



UTAH VALLEY

- Model A Club -

August 2015

IN THIS EDITION:
SUMMERTIME, SUMMERTIME
 Golden Wrench Award
 2016 National Meet - "Antiquing"

TIMING
 A
 MODEL A

ONE, TWO,
 BUCKLE MY
 SHOE

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Photographer, Angela Eckstein



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

Degrees of Model A Involvement

This last month I've had three occasions where passengers in my Model A were so enamored with the car that they want one.

First, Gemma & I invited a couple to ride with us in a parade. The wife and Gemma rode in the rumble seat and waved to the cheering crowd while the husband and I had male bonding time up front. Later Gemma told me the wife was so impressed she told her husband that they shouldn't buy the boat they've been talking about but instead get a Model A.

Next, a couple nearby is hosting two Japanese boys who are here for 2 or 3 weeks attending a special automotive program at UVU. One of the boys is a classic car nut so they were brought over to ride in the '31 Model A and the '25 Buick we own. The vintage gear head spoke a little more English and said over and over that the Model A is now his dream car. I let them both drive it on a deserted road. It was a good experience for them, though I had to remind them to stay on the right side of the road a couple of times.

Last night we were at a birthday party where a friend's niece from Michigan is attending college up in Salt Lake. She was excited at the prospect of driving the Model A. I took her out on the deserted road and let her become acquainted with the car. Just before arriving back at the park where the party was going on, I let her take the wheel again so she could pull into the parking lot in all her Model A glory. She proceeded to show her family and anyone else nearby all about how to start the car, how to drive it and what it was like to drive, etc, etc. She had become the newest Model A expert. She insisted that her dad buy her a Model A.

These are the kind of people who buy restored cars and drive them around. Generally they aren't the type to know how to keep them running, so they have to learn; and they often do.

Next is the Model A owner who has had one for many years and knows how to keep it running and how to help others with their cars. At the top, is the guy who fixes Model As for a vocation, has parts scattered everywhere and knows every twist of the Model A story from inception to the names of people who have owned the cars that are in the local area. We have members of our club in each of these categories and it is fun to associate with all of them.

Whatever your degree of involvement in the Model A hobby, it's not just the car, but the interactions with people that it fosters, and that is one of the great pleasures of life.

Howard



Calendar of Events 2015

August

- 3rd — Lindon Car Show, 4 p.m. to 8 p.m., Free, arrive early for a good shady spot
- 3rd — Board Meeting at Lindon Car Show.
- 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

- 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 Dinner

2016

June

- 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/>

The Wisdom of Henry Ford

Thinking is the hardest work there is, which is probably the reason why so few engage in it.



- Philys Barker — August 15
- Lloyd Barker — August 16
- Alan Justesen — August 17
- Robert Mack — August 22



July Meeting

TAKEN FROM MINUTES PREPARED BY THE CARLSONS

Attendance:

Bob Anderson, Brim and Diane Brimley, Reid and Elaine Carlson, Bud Durrant, Howard and Gemma Eckstein, Joe Fazzio, Cliff Godfrey, Karl Furr, Tony Jacobs, Nicholas, Greg and Robert Mack, Dick and Aniece McCulloch, Clyde Munson, Ron and Ellie Sessions, Bill and Colette Thompson, Bob Todd and Richard Tucker.

Joe's nephew Pat, was there to review the events of July 24th. He will be driving Joe's car in the parade.

Elaine read the minutes which were approved and Diane gave a financial report. We are in good shape but the funds are dwindling, so if you find something in the club's store to purchase, that will help the club's coffers.

Another New Member? Carl Pope came tonight to check us out. He has been a long standing member of the antique car community of Utah County and purchased a Model A from Bob Todd several years ago.

Next Month's Presentation: August - Vern will demonstrate bodywork techniques.

Golden Wrench Award:

Greg explained the purpose of the Golden Wrench Award which is to get individuals involved in maintaining and restoring their own cars. He encouraged members to get involved with the program.

