" open end wrench, straight edge about 36" long and a 6" or 9" torpedo level.

2. Park your Model A on a level area.

3. Loosen the 3/4" nut on the bottom of the headlamp so you can move the headlamp. Keep the nut fairly snug so when you move the headlamp it will stay in position.

4. Take your straight edge (Straight edge could be a 2 x 4) and lay it across the face of the headlamps. (See picture). Then twist each headlamp until both sides of each headlight rim touch the straight edge. This will assure the headlamps are parallel and point straight ahead.

5. Now take your torpedo level and place it vertically on the center of each headlight lens (see second picture). Tip the headlight until the bubble is centered between the marks on the level then continue to tip the headlamp so that it points slightly down or until the bubble is centered on the mark nearest the headlamp. Make sure you tip the headlamp down and not up. That is assuming you don't plan to tree a raccoon, if so then tip the headlamp up!!

6. Take your open end wrench and tighten the nut on the bottom of the headlamp.

7. Check your work with the straight edge and level. You may need to go through the procedure again as sometimes the headlamp will move when you tighten the bottom nut.

The procedure for focusing the headlamps is too complex to describe here, but pages 322-324 in the Ford Service Bulletins details the necessary steps to properly focus the headlamps.



Adjust so that both lights are flat against the straight edge.



Adjust lights 1/2 forward tilt.



Golden Wrench Award

BY KARL FURR, NARRATED BY CLYDE MUNSON



a quail, rewired headlights, adjusted headlight mounts, adjusted throttle rod, new hoses and a few other adjustments.

Karl found his car was running hot after he cooked a condenser or two so the idea was to remove the radiator, have it cleaned and then put it back in. What should have been quite simple turned into a much bigger project.

After the radiator was removed we found the crank would not come close to meeting the ratchet nut in the pulley. It was discovered that the front motor mount rubbers were installed in reverse. That issue was corrected but it did not completely solve all the problems. The throttle mechanism was also binding against the firewall. Joe recommended switching to float-a-motor mounts. Parts were ordered and the fun began. The rear motor mounts were

changed and then the radiator was reinstalled. The column was tightened when Clyde discovered that it would rotate when the spark advance lever was moved.

Clyde recommended rewiring the headlights after trying to fix a few issues at the Lindon show. Once that was complete Karl asked if we could fix the alignment of the lights, apparently they were great at signaling airplanes but not very good at lighting the road ahead. A bit of work with a grinder and some shimming and Karl was all set to blind other drivers rather than pilots.

Now Karl's car is ready to climb hills, light up the night and run as cool as it looks.





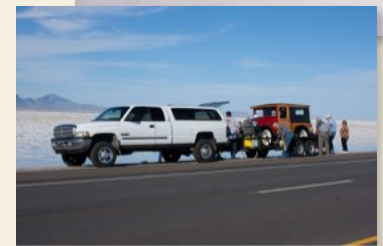
Traversing the West Desert in 85 Year Old Time Machines

BY CLYDE MUNSON

Editor's Note: This month we will hear about the Salty A's trip from a seasoned long distance traveler (Clyde). Next month we will revisit the same trip viewing it through the eyes of a novice adventurer (Greg).

Much like Robert Falcon Scott's expedition to the South Pole it started out with great promise but ultimately ended in tragedy. Unlike Scott's experience it was great fun and everyone made it home. On September 24th Clyde and Greg joined the members of the Salty A's and the Beehive A's for a tour to Ely, Nevada. We met the other clubs in Grantsville and had the pleasure of visiting a Tooele military vehicle museum. It is a private collection and was quite impressive. Next we stopped at the Utah Fire Museum. It actually displays several retired firetrucks and other apparatus and is not as Clyde originally thought a museum dedicated to different types of fire. After lunch we set out for Wendover. A stop was made at the tree sculpture on the salt flats and then we were off and running (but not for long). We were halted by our first breakdown as the timing gear on one of the cars stripped. Thankfully a trouble trailer was following our intrepid group and the car was quickly loaded and we made our way into Wendover.

