



# UTAH VALLEY

## - Model A Club -

July 2015

IN THIS EDITION:  
**RAT FINK OVERNIGHTER**  
Summerfest Car Show  
Elk Ridge Car Show

ROADSIDE  
DISTRIBUTOR  
REPAIR

WHEN  
DOWNSHIFTING  
IS GOOD



Used with permission from  
Artist, George Shumate

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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 use 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).

### 2015 Club Officers

#### CLUB OFFICERS

|                     |                     |
|---------------------|---------------------|
| President           | Howard Eckstein     |
| Vice President      | Greg Mack           |
| Secretary/Historian | Elaine/Reid Carlson |
| Treasurer           | Diane/Brim Brimley  |

#### APPOINTED POSITIONS

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

## Message from President Howard Eckstein

### Our Halfway Point

A compulsive gambler lost all of his money in Las Vegas, but was able to sell his spare tire so as to have gas money to get home. After tanking up he put the left-over money in his shoe for safe keeping. Just about halfway he heard a little voice: "Go back, go back!" He shrugged it off. Another mile and the voice returned: "Go back, go back!" He was just a mile or two from the point of no return when he heard the voice again and resolutely sped back to sin city. Upon entering town the voice said: "Go to the Bellagio!" So he rushed to the Bellagio and lurched into a parking spot with only fumes in his tank. "Go to the roulette table!" said the voice. He ran to the roulette table. "Put all you money on number 12!" the voice directed. He put all his money on number 12. The wheel was spun and the ball dropped in. The wheel slowed and the ball bounced into number 12 and at the last second hopped into number 35. The little voice said "Oh damn."

Well, here it is July and we're at our halfway point for the year. We haven't gambled with the club treasury; Diane won't let us. We've had technical presentations in our meetings, a fine introduction to period clothing by Elaine and Reid, outings in the rain, a trip on the Heber Creeper thanks to Cliff and a fabulous overnigher to Sanpete County hosted by our Manti members - the Thompsons, Sessions and the Justesens.

We've made safety a top priority by helping members get their headlights working; now we need to fix everyone's wipers. Karl says we need to have a garage day to fix the sloppy steering boxes some member's cars have. I believe we have more running cars now than this time last year. Cliff still needs a '30-'31coupe body. With our eyes out, he'll get one I'm sure.

*Continued on page 18*



## 2015 Calendar of Events

### July

- 4th Provo City Freedom Parade; check with Howard for details
- 6th Board Meeting
- 16th Monthly Meeting 7:00 p.m.
- 24th — Pioneer Day Parade, Mapleton; we need everyone!

### August

- 3rd — Lindon Car Show, 4 p.m. to 8 p.m., Free arrive early for a good shady spot
- 10th — Board Meeting 8:00 p.m.
- 20th — Monthly Meeting, Larry H. Miller, 7:00 p.m.
- 22nd — Veteran's Car Show & Cruise. Volunteers needed to take veterans on the cruise.
- 29th — Progressive Dinner

### September

- 8th — Board Meeting 8:00 p.m.
- 12th — International Model A Day. Manifold Cook Off and Fall Colors
- 16th — Model T Club, Utah State Fair, will disassemble & reassemble Model T
- 17th — Monthly Meeting Larry H. Miller 7 :00 p.m.

### October

- 5th — Board Meeting 8:00 p.m.
- 15th — Monthly Meeting, Larry H. Miller, 7:00 p.m.

### November

- 8th — Board Meeting 8:00 p.m.
- 19th — Monthly Meeting Larry H. Miller, 7:00 p.m.  
Board elections

### December

- 7th — Board Meeting
- TBA — Christmas Dinner

### The Wisdom of Henry Ford

*There are no big problems, there are just a lot of little problems.*



Gemma Eckstein — July 5th  
Bob Todd — July 6th  
Lisa Cope — July 12th  
Elaine Carlson — July 18th  
Stevan Davis — July 26th



# June Meeting



**Attendance:** Lloyd and Kelly Barker, Dale Bench, Brim and Diane Brimley, Vern Cope, Gemma and Howard Eckstein, Joe Fazzio, Tony Jacobs, Greg, Nicholas and Robert Mack, Collette and Bill Thompson, Janell and Bob Todd,

**Guests:** Diane and Brim brought Diane's sister and brother-in-law to our meeting this month. Charlotte and Howard are the ones that restored Brimley's Sport Coupe — and they wore their club shirts! Or I should say our club shirts. That was a treat to see!

**Financial Statement:** Diane reported that we have \$1178.00 in savings and \$326.00 in checking.

**Up-coming Activities:** Strawberry Days, June 12th through the 20th is the longest continually event in Utah. The parade starts at Pleasant Grove High School. Tony will be escorting the Grand Marshalls. If you want to participate, contact Tony.