Ethanol-free Gas:

Two stations are known to have ethanol-free gas. One is the Mapleton Conoco Station on the corner of Maple and US 89. The other is the Tesoro Station (formerly Gary's Service) on 12th N and State Street in Orem. If others are known, please let the club know.

Presentations:

Reid gave a very interactive presentation on carburetors. He asked a lot of questions which involved the group. Armed with sample carbs and a Power Point presentation, Reid did a great job!

The purpose of a carburetor is to mix air and fuel into a mixture to maximize combustion. With a finely tuned carb 2 1/2 revolutions of the engine can be produced by ONE drop of gasoline!

Reid spent the time to go over each part of the carb and describe it's purpose and location. A good discussion about the jets resulted; which was very informative for members of the group.

Use of the GAV as it related to the carburetor was discussed. Members were encouraged to learn how to use the GAV so that the engine could perform at it's maximum efficiency. An example given was to open the GAV more when going up a long or steep hill or to close it somewhat when going down such a hill.

The difference between A and B carbs were discussed as well as the differences between a Zenith and Tillotson.

Tongue-in-cheek Reid closed his presentation by showing us an old advert by Dodge that demonstrated how an automobile would perform with a well functioning carb.

Again, we appreciate those who provide refreshments. If the camaraderie and tech talks don't encourage attendance, the refreshments sure do!



Summertime Parades and Car Shows

“Summertime, summertime, sum sum summertime...” Does that song ring a bell? If you are old enough it should. That song by the Jamies was a big hit in 1958. (<https://www.youtube.com/watch?v=xeNAgBFmJpM>) That’s the way I feel when summer rolls around. Let’s party all summer. Spend every weekend going to car shows and participate in parades. When we look at the activities the club has been involved in that’s just what we have been doing!

We started the summer with the Orem Summerfest car show and Springville Art City Days parade. The Cedar Hills car show came next followed by the Elk Ridge show and drive-in theater.

Hot on the heels of those festivities was the Freedom Festival 4th of July parade in Provo. We had eight cars lined-up; unfortunately the parade officials would only allow four cars to participate.

From one celebration to another we went. This time it was a free-for-all. We rounded up as many cars as possible to chauffeur veterans in the Mapleton Pioneer Day parade. At first it looked like we may not get enough cars to do this. Parade officials had lined up 39 veterans to ride in the cars. Model A’s kept coming however and we had just enough cars to take care of all vets — with no room to spare. We ended up with 11 cars! The parade was followed with a Model A car show and pot luck lunch.





At Carlson's home we had a great time stuffing ourselves fuller than a Thanksgiving turkey. There was so much food, no-one should have gone home hungry.

Howard hadn't had enough fun for the day so he instigated another penny race. This time it was just for fun. No one kept track of winners or losers.

A big THANK-YOU goes out to everyone that helped. Because of everyone's willingness to provide (cars, food, fun and smiles), we all had a great time.

This month we have the big Lindon City car show on Monday, August 3, followed by the Veterans Cruise on Saturday August 22nd. To end the month, we have our second annual Progressive Dinner. This time at four different homes.

Summertime, a great time to own a Model A and share them with friends!





UTAH VALLEY

MOTOMETER

- Model A Club -

PG 7



Photographers: Angela Eckstein, Allison, Greg and Robert Mack,





2016 MAFCA National Convention

JUNE 19-24; LOVELAND, COLORADO



ANTIQUE HEAVEN

Perusing the Internet I found 30 antique shops in the Loveland and Fort Collins area. I've included excerpts from only four of their webpages to give you an idea as to what you will find in the area.

Foothills Flea Market

"Foothills Flea Market has been around for more than 25 years and is the largest INDOOR flea market in Northern Colorado. We have an exquisite selection from the unusual and bizarre to the refined and luxurious."