The next morning we headed for Ely. Chuck, the Wagonmaster, decided that Clyde should lead since he knew where he was going. Greg also landed the job of unofficial tour photographer, not bad for a couple of guys "just tagging along". After a stop or two to fiddle with a plugging carburetor we made it to McGill to visit a historic pharmacy and then to Ely for a tour of the Nevada Northern historic rail yard and a ride on one of the museum's steam trains.





The next morning we headed to Baker, Nevada to tour Lehman Caves. With our adventure nearing it's end, we stopped for lunch at the Border Inn. Our cars must not have wanted to come back to Utah because as soon as Rich Townsend's car crossed the border the carburetor that had been giving us issues all along decided to throw a real tantrum. The carb was changed but stops still had to be made to add water to a couple of overheating cars. It was at one of these stops that Chuck's car would not restart. Most of the group made it to Delta and the trouble trailer was unloaded to go back for Chuck's car.

The Beehive and Salty A's decided to stay the night in Delta but Clyde and Greg figured they would head for home. It was not long into the final push that Clyde's car began knocking. Figuring it was most likely the rear main bearing going out Clyde had Greg call for help. Joe and Pat were kind enough to come to the rescue. Clyde's car was loaded on the trailer in Goshen to be brought home. It will be a little while before Clyde's A will be on the road again but it was a fun trip to close out the year.



Vacuum Leak Issues

BY HOWARD ECKSTEIN

One of the aggravating problems a Model A driver can face is for his car's engine to stall upon a quick stop or when decelerating while the clutch is disengaged. This is a safety issue and one that should be investigated.

One cause of poor idle and sudden engine stalling at low speeds is a vacuum leak. An explanation of what a vacuum leak consists of is in order before looking at some of the causes.

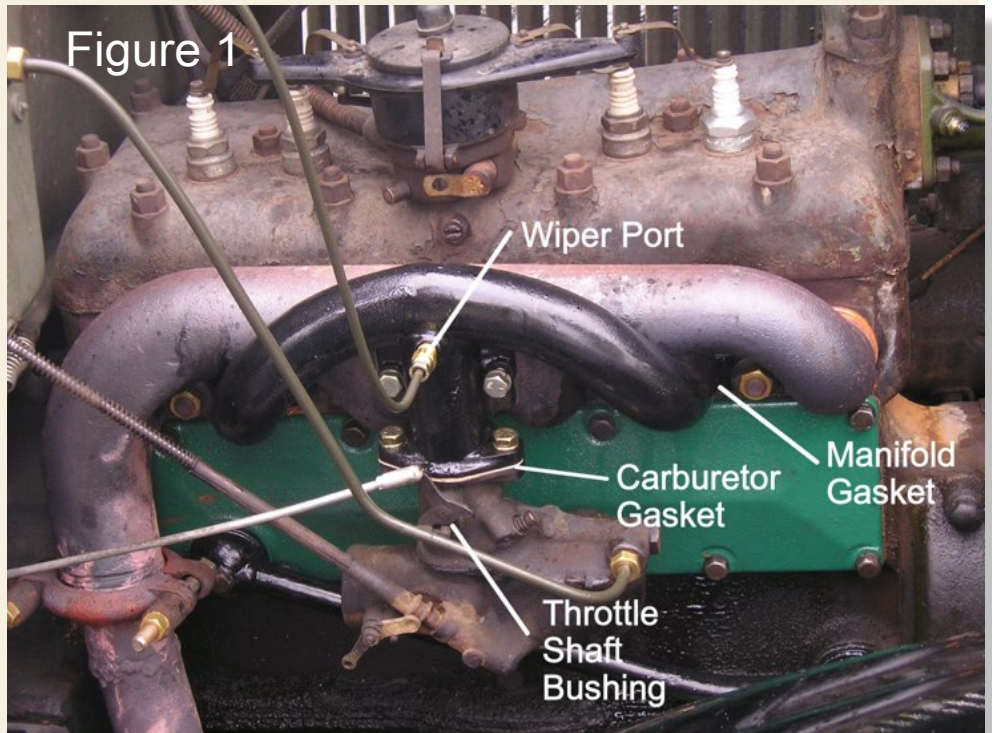
When the engine is running, a descending piston in its cylinder during its intake stroke creates a negative pressure in the intake manifold. As soon as one intake valve closes, another opens, resulting in the manifold being exposed to a somewhat constant level of vacuum. This negative pressure or partial vacuum in the manifold is often measured in inches of mercury and is greater for the same engine at sea level than it is in the higher elevations due to the difference in air density.