July 16th will be the next club meeting at Larry H. Miller. If you plan on participating in the Mapleton Pioneer Day parade on July 24th please make sure you come to the monthly meeting. Joe will have the "UDOT Waiver and Release" forms that must be filled out and signed before you can participate. There is no charge for this event. You can also go to this website and print the form, fill it out and give it to a member attending the meeting: <http://www.udot.utah.gov/main/uconowner.gf?n=12862021285631282>

**Upholstery Demonstration:** Howard did an excellent job giving us step-by-step demonstrations (complete with body motions — ask about the "hoola-hoop" type motions he used) on how to cover our bumper seats. Then he applied the same principles to upholstering car seats.

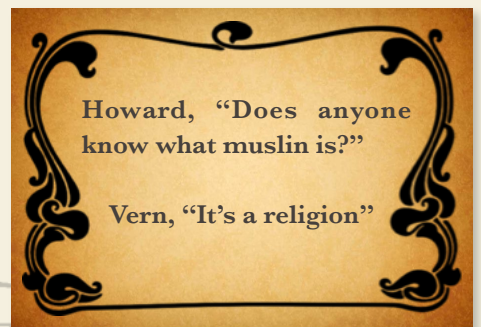
The night was finished off with a slide show and treats. Greg and Nicholas showed evidence of the fun we had in Manti. A big thanks to the Thompsons, Sessions, Justesens and the Activity Committee for a GREAT time. (Suggestion, please order dryer weather next time.)

**13+ Award:**

Joe Fazzio  
Howard and Gemma Eckstein  
Brim and Diane Brimley

**Mileage Award - 500:**

Diane and Brim Brimley  
Howard and Gemma Eckstein  
The Macks





# Can You Guess?

MYSTERY SLEUTH

## Whose Car is This?

This car participated in the Rat Fink Reunion so if you were there you saw it; if you weren't there, it will be much harder to figure out who owns it.



Anyone who went on the Heber Creeper trip knows who this car belongs to. Bud and Connie Durrant built it from the ground up. It is a great looking car!



# Out & About

The Out & About column was suppose to inform everyone about the various activities individuals members were doing. During the summer however we need to change it to an Awards column.

Tony's at it again. He won "Best of Show" at the Cedar Hills car show. It is a big compliment considering there were 135 cars; many sporting a lot of chrome and fancy paint!



If you went to the Strawberry Days Parade, Tony was escorting the Grand Marshall!

Brimleys are also in the winners circle! At the Rat Fink Reunion Diane and Brim won an Artist's Award. Look close, Diane is holding it in her hand.



Reid also received a surprise. Read about it on page fourteen!



# “Over the River & Through the Woods...”

## MANTI RAT FINK REUNION

For many Model A clubs, long distant or overnight trips might not be that big of a deal. However for our young, small but growing club, who's events usually do not last longer than a few hours, an overnight trip is a huge deal. We decided to try our member's confidence with a trip down to Manti to join our fellow members in Sanpete county as well as check out the Rat Fink Reunion and visit historic Spring City.

We met in Springville Friday morning and it is just our luck that we would pick a wet weekend to go down to Sanpete county. Looking at the forecast before leaving, it did not look too promising. Rain was predicted all the way down to Santaquin and a new storm arriving in Manti at the same time we would get there. Just as the weatherman predicted, the rain opened up to blue skies as we made it to Santaquin and passed through the lavender fields of Mona. We stopped for gas and oil in Nephi and prepared ourselves for the next leg of the trip through Nephi canyon.

I never thought one would be happy to run into road construction, but the automated signaling system came in handy as it broke up the traffic and gave us some distance from the modern traffic that was speeding through the canyon. Unfortunately any distance we picked up from the construction zone was lost when the Mack's got a flat tire coming up one of the grades. Who knew that downshifting too early at too high of a speed would cause the tire to spin on the rim and chop off the valve stem? Thanks to Clyde and his tools and Karl with his giant floor jack, our roadside seminar was a quick one and we had the spare tire on in no time.





Robert would spend the next three days making a new fashion statement with his car's three whitewalls and one black wall tire.

Back on the road we wound our way through Fountain Green, passed Chester and Ephraim and arrived in Manti. Ron met us in Manti to guide us to our accommodations. As we headed towards Sterling, the storm we heard about earlier was right on time and starting sprinkling on us as we pulled out of town. Thankfully it was not much further to our final destination. We arrived at the Cedar Crest Inn just in time for lunch. The Sanpete group had been slaving away on it all morning, cooking up some of their famous home grown turkey in their secret marinade that can only be found in Sanpete county. It was absolutely delicious! The lunch alone was worth the trip.