Foothills Flea Market



A & J Antique Mall

"We were voted 'Best Antique Store' in Fort Collins, three years in a row! With a wide variety of antiques, collectibles, home & garden decor and fabulous vintage finds, we're sure you'll find our mall an exciting place to visit."



A & J Antique Mall

Front Range Antiques

"Front Range Antiques dealers pride themselves with their offerings of fine furnishings and collectibles. Come on in and see what else our 50-plus dealers have to offer."



Front Range Antiques

Jarvey Treasures

"Jarvey Treasures specializes in the reclamation, repurposing and resale of architectural, vintage advertising signs, store display artifacts, vintage toys, industrial elements and fixtures, and much more..."



Jarvey Treasures





Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

Here's one you're not used to seeing around very much. It had a starring role as it's claim to fame. Whose is it?



Did you guess it? This car was debuted during the Rat Fink Reunion, so if you didn't go to it you would have to go through a process of elimination to figure it out. This is Alan and Pat's coupe.



Trophy Case

The club is getting quite a bit of exposure and its all because of YOU! Thank you for participating in the various parades and car shows. Your cars are gaining recognition!

Club Awards

- Bent Rod Award** – Robert
- 13+ Award** – Robert, Greg, Clyde, Howard, Joe, Brimley's
- 500 Mile Award** – Clyde (twice), Macks, Brimley's, Howard
- Golden Wrench** – Howard, Gemma, Clyde, Greg, Tony, and Vern

Car Show & Parade Recognition

- Springville Parade** escort Commissioner Dale
- Strawberry Days Parade** escort Grand Marshall Tony
- Cedar Hills Car Show (Best in Show)** Tony
- Rat Fink Car Show** Brimleys
- Rat Fink Club Award** – highest number of cars in attendance, UVMAC
- Elk Ridge Car Show** Reid
- Provo July 4th Parade** Todds, Ecksteins, Crocketts, and Joe



Golden Wrench Award

The wonderful world of (hopefully) removing bearing shims

by Clyde Munson

One of the benefits or curses of the poured babbit bearings in our Model As is when your engine gets a bit loose you can drop the pan and pull some shims to tighten up your mains and rods. The engine in my car has many miles on it and was mainly meant as a doofer (it'll do fer now). It is getting a bit noisy so I hoped I could remove some shims to tighten things up. Unfortunately I have no shims left but the clearances are not bad so I will just have to deal with some oil leaking and a bit of noise until I can get my other engine rebuilt.



The kid in this picture is me standing in front of Wally Birch's car. The engine that was in his car when the photo was taken is in my car now. Needless to say it has a few miles on it.



The front main had no shims left, I checked with plastigauge – it is actually about the clearance it should be but normally the center and rear main are looser due to the fact they take more abuse.



I built a jig to help lift and hold the pan in place to reinstall it.



I also made a tool to hold the oil pump in place while reinstalling the pan.





Model A Adventures

The Day I Picked Up My 1931 Deluxe Coupe

BY HOWARD ECKSTEIN

In 1972, my dad & I went to a swap meet where I met a guy who had a poster advertising a 1931 Deluxe Coupe for sale for \$250. It was a late '31 with the tear-drop cowl. Having spent \$350 for my other Model A in 1964, this seemed to be a great bargain. The pictures showed only a little of the car, but enough to get my interest. I was told it had been taken apart to start restoration, and some of it needed to be reassembled.

I borrowed a truck with a trailer and called Dale to see if he would go along to help me load it up. We drove out to the address in Pasadena expecting to gather up a few parts and head back home.

We were met at the door by the guy I'd talked to at the swap meet. He opened his garage and I saw Model A parts scattered everywhere.

"Where's the car I came for?" I asked.

"Well, here's some of it; most of it's in the back yard and there's more of it in the neighbor's yard."

The car was as apart as it was possible to be. Even the cowl and doors were disconnected from the rest of the body. It quickly became clear that I was going to have to pick this car up a piece at a time and none of it was cataloged.