It's important that the vacuum produced in the engine is kept unpolluted by outside air except for that which is allowed to pass through the carburetor. If air is allowed to enter the air/fuel mixture after the carburetor has properly metered out the right amount of fuel, the mixture is diluted with air and there is not enough gasoline in it to burn in the cylinders; thus the engine stalls. This dilution of the air/fuel mixture by air entering into the manifold system after the carburetor is called a vacuum leak.

The level of vacuum in the manifold changes depending on the

speed of the engine and is always greatest at idle. When decelerating or idling, the throttle is closed and the vacuum created behind it is high. When running at a fast speed, the throttle is opened, allowing more air to pass through the carburetor and thus picking up more gasoline to mix with the extra air. During fast running conditions, a vacuum leak is inconsequential.

What are the common causes of a vacuum leak? Usually damaged or misaligned intake system components and their gaskets are to blame. The offending vacuum leak will occur somewhere between the throttle plate and the engine's intake ports. The first places to look are at the manifold gaskets against the engine block and at the top of the carburetor. Sometimes air can get into the system through a loose throttle shaft bushing. A leaky vacuum hose to the wiper can be a culprit. On rare occasions, a hole or crack in the intake manifold can be the source of a leak. See Fig 1.





How is a vacuum leak diagnosed? With the engine at idle, spray a small amount of WD-40 directly onto the two intake manifold portions of the main gasket. Test top and bottom. The WD-40 won't catch fire on the hot exhaust manifold, but will smoke a lot. If the engine suddenly runs differently, the gasket is not air-tight. See Fig 2.

If the manifold gasket tests OK (that is there is no change in engine idle) the next place to try the WD-40 spray is at the carburetor gasket. This is close to the throttle bushing, so just use a tiny amount so that the gasket test is isolated. Any change in performance points

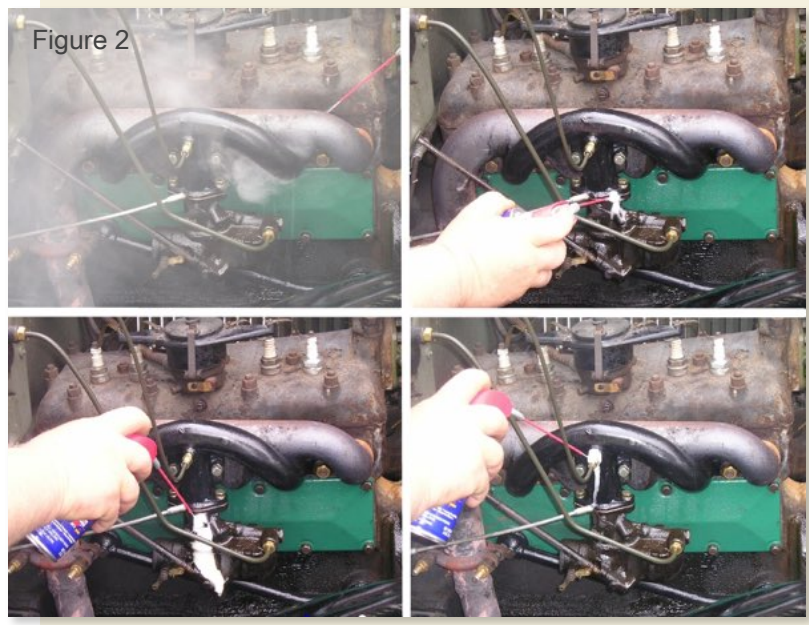
If a leaky intake manifold gasket is found, it will be necessary to remove the manifold, clean off the old gasket material from the block and the manifold and inspect the manifold for cracks, and flat mating surfaces.