After getting a tour of the place and settling in for a bit, we rounded everyone up and headed for Spring City. This city is one of only a handful where the entire town has been placed on the historic registry. Our first stop was an old stone LDS church, built in 1902. We snapped a few pictures and chatted with some of the locals before we headed on to our next stop; an old service station. Bill had worked his charm with the owner and we were able to grab some shots of our cars and take a club photo. From there, the club was free to terrorize the community for a while. Some headed down to the cemetery to look for ancestors or famous people, while others meandered through town looking for more photo opportunities and to soak in the historic architecture. Clyde and Jenn were even able to find the original house of one of Clyde's ancestors. The Mack's were able to get a personal tour of Orson Hyde's home after bribing the owners with a ride in their phaeton.

After wreaking as much havoc to the small town as we could, we headed back to Manti. We did not make it far before we ran head first into another storm and sought refuge in a tire shop owned by one of Bill's friends. After waiting as long as we felt necessary for the storm to pass we made it back to Manti and joined the crowds at the Rat Fink museum. After perusing the museum and admiring the handiwork of the pin stripers for a while, we decided to call it a day.

Saturday we started off early and awoke to a pancake breakfast prepared by the activities committee, aka Nicholas. After breakfast we made our way to the city park for the Rat Fink car show. Bill had secured us a spot in the shade and thankfully the weather held off, but also provided a bit of overcast to help keep things cool. We found a couple other Model A's at the show and even convinced some new members to join our crazy group. Clyde passed the time by fixing Carlson's headlights and also adjusting Mack's clutch. Karl recruited a pin striper to come and spruce up his roadster, unfortunately after leaving to get some supplies, the artist never returned. Brimley's managed to pick up an award for their Sport Coupe and the club also earned an award for having the most club cars present at the car show. We reciprocated our 'win' with an ahooga horn wave.

After the show we bypassed the parade down main street as time was getting short and we needed to make it to Spring City for the radio show. We stopped at a small Mexican restaurant in Ephraim on our way and when we came out from eating, we found our cars being pelted by rain and hail as they sat in the river that used to be a road.







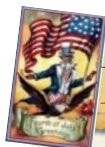
From there it got a bit chaotic as we all frantically headed different directions. Thomson's & Carlson's headed on to Spring City, Munson's sought refuge in a bank drive through, shortly followed by the Mack's. Brim headed back to the Inn and Furr's tried waiting it out for a while but just got deeper into it as they made their way back to the Inn.

Eventually four cars trickled into Spring City and pulled up to the historic Victory Hall Theater. Here we participated in the "Old Time" radio show *Life Under The Horseshoe* that is recorded live every Saturday. It features storytelling, jokes and dramas complete with custom sound effects. Our club had its first debut on the radio and announced to the nation that we are here and we are the most do-ing-ist club ever! The show was a blast and we highly encourage all to attend for a fun and unique experience.

After the show, we were dismayed to find that the rain was still coming down strong. We all know how lacking Model A windshield wipers are, as well as how lacking the headlights are. Combining the inadequacy of both can make for an exciting drive during a rainy night. Thankfully we all made it back to the Inn safely.

After letting everything dry out over night, we gathered for one last club breakfast before we packed up and headed for home. Aside from Karl realizing he had punctured a tire on his trailer after he arrived home, the return trip was fun and uneventful. A special thanks goes out to the Sanpete club members for being amazing hosts with setting everything up and taking care of all of our needs while we were there. Thanks for a great time!

*Photographers: Brim Brimley, Collett Thompson, Allison Greg and Robert Mack*



# George Shumate

## ARTIST EXTRAORDINAIRE



I ran across an amazing artist that I wanted to share with you. George gave us permission to use his work for the cover. His name is George Shumate, his work speaks for itself!

*“During the past four decades George Shumate has enjoyed working as a freelance artist, painting his favorite subjects.*

*A Virginia native, the four seasons are inspiring references for the winter lace, foggy rain, autumn colors and summer landscapes that enrich his canvases.*

*As a free-lance artist and photographer, his travels throughout the United States, provides first hand knowledge not only of the environment but also of the wildlife indigenous of the different regions of this great land of ours.*

*George is an award winning artist who works from his studio in Roanoke, Virginia. His paintings have been featured in numerous one-man, and group exhibits throughout the United States.*

*You can visit George’s website to see his latest originals, Giclee’s, limited and open edition prints at:*  
[www.georghumate.com](http://www.georghumate.com)”





# 2016 MAFCA National Convention

JUNE 19-24; LOVELAND, COLORADO

*Editor's Note: Each month we highlight one of the nearby sites, museums, shopping, or attractions at the 2015 MAFCA National Convention.*

### FORNEY MUSEUM OF TRANSPORTATION

“The Forney Museum of Transportation is a one-of-a-kind collection of over 600 artifacts relating to historical transportation. It began 60 years ago with a single 1921 Kissel, but soon expanded to include vehicles of all kinds.