"There're some frames over there by the fence; you can tell the '31s from the '28s by the front cross member and the engine blocks are in the neighbor's shed. I think there's one in there that's still standard bore."

My dad, Dale and I were picking up individual brake shoes, rifling through differentials and transmissions, sorting out brake rods, finding lights, and uncovering all the window glass and regulators. In a way, it was a junk picker's paradise; on the other hand, I had to be sure I could account for each part of the Model A from my mental inventory. If I hadn't owned my other car for a few years, I'd have been lost. The seller was some help, but he didn't care if I got a complete car or not.

I succeeded in assembling the car from parts that had never been connected with each other before; sort of a Frankenstein with a title. Surprisingly, I didn't have to scrounge around much for more parts, and I never went back to that guy in Pasadena because I had about everything I needed. Within two years, I had a running car. It looked sharp in Ford Maroon and Black with the pinstripe and wheels painted Vermilion.

I got about 24 years of enjoyment out of that Model A and sold it for \$5000; a fair price at the time. And the guy who came to pick it up? All he had to do was to just turn the key, hit the starter and drive it away.





Timing a Model A — Part 1

BY HOWARD ECKSTEIN



After talking with some of our club members, there seems to be a bit of mystery regarding ignition timing and how to make the necessary adjustments to our Model As. Countless articles have been written on the subject, yet it is still widely misunderstood. Rather than just show the actions to go through when setting ignition timing, I'd like to first explain the principles. Once these principles are understood, the actions make sense and you will know what you are doing when you set your ignition timing. Let's divide this article into two sections: Theory and Practice. To help with visualization, I'll compare what's happening inside the engine with a bicycle pedal.

Theory

Principle # 1 Top Dead Center is the "home base" of ignition timing

Top Dead Center (TDC) is a position on the crankshaft at the start of the power cycle where a slight movement one way turns the crankshaft backwards and a slight movement the other way moves it forward. This only can happen at TDC. Just like the pedal of your bicycle; when it is at the top, it can be pushed by your foot forward or backward depending on a slight movement one way or the other. See Fig 1. We talk of degrees *Before* and *After* TDC. These are degrees of *crankshaft* rotation where there are 180° between TDC and Bottom Dead Center.

1. Place one test lead anywhere on the chassis of the car or engine to get a good ground connection and the other test lead on the wire end you want to check.
2. If the reading is about 6 Ohms, that's normal for a functioning circuit with a good light bulb in it.
3. If the reading is 0, then there is no short but an "open" circuit; if the wire goes to a light bulb, that bulb may be burned out.
4. If the reading is about .02 Ohms, you've found the shorted wire.

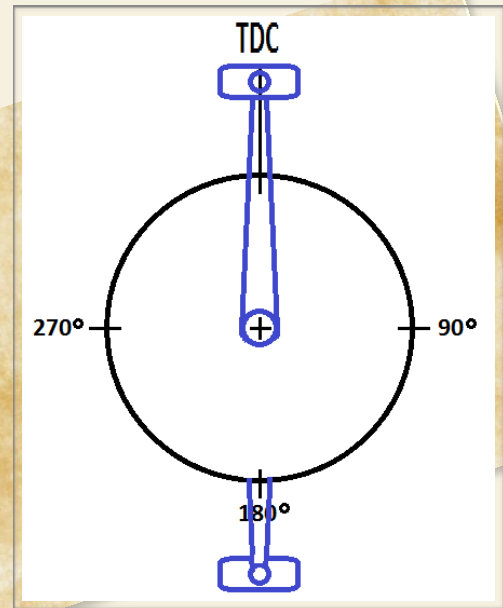


Fig 1



Principle # 2 The spark occurs the instant the points start to open.