The intake and exhaust manifold mating surfaces must be on the same plane. See Fig 3. If not, keep them bolted together and take them to a place where the

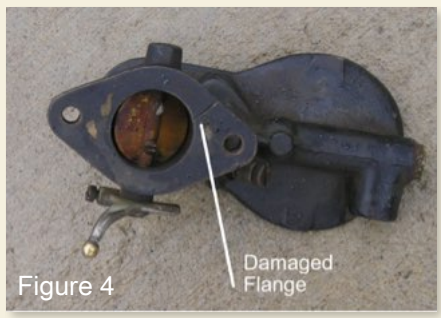
assembly can be trued up on a surface grinder or large belt sander. When reattaching the manifold assembly, use new gaskets with gland rings in the exhaust ports. Be sure to use the thick washers made for the manifold set and tighten the bolts in steps from the center out.

For the carburetor gasket, be sure the mounting flanges of the manifold and carburetor are not damaged and are perfectly clean of old gasket material. In Fig 4 you'll notice that someone in the past used a hacksaw blade on the carburetor mating surface for a reason unknown to the sane. If someone before you used a screwdriver to break loose a stubborn gasket, the mating surface may be burred and a tight seal can never be obtained. In any case, a damaged

flange will need to be made smooth before a new gasket is installed.



to a leaky carburetor gasket. If that gasket tests OK, next try the throttle bushing and so on to the plug in the vacuum wiper port. If your car has a vacuum wiper, disconnect the vacuum line and plug the port; then see if the engine idles better.





Vacuum Leak Issues

CONTINUED

If a throttle shaft bushing is found to be loose, there are oversize shaft assemblies available from the catalogs. After taking off the carburetor, remove the old throttle shaft by taking out the two screws that hold the butterfly in the shaft and pull out the butterfly. You can see these screws and butterfly in Fig 4. Once the butterfly is taken out, the shaft can be removed. Take the oversize throttle shaft and the carburetor to a machine shop and have the bushing reamed to the size of the new shaft.

A leaky vacuum wiper tubing and hose assembly can be inspected for a leak at the manifold fitting with the WD-40 as described earlier. Remember to check the bulkhead pass-through fitting and look for broken or cracked rubber hose sections.

All of these repairs are easily performed. Remember that smooth mating surfaces are really important. Once the source of a vacuum leak is found and corrected, the engine will idle smoother, will respond better to adjustments of the idle mixture screw on the carburetor and most importantly, from a safety standpoint, will keep running when you come to a stop.



Henry McDuck?

BY CLYDE MUNSON

The stories of Henry Ford's "cautious use of materials" are legendary. Almost everyone has heard how Ford would require his suppliers to crate goods to his specifications so that he could then use the wood from those crates to make the wooden components for various parts of his cars. The small amounts of leftover wood were then turned into charcoal briquettes. That was the beginning of the Kingsford charcoal company. Did Ford do this because of his membership in the Sierra Club, of course not, it was to save money. Like Scrooge McDuck, Henry had a large room filled with cash that he would swim in on stressful days and he wanted to make sure the room stayed full. How far did this madness go? Have you ever looked at the center crossmember of a Model A frame?

What is the deal with those odd shaped holes on either side?



They were stamped out for a reason. It was a cheap, miserly, intelligent reason and it wasn't to save weight and help increase gas mileage. The bits that were removed were used.

They were used on the frame as the mounts for the front brake rod anti-rattler springs. If you look at them and imagine them as a flat piece of metal before they were bent into shape it is clear where they came from: the center crossmember.





How My Model A Passed a Smog Inspection

BY HOWARD ECKSTEIN

During my impetuous youth, the California Highway Patrol had the responsibility to keep the roads and air safe from irresponsible drivers. They would put up a surprise checkpoint



on a road where it was impossible for a motorist to turn off and go a different way. If they motioned you into their line, you had to oblige. They seemed to like my Model A, because I could never escape getting into those things.

In about 1975, California passed a law requiring all cars back to 1965 and newer to be retro-fitted with a brand new smog device, the Exhaust Gas Recirculation Valve. This thing recirculated a portion of the car's exhaust into the air/fuel mixture after the carburetor. The intent was to introduce inert gasses into the engine, thus lowering the combustion flame temperature below 2900 degrees F which would significantly reduce Oxides of Nitrogen emissions.