Today it includes vehicles, buggies, motorcycles, steam locomotives, aircraft, carriages, rail & fire equipment, public transportation, sleighs, bicycles, toys & diecast models, vintage apparel and more!”

#### WHEN, WHERE, WHAT AND HOW

**When:** Mon-Sat 10:00 am to 3:15 pm  
**Where:** 4303 Brighton Boulevard  
Denver  
**Cost:** Adults \$9.75; Kids \$5.00  
**Phone:** 303-297-1113

- Union Pacific 'Big Boy' Steam Locomotive #4005
- Amelia Earhart's 1923 Kissel 'Gold Bug'
- Forney Locomotive
- Colorado & Southern Caboose
- 1923 Hispano-Suiza
- 1913-53 Indian Motorcycle Collection
- Denver & Rio Grande Dining Car
- Stutz Fire Engine
- 1888 Denver Cable Car
- 1923 Case Steam Tractor
- 1817 Draisenne Bicycle



Visit: <http://www.forneymuseum.org/> for more information.

# Orem Summerfest Car Show

BY HOWARD ECKSTEIN

Saturday June 13 was the day of the car show during the Orem Summerfest celebration. From the looks of the thing, there were above 50 cars in attendance with a good crowd of onlookers. The organizers didn't want us to come until 9:00 as the pavilion behind us was in use for the Rotary pancake breakfast. Nevertheless, Gemma & I arrived about 8:30 to see what was really going to happen. Already some Chevrolet-owning squatters had found spots under the best shade trees.

The gatekeeper let us in with a smile and I staked out an area for Syd to pull into. I knew she planned to come, but was happily surprised to see Tony chug in with his '29. So we moved our chairs over for Syd. When Syd came in, she told us that Karl was due to come, so we moved the chairs again.

There were a couple of other cars in the show that started life as a Model A but were now only a ghost of their former selves with modern running gear and funky paint jobs. I guess you could call them Model A Zombies.

One lady asked Karl what kind of car his was. She said that she couldn't see any name or insignia on it. Have you ever seen Karl with an incredulous look on his face? He jumped out of his chair and walked the woman around the car showing her six hubcaps two tire covers, two running board step plates, one radiator emblem and the sign in the window all of which attested to the indisputable fact that the car is a Ford. It was fun listening to Karl elucidate on that encounter afterwards.

Another guest was shocked to learn that our cars run and were driven to the show. I replied that manly men *drive* their cars!





One fellow brought his dog to the show and found someone to talk to. Who was looking at our cars? The dog!

During a lull in the run of visitors, Tony told us all the long version of his story about how he acquired his phaeton. It wasn't an easy buy; he had to work on the seller for weeks to soften him up to let go of it. By the time the deal was made, the seller wanted \$600 for it; double what he had paid at auction.

About halfway through the morning, Syd was pacing, thinking of all the things she had to do that day. When she found out that Dale was on his way over after the parade in Springville, she opted to vacate her spot so Dale could join our group. We had a royal changing of the Tudors on the lawn behind our line. The only things missing from the ceremony were white gloves and those oversized bearskin caps.

With just four cars on the line at any one time, we showed four body styles; two open and two closed. In addition, we were able to exhibit the major design changes that came with 1930 models.

There were no judges or prizes at this show; just a relaxing afternoon in the ever-shifting shade. By the time I was ready to start the engine to leave; a woman walked up and wanted to know all about the car. Gemma was already in the rumble seat and I had just turned the gas valve on and almost had the key in the ignition. She asked if she could sit in the car. I got out and let her sit behind the wheel. After a moment of quiet absorption, she got out and said that she had always wanted to sit in an old car. Sometimes I think we take our Model As for granted. When's the next show?



*Dale Bench and family escorting a county commissioner in Springville parade*





# Elk Ridge Car Show

BY ROBERT MACK

UVMAC was small in number, but well represented. When we first got there the line-up of cars had started. Shessann, of Arrowhead Upholstery, a major sponsor of the show, had spray painted “parking stalls” on the grass so it was easy to know where to park.

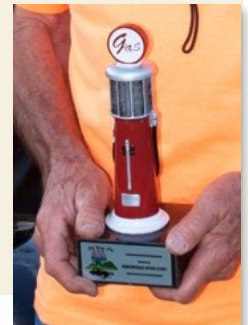
We registered and were setting up camp, when Brim and Diane pulled in. We had just settled in when the event organizers came around with free Gatorade and water. Yup, you heard me right, free. They even had misting stations situated so you could sit under them and cool down.

As we were chatting, I heard someone say, “Hey look, there’s another Model A!” I looked down the rows of cars thinking it might be a potential new member, but the familiar engine sound was coming from the road — it was Reid Carlson. Yea, more members to add to the fun.