The ignition coil is made up of two sets of windings, one with few turns which is the 6 volt side, and around them are hundreds of turns of wire which is the high voltage side. As current passes through the 6 volt wire, a magnetic field is generated. This field surrounds the high voltage wire and just stays there. When the points open, the current in the 6 volt wire suddenly stops and the magnetic field doesn't simply disappear, but collapses around the high voltage wire. Whenever a magnetic field passes over a wire, current is generated. This movement of the magnetic field as it collapses causes a sudden surge of current in the high voltage wire which is directed to the spark plug. Between sparks, the points must be closed long enough for the magnetic field to build up again in the coil for the next spark. If that time is too short, only a weak spark voltage will be generated. This is caused by too large of a point gap.

Principle # 3 The air-fuel charge in the cylinder does not explode but burns.

As the burning gasses expand, they press on the piston with great force over a period of time. We want to take advantage of this "slow" burn by having it happen during the time the piston is going down. Imagine pedaling a bicycle. If you were to stomp quickly on the pedal, it wouldn't go very far. But if you press with all your weight for the whole time the pedal can move down, you'll accelerate very well.

Principle #4 Fuel burns at a relatively constant rate no matter what the speed of the engine.

Although the crankshaft may be turning faster, the fuel takes the same amount of time to burn. As more air and fuel is allowed into the cylinder due to the position of the throttle, the power generated increases, thus causing the engine to turn faster. Nevertheless, the burn time is still a function of the octane properties of the gas being used.

Principle # 5 The greatest efficiency comes when the fuel begins to burn when the piston is near the top of its stroke.

The best time to push the bike pedal down is when it is slightly past its TDC. If you wait to push when the pedal is at 90° which is half way down, even with all your weight, you don't get much performance out of your bicycle. The same is true in the Model A engine. The best time for getting leverage from the power of the burning fuel is during the first 70° of crankshaft rotation.

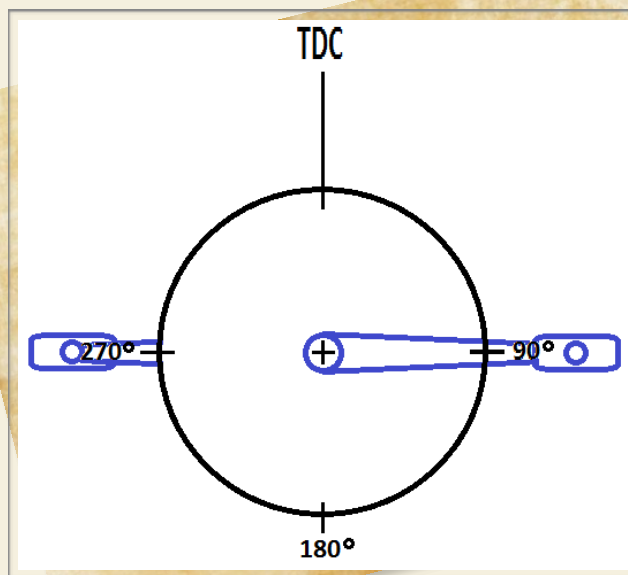


Principle # 6 We need to anticipate the time delay between when the spark plug fires and the burning fuel expands the most.

Flame propagation begins at the spark plug, moves along the top of the combustion chamber and follows the piston down the cylinder. The combustion gasses expand faster than the piston can move out of its way, thus power is applied to the piston. The point where we gain the most leverage from the *peak* of the pressure generated by this expansion is around 15° to 20° degrees *after* TDC, regardless of engine speed. Consequently, when the engine is turning faster, we will need to start the spark earlier, even *before* TDC, so that the peak of the power occurs in the sweet spot of about 15° to 20° *after* TDC. This peak power can be easily visualized by thinking of an aerial firework going off. First there is a boom when the shell ignites from the fuse. The burning metals spread out and reach their peak speed as the pieces are propelled to their extreme limits and then peter out while falling to the ground. It doesn't all happen at once.

Principle # 7 Advancing and retarding the spark helps with engine efficiency.