You could buy such a device from Pep Boys or Western Auto that was a one-size-fits-all-and-didn't-really-work-very-good-on-anything piece of petrified bovine excrement that served as a cosmetic accoutrement that satisfied the Highway Patrol should they inspect your car.

Of course Model As were grandfathered and we didn't have to buy one. We merrily cruised along while the

modern retrofitted car was coughing and wheezing its way through Los Angeles' gridlock traffic; burning more gas than before, thus negating any cumulative advantage the new EGR valves were intended to achieve. Nevertheless, tree huggers were celebrating and some bureaucrat in Sacramento must have become rich on the deal.

One day, I was directed to pull into a smog checkpoint whereupon the trooper, with a silly grin on his face, asked me if I had a smog device. I told him: "Look under the hood, you can't miss it; it's a 40 horsepower 4 cylinder smog device and it works good".

You'd think he'd have waved me on. Instead he must have thought my retort was a bit cheeky because he told me to let the engine idle; he was going to check my pollution data. He and his pal went to the back and stuck the sniffer from their machine into the car's tailpipe and started looking through their book to find the limits acceptable for my model year. Their book only went back to 1949.

While they were noodling around with their machine, I turned my gas valve all the way shut and fully advanced my spark and idled as slow as possible without stalling. Of course, it would be impossible to drive the car set like that, but what the heck, this was a ridiculous smog check by a couple of bored Highway Patrolmen on a lark.

Suddenly I heard one of them exclaim: "Hey Pete! Take a look! This old thing runs cleaner than some of the newer stuff!" I was handed back my registration and told to have a nice day.





2016 MAFCA National Convention

JUNE 19-24; LOVELAND, COLORADO

Loveland, Colorado is the host city for the 2016 MAFCA National Convention. It is also an “art city.” If you enjoy art, you have two unique opportunities in Loveland. One is the Benson Sculpture Gardens and the other is the Chapungu Sculpture Park.

Both offer walking trails, ponds and fountains, as well as open space. There is a variety of art for any taste. Yet, each park is unique unto itself, so take advantage of both. Below are two sample reviews from each park experience:

Benson Sculpture Gardens

“... an absolute treasure. If you are anywhere in Northern Colorado it is a MUST SEE. There are nearly 150 sculptures from many of the finest sculptors in the country. And there is art for every taste from incredibly realistic to abstract and all of them are beautiful. And they are displayed beautifully in a beautiful park that has numerous walking paths.”

Chapungu Sculpture Park

“Zimbabwe stone sculptures are featured in this 26 acre park with 1.5 miles of walking trails, 2 bridges and water features, significant signage as well as many benches on which to rest, is handicap accessible with primitive bathroom on-site. The setting is fairly rustic which makes it relatively unique and even more enjoyable.”

Two more reasons the 2016 National Convention in Loveland, Colorado is a “must do” event.





The Tool Box

Listed below are tools club members are willing to loan. Of course it is expected that if you borrow them you return them in good condition and in a timely manner.

- **Brake wedge adjusting wrench** - Clyde
- **9/16 8 point socket** – for main bearing bolts and stubborn transmission plugs - Clyde
- **Offset head torque tool** – tighten the head without removing the distributor - Clyde
- **Timing gear nut socket** - Clyde
- **Carburetor jet wrench** - Clyde
- **Distributor bushing reamer** - Clyde
- **Distributor cam wrench** - Clyde
- **Brake arching machine** — still collecting all the parts necessary to operate it - Mack's
- **Spring Spreader** - Greg
- **Borescope** - Dale



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Wiley Requests Return of Officers to Post

PRESIDENT STARTS RECOVERY PROGRAM, SIGNS BANK, RAIL AND INDUSTRY BILLS; WHEAT GROWERS WILL GET \$150,000,000

November 1st, 1928 — The idea of setting aside a day to celebrate American authors came from Nellie Verne Burt McPherson, president of the Belmont, IL Women's Club in 1928. McPherson was a teacher and an avid reader throughout her life. During World War I, she wrote a fan letter to writer Irving Bacheller. He sent her an autographed copy of another story, and McPherson realized that she could never adequately thank him for his gift. Instead, she showed her appreciation by submitting an idea for a National Author's Day to the General Federation of Women's Clubs, which passed a resolution setting aside November 1 as a day to honor American writers.