After we all got through looking through our goodie bags full of water bottles, t-shirts, pens and pads of paper, magnets, clips and for Brimleys a small battery operated fan, I realized there wasn’t a very big crowd moving from car to car; and there weren’t any signs saying “DO NOT TOUCH” attached to windshield wipers. I also noticed that we had in-depth conversations about the cars with most people that passed by. That’s when proverbial lightbulb went on — most of these people were “car people!” It turns out this was a car show for car owners.

Car show registrations came with a dinner for two so after a great afternoon of car talk we pushed our bellies to the bar. It was a delightful catered meal, with seconds no less. It hadn’t been long after eating when they started the awards ceremony. We all got prizes, but one of the largest trophies in the ceremony was awarded to .... our own Reid Carlson! What a great end to a fun afternoon.

I’ve never been to a car show quite like this one. Every car show organizer could take lessons from these sponsors. I shouldn’t be surprised however, Arrowhead Upholstery has the good taste to sponsor the Utah Valley Model A Club! Thanks everyone for a wonderful time!





## When Downshifting is a Good Idea

BY HOWARD ECKSTEIN



My grandfather told me to always go down a hill in the same gear I used going up.

For a day trip to Ojai, California, I had invited Roberta and some others to come along with me in my 1930 Model A Sedan. It was an eventful trip from the beginning starting with the burning up of the car's electrical system at a gas station in the middle of nowhere. We got that fixed and continued up the mountain passes toward our destination.

The mountains north of Los Angeles are part of the coastal range and in some places can be rather rugged. Ojai is up in those mountains and climbing them in the Model A proved to be a little testy in some areas where the road narrowed and switchbacks provided frequent changes of scenery. I kept up with the traffic by running through the gears and leveraging the engine's horsepower curve.

We made it to Ojai and pulled into the lot at Libbey Park. After lunch and a little relaxing, it was time to head back home. One of my habits then was to let other people drive my car. I felt this was an experience my friends should enjoy. I still have that habit today.

We headed out of town on the same mountain road we came in on. I had invited Roberta to drive. It quickly became apparent that she had little experience with a stick shift and especially one made with spur gears before synchronizers were invented.

As we drove out of town, I coached her on the use of the clutch, shifting speeds, where the different gears

are located when selecting them with the shifter lever and generally how to control the speed of the vehicle. All this driver education I found myself involved in turned out to be more than I had bargained for.

It wasn't long until we were fully engaged with the traffic negotiating the rugged mountain highway. Roberta was still getting acquainted with the control peculiarities of my car when we crested a summit and started to go down a steep grade. This is where things went bad.

We were going too fast to make the turn coming up and I told her it would be a good idea to downshift to second. I told her how to double clutch, but she didn't quite get it. She did a great job of finding neutral. We began to pick up even more speed and that's when she became confused with the pedals and where second gear was located.

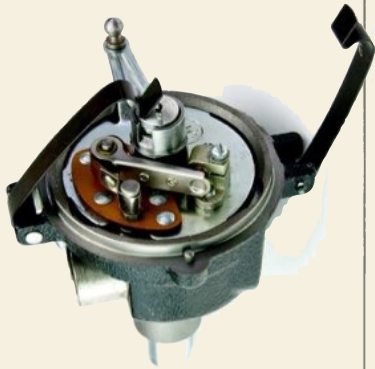
Just then, a logging truck appeared around the curve, and we were heading straight for it. Roberta froze in a panic whereupon I grabbed her hand, put it on the gearshift, and told her to push down on the pedal farthest to the left while I helped her grind the transmission into second gear. Once in gear, we lurched back to a slower speed, regained a place on our side of the road and all of us in the car let out our collective breath as the big truck passed us with his right wheels kicking up dirt, tree branches flying behind him and his horn blaring for added sound effects.

She pulled over at a clearing and asked me to drive the rest of the way home. I happily complied.



# Distributor Roadside Seminar

BY TOM ENDY



## A spare distributor:

On any long club tour sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor, and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, **tested on the same running car**. It is a lot easier to swap out the distributor than to be standing along side the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts. You **do not** have to reset the timing as long as you do not disturb the cam screw and you are installing it in the same car it was tested on.

## Distributor failure:

The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the point gap closing up.

## The points:

The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset them at about 1,000-mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you.

## Henry's wayward wire:

The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible 80-strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. Bratton sells the correct 80-strand wire and is really the only best solution.

*Editors note: We want to thank Santa Anita and especially Tom Endy for the use of his article; Also Brattons for use of their images.*





### The condenser:

The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replaced over the years, but I have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality. The condenser is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it has a 1\4" round circle and is soldered on to the base of the condenser, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on, they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality condensers. Bratton's Antique Auto stocks them.



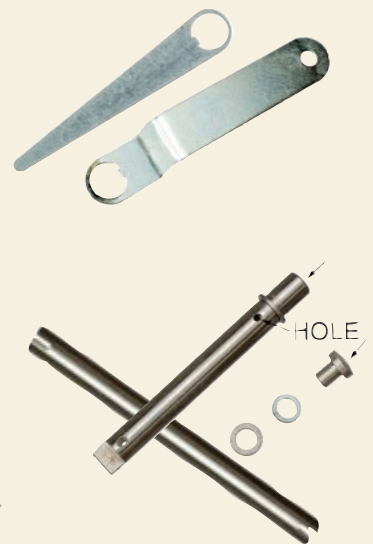
### Roadside distributor replacement:

It is never a good idea to break the torque on any one of the 14 head bolts as it can cause the head to warp and allow water to leak into the oil pan. Unfortunately Henry came up with a fool proof anti-theft scheme that works very well even in the modern day, but involves one of the head bolts. An armored cable from the ignition switch to the distributor protects the integrity of the wire carrying power to the points. The cable has a clamp around it and is bolted to the #8 head bolt making it difficult to remove the distributor to insert a hot wire. It is not a good idea to break the torque on the #8 head bolt either out on the road or in your garage. A prudent thing to do is to remove and discard the clamp and allow the cable to be free. You also need to put a spacer under the nut of the #8 stud to take up the space vacated by the clamp. The #8 stud is slightly longer than the other studs. With this arrangement it is an easy task to replace the distributor along side the road without risking creating more problems by inducing a warp in the head.



### Distributor tools and support:

A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about \$1 at most any Model A Ford supply house. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and two short shafts. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another short shaft of similar length be installed down in the engine block. The second shaft is easy to install; just drop it down the hole in the engine block and rotate it with a screw driver until it locks in the slot. The two-shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft installed. You will also have to reset the timing if you install your spare on someone else's car.





# Breaking News...

## FROM NEWSPAPERS OF THE MODEL A ERA

July 9th, 1928 — Born Vincent Edward Zoino in Brooklyn, Vincent Edwards and his twin brother Anthony, were the youngest of seven children. Vincent was a star athlete on the high school swim team. He studied aviation mechanics as a high school student, and worked as a lifeguard during the summers at Coney Island. His first break in Hollywood occurred in 1952 when he starred in Hiawatha. But he is most famous for his role as Dr. Casey in Ben Casey M.D.



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July 19th, 1930 — Admiral Richard E. Byrd, Laurence McKinley Gould, and their polar expedition team return to the United States following the first exploration of the interior of Antarctica. A short video shows a Ford Tri-power at: <http://footage.framepool.com/en/shot/334482483-floyd-bennett-aeroplane-activating-switching-on-little-america-block-of-ice>



July 4th, 1929 — A disastrous fire at the studio burned the building and burned down the broadcasting tower of WOWO radio — the king of radio in the 20's and 30's. Broadcasting resumed the next day, as operations were moved across the street until damages could be repaired. The great pipe organ was not damaged.



July 2, 1931 — The father of nutritional science, Stephen Moulton Babcock, died. He was a U.S. agricultural chemist and is best known for his Babcock test in determining dairy butterfat in milk processing, for cheese processing, and for the "single-grain experiment" that led to the development of nutritional science as a recognized discipline.





## UNDERSTANDING MODEL A ERA PATTERN SIZING

by Jeanie Adaire  
compliments of MAFCA  
fashion committee

What a treasure and resource we have with the new *Model A Era Fashion Pattern Catalog* that has been published by MAFCA. (Check out the MAFCA STORE on the web site if you haven't seen it.)

I thought some comparison of the sizing of patterns was in order. You might think you are a size 14, so you pick up an era pattern that has "Size 14" clearly marked on it. You take the pieces out of the envelope and right away notice they look rather small. You're very observant!

So let's analyze the situation a bit. Looking in the old catalogs can be confusing with the different women's size charts listed. To complicate things further, different companies had different standards. Or maybe the problem was the lack of standard sizing from one company to another. Here are examples from a 1931 *National Bellas Hess* catalog:

JUNIORS

|      |    |    |    |    |
|------|----|----|----|----|
| SIZE | 13 | 15 | 17 | 19 |
| BUST | 31 | 33 | 35 | 37 |

MISSES

|      |    |    |    |    |
|------|----|----|----|----|
| SIZE | 14 | 16 | 18 | 20 |
| BUST | 32 | 34 | 36 | 38 |

WOMENS

|      |    |    |    |    |    |    |
|------|----|----|----|----|----|----|
| BUST | 36 | 38 | 40 | 42 | 44 | 46 |
|------|----|----|----|----|----|----|

STOUT WOMENS

|      |    |    |    |    |    |    |    |    |    |
|------|----|----|----|----|----|----|----|----|----|
| BUST | 39 | 41 | 43 | 45 | 47 | 49 | 51 | 53 | 55 |
|------|----|----|----|----|----|----|----|----|----|

These do not compare with sizing we are familiar with today as Juniors, Misses and Women's sizes in our stores, catalogs and patterns. We have more standardization today than they did during the Model A era. (Of course we all know sizes do still vary a little from one manufacturer to another.)