November 3rd, 1930 — Marks the opening of the 5,160-foot-long Detroit-Windsor Tunnel between the U.S. city of Detroit, Michigan, and the Canadian city of Windsor, Ontario. In June 1919, the mayors of Detroit and Windsor decided to build a city-to-city tunnel that would serve as a memorial to the American and Canadian soldiers who had died in World War I. Construction concluded on Nov. 1st and the first passenger car it carried was a 1929 Studebaker.



November 18th, 1929 — Tsunamis are such uncommon events on the East Coast that the term itself is rarely used. Yet on November 18, 1929, the

unthinkable occurred. A large scale (7.4) earthquake rocked the eastern coast of North America at 5:00 p.m.

No serious damage was sustained, the quake shook buildings, broke dishes, and upset furniture. Most

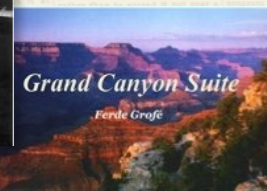
people were unacquainted with earthquakes and thought it was an explosion of some sort. But two and a half hours later the tsunamis hit, with waves of 12 feet and more at a speeds of 80 mph. Twenty-eight people were killed and more than 10,000 left homeless.



November 18th, 1931 — In 1931, The Grand Canyon Suite, premiered in Chicago at the Studebaker Theater on November 22. The work consists of five movements each designed to describe an episode of life in the Canyon. Ferde Grofe had fallen under the spell of the Grand Canyon and had vowed to translate its impressions into a tangible form. As he would later write, "It became an obsession. The richness of the land and the rugged optimism of its people had fired my imagination. I was determined to put it all to music some day."



https://www.youtube.com/watch?v=Tp6voHf5kVE





The Fashion Journal

FROM RAGS TO A WINNER

by Sharon Johnson
compliments of MAFCA
fashion

When I started into the Fashion area of the Model A Club I had no idea what I was doing. This was back in 1972.

There was a lady that came to all the swap meets and we became friends. She asked me if I would like to come to her house in Long Beach and see some of the items she had for sale. Of course, I said yes right away. A few weeks later, I pulled up to her little house and rang the doorbell. She opened the door and I could see behind her that there were boxes upon boxes of "stuff" as she called it. I looked and looked and just couldn't find the right thing.

I was walking by a laundry basket and asked her if I could look it in. She said, "Sure but you won't find anything in there." I pulled out the most exquisite dress I had ever seen. It was cream lace with accents of pale green. I asked her how much and she said, "Oh I don't know, how about \$5.00?" As luck would have it, I found silver and pale green shoes, pale green crocheted gloves, cream silk stockings, a pale green cloche hat, a silver fox fur and green glass necklace. I think the whole outfit cost around \$75.



I won First Place and Best of Show with the outfit. It just goes to prove that you should look through everything if you ever get the chance, because you'll never know what you may find.

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* Editor's Note: This, and many other fashion articles can be found at the MAFCA web page. Click on the following link for a list of other articles: http://www.mafca.com/ef_articles.html. Each month a new article appears in *The Restorer*. This is another great reason to be a member of the Model A Ford Club of America.