**Do not** let today's sizing influence you when thinking in terms of era pattern sizes. They just are not the same!



This McCall's era pattern clearly states it's a size 18, however when checking the corresponding measurements on the back of the pattern envelope it shows that size 18 has a bust measurement of 36. (See the chart below.) This would be a Misses' size, meaning for the young miss. You will note the pattern does say "Ladies' & Misses" on the front.

| MATERIAL REQUIRED              | Size | 18 | 19 | 20 |
|--------------------------------|------|----|----|----|
| View A—With Cap Sleeves        |      |    |    |    |
| 12 Inch Material (Without cap) |      | 4½ | 4½ | 4½ |
| 15 " " " " " "                 |      | 3½ | 4½ | 4½ |
| 17 " " " " " "                 |      | 3½ | 4  | 4  |
| Binding                        |      | 4½ | 4½ | 4½ |
| Tie 2½ Inch Material           |      | 16 | 16 | 16 |
| View B—Without Sleeves         |      |    |    |    |
| 12 Inch Material (Without cap) |      | 3½ | 4½ | 4½ |
| 15 " " " " " "                 |      | 3½ | 4½ | 4½ |
| 17 " " " " " "                 |      | 3½ | 4  | 4  |
| Corresponding Measurements     | Bust | 36 | 34 | 36 |

McCall's era pattern 6512, size 18.



This Excella pattern is marked size 20 with the corresponding measurements chart listing that as a bust size of 38 and hips 41. Note the chart also says "Years" for the size. The era catalogs also used 'years' for sizing. This is another inconsistency with pattern sizing.



Sometimes the bust size was the pattern size. Check out the following chart from McCall's pattern 4867. Note it lists sizes 16 and 18, but also 36, 38, 40 and 42 with corresponding bust measurements.

**CORRESPONDING MEASUREMENTS**  
3-inch hem allowed

| Sizes | Bust   | Hip    | Finished length from back of neck, about | Width at lower edge, about |
|-------|--------|--------|------------------------------------------|----------------------------|
| 16    | 34     | 37     | 42                                       | 1 1/4                      |
| 18    | 35 1/2 | 39     | 43 1/2                                   | 1 1/4                      |
| 36    | 36     | 39     | 45                                       | 1 1/4                      |
| 38    | 38     | 41     | 45                                       | 1 3/8                      |
| 40    | 40     | 43 1/2 | 45                                       | 1 3/8                      |
| 42    | 42     | 46     | 45 1/2                                   | 1 1/2                      |



Here are two examples of patterns where the bust size is the pattern size.

Are you confused yet??? Be careful and study the pattern envelope thoroughly before purchasing a pattern. Compare the era size charts to figure out what your closest era size will be. Keep in mind you may need to make some adjustments to the pattern so it will fit you. By researching the sizing issues of era patterns I think we can consider the "Junior" and "Misses" sizes are for the younger ladies and "Women's" and "Stout Women's" sizes would be for the more mature figured ladies. Enjoy the hunt as we learn more about the fashions of our Model A era.





### President’s Message (continued)

Will we ever turn back? I like to think our club has matured since its infancy. I asked Tony if he thought the technical segments of our meetings were being overdone. He said: “No; I’ve been messing with Model As for 30 years and I learn things in those meetings.”

I like that we encourage our members to work on their cars with the Golden Wrench Award and persuade each other to drive them with the 13 and the 500 awards. Gemma & I just bought period hats to start our vintage wardrobe. I think Elaine will be proud of us. We can’t turn back now.

Howard

### Correction

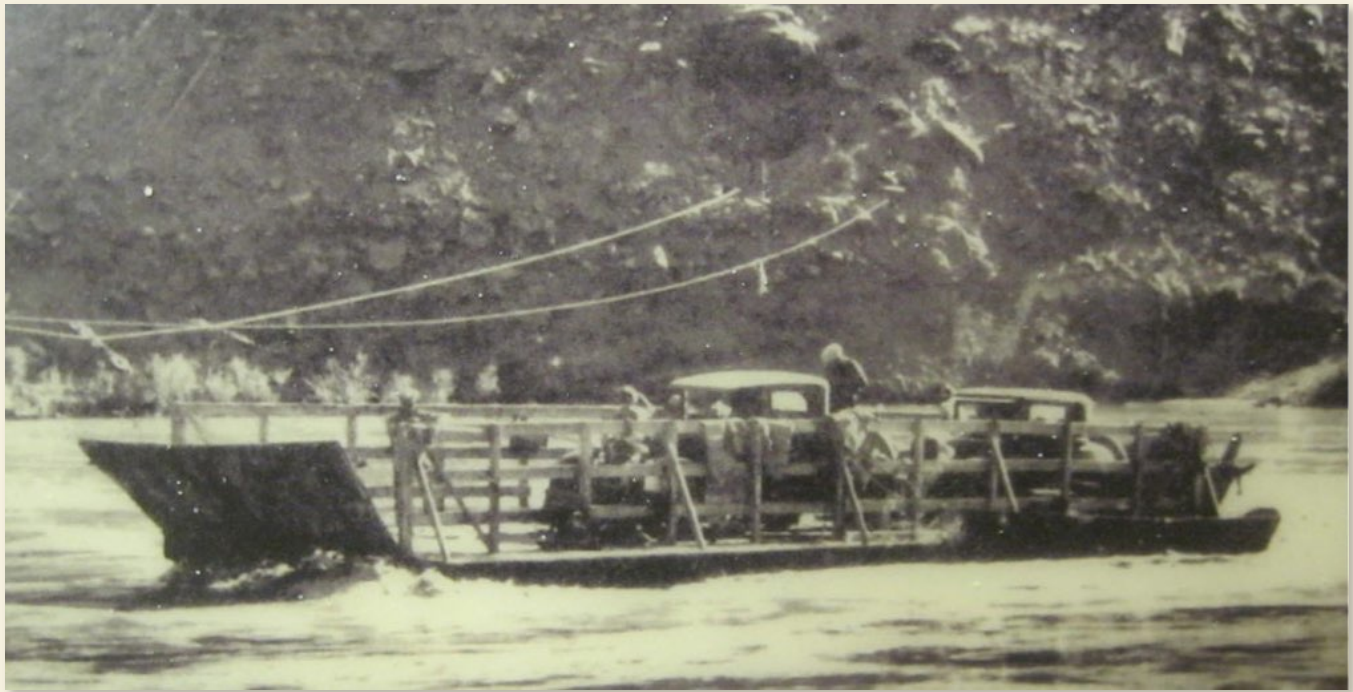
*“Electrical Repairs on the Model A – Finding A Bad Wire”*

At the last club meeting, this article was mentioned and Robert Todd explained that there is an error in it. The article states that a volt meter would read “0” in an open circuit. Robert explained that an open circuit has infinite resistance and would not register “0”.

Robert is right. I checked my volt meter later and realized my mistake; in an open circuit, the meter reads “OL”, not "0". I suspect that means “Over Limit” in that the meter can’t measure to infinity.

Thank you Robert for keeping this writer’s feet to the fire.

Howard



**Where’s Betsy?** Lee’s Ferry on the Colorado River was established in 1919. Pictured here, more than ten years later, is Betsy riding the ferry across the Colorado River. Betsy is the car on the right.



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 write this from Niagara Falls as Janet and I are on the road traveling to the *Lobsters and Lighthouses Tour*. This is MAFCA's 5th National Tour and one I've been looking forward to since I first learned of it.

Over the years, we have made many new friends on MAFCA National Tours and it seems many of these people keep coming back time after time. It's been interesting receiving reports from fellow travelers making their way to Maine, many turning the trip into extended vacations traveling with friends.

Many of those making the journey are posting on MAFCA's Facebook. If you aren't part of MAFCA's Facebook, check it out. Besides the interesting reports of those traveling to Maine, there are many interesting tidbits from around the MAFCA world. "



If you are a member make sure you take advantage of the "Member's Only Section" of the MAFCA webpage. Rick Black keeps adding new things all the time. You can find the link easily on the home-page. There is a radiator shroud in the blue bar on the left side of the page. Check it out!

**September 19th: Model A Days at the Model A Museum** in Hickory Corners, Michigan. Contact [Anne Neely-Beck](#), (478)945-3736 for more information or questions.



**September 19th: International Model A Day**, across the world. Clubs can order patches from [Bruce Adams](#), coordinator. Proceeds from the patches go to the youth scholarship fund.

**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: MAFCA National Convention**, Loveland, Colorado. In the ti-city area (Loveland, Greeley and Fort Collins. See page eleven for more details.



### 15 FOR 15

Your new Board of Directors has set a goal to increase MAFCA membership to 15,000 in 2015. We appreciate those club members who have joined MAFCA. If you haven't, please consider it. By helping them with their goal, you will be helping yourself learn more about your car and the Model A era.



To join you can call: (562)-697-7212; mail your payment to the address below or join online at: [https://mafca.com.cart.index.php?mafca\\_new\\_member=yes](https://mafca.com.cart.index.php?mafca_new_member=yes).

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