Little Know Facts About Henry Ford

FROM "THE MOHAIR FLYER" WITH THANKS TO THE SANTA BARBARA CHAPTER OF THE MODEL A FORD CLUB OF AMERICA

- Henry Ford was most likely the father of John Dahlinger.
- Henry was a National figure by 1908, introduction year of the T Ford.
- Ford made a \$1 million in profit in 1907, the year before the Model T.
- He was the World's first billionaire. He helped create over 1,000 millionaires, Dodge Brothers probably the biggest.
- Henry once held the Worlds Land Speed record at 91 MPH set on a frozen lake.
- In terms of environmental & race relations Henry held liberal beliefs.
- Ford reached out to employ the disadvantaged and physically impaired. By 1919, 20 percent of the Ford workforce was people with a physical handicap.
- Henry once experimented with an "X-8" engine design to follow the Model T. Ford started engineering design work on the monobloc V-8 engine in 1929.
- Between 1921 & 1926 Henry Ford personally made over \$1 million per week!!
- Ford purchased Lincoln in 1922 in the bankruptcy court for \$8 million. Henry Ford never cared for luxury cars, personally owned Fords.
- In 1933 Clyde Barrow wrote Henry Ford a letter praising his cars.
- Henry Ford & friend Thomas Edison would not employ smokers or drinkers.
- Henry was a big believer in Soybeans and once made a car with Soybean panels.
- During the Depression Henry opened accounts in every bank in Michigan. After his death it took a team of people four years to close all the accounts.
- Ford contributed indirectly to founding Cadillac.
- Henry Ford is credited with holding 161 patents.
- He would not "loan" or give money to his siblings.
- In 1905 Henry was elected the first Vice President of the newly formed SAE.
- Henry Ford built the first hotel at an airport in the U.S. (Dearborn Inn).
- In 1938 Adolph Hitler awarded Henry the Grand Cross of the Supreme Order of the German Eagle American Jews began boycotting Ford products.
- The Magneto was the first item selected for mass production efficiency improvement One man took over 2.5 hours what 33 people could do in one minute.
- In the Model T days he employed 12,000 people to get 10,000 to work every day.

Vote!

Whether you voted on November 3rd or not, it is of paramount importance you vote on November 19th. The future of the club depends on it!



Dues Due

Just a reminder to renew your membership soon. A great time to do this would be at the Christmas party. Do it soon so it won't conflict with your holiday spending.





Model A Ford Club of America

Established 1957

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



Model A Ford Club of America



I'm writing this from Hershey Pennsylvania. I'm here for the AACFA Fall Meet. After 3 days of traveling here which allowed us time to visit with with some great MAFCA friends,I must say I think I need a day to recoup before I begin the job here. But, I am

looking forward to the next few days. MAFCA has a history of being here and it's a great way to stay in touch with our east coast friends.

As the year winds down, I want to remind you to get your registration in for the National Awards Banquet this December in Medford, OR. These are always great events, they are low key and allow our members the chance to get to know many of MAFCA's leaders as well as have local "experts" act as tour guides.

The 2016 National Convention in Colorado looks to be one of those Not-To-Miss times. I've looked at the schedule of activities and it looks to be shaping up as an outstanding event. I hope you and your chapter are making plans for being there.

I'd like to thank Alex and Ruth Janke and Les Andrews for their hard work developing our new book, The Tudor. To accomplish this, past Restorer magazines have to be reviewed, articles chosen and then both the text and photos have to be scanned, edited, corrected and formatted to bring a project such as this to you. It takes countless hours and all is done as a service to MAFCA and the hobby. Thank you for everything.

Dec. 2-5th: National Awards Banquet in Medford, Oregon. Hosted by Rogue Valley A's, Henry's Lady, and Sis-Q A's.



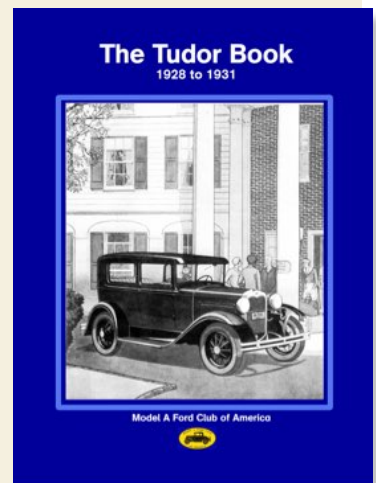
June 19-24th, 2016: MAFCA National Convention, Loveland, Colorado. In the tri-city area, Loveland, Greeley and Fort Collins.

June 22-14th 2017: Northwest Regional Meet. A 3-day event with a boat load of things to see and do. Plan to "Sea By The Bay in Your Model A."

September 10-17, 2017: Pacific Northwest Tour, Olympia, Washington. Hosted by Lion's Gate Model A Club.

The Tudor Book

In response to many members seeking a book devoted to a particular body style, MAFCA is proud to introduce the Tudor Book. Developed from articles appearing in The Restorer, this new book focuses on the Model A Tudor from 1928 through 1931. The emphasis is on the body and the interior to help the owner / restorer of a Tudor Sedan.



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