Advance and retard are spoken of regarding the time when the spark plug fires in relation to the position of the crankshaft. Have you noticed that it's easier to start your bike moving when the pedal is half way around, not straight up? See Fig 2. On the next revolution, you can push the pedal nearer the top. Once going faster down the road, you start pushing as the pedal is just past its TDC. The same is true with the Model A. When starting the engine, retarding the spark makes it easier for the engine to get going. Once running, we advance the spark so the engine



Part 2 Practice — continued next month



ONE, TWO, BUCKLE MY SHOE



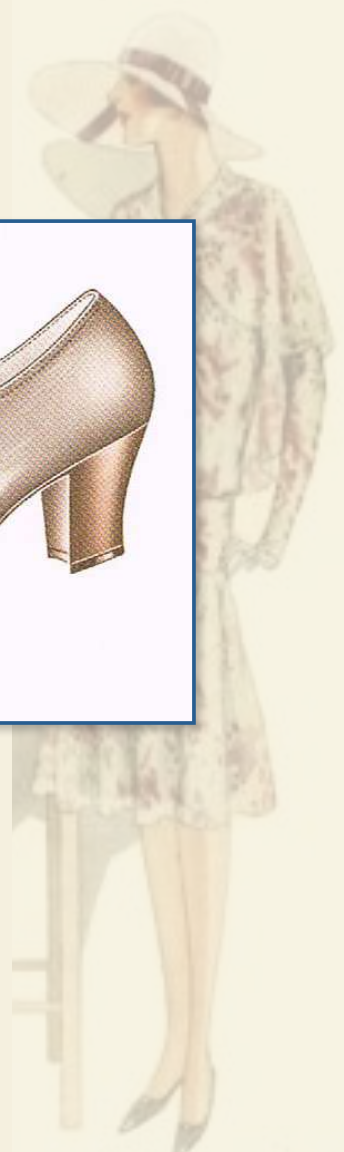
Buckles and shoe laces may not be exciting, but they were certainly necessary. As you will see, there's more than one version of the nursery rhyme and there are many options to choose from when you are looking at buckles and laces for those era shoes.

Buckles could be decorative (a subject for another article) as well as used to keep the shoe securely on the foot. The images show the buckles on the outer edge of the strap or in the center of the strap.





\$398

Two Styles That Won New York
 24 G 371—Rose blush calf.
 24 G 372—Black patent.
 SIZES: 2½ to 8. Widths C, D and E. State size wanted. Ship. weight., 1 lb. 8 oz.
 Waterlily iridescent leather trims black patent or mesh-embossed grain leather on rose blush calf. Adjustable buckle. Has 1¼-inch military heel rose blush and patent covered, rubber lifts. Light leather lining.





Shoe laces were available in many lengths and materials. Most commonly, they were made of silk, cotton or leather. Note that the ends could be wrapped tight in a fiber or metal tip or end in a mini tassel. Leather laces did not have tips on them. You would not have found colors more stimulating than black, brown, tan and white in the Model A era.

	
Silk Shoe Laces with metal and tassel tips; 27-inch for Oxfords, 18-inch for "ties." Shipping weight, per pair, 1 ounce; 12 pairs, 4 ounces. 27 G 5580—Black; 18-inch. Per pair... 8¢ 12 pairs .89¢	Tubular Shoe Laces of highly mercerized cotton. Fiber tips. Shipping weight, per pair, 1 ounce; 12 pairs, 4 ounces. 27 G 5571—Black; 18-inch. Per pair... 6¢ 12 pairs .67¢
27 G 5581—Tan; 18-inch. Per pair... 8¢ 12 pairs .89¢	27 G 5572—Tan; 18-inch. Per pair... 6¢ 12 pairs .67¢
27 G 5582—Black; 27-inch. Per pair... 9¢ 12 pairs .98¢	27 G 5573—Black; 27-inch. Per pair... 8¢ 12 pairs .89¢
27 G 5583—Tan; 27-inch. Per pair... 9¢ 12 pairs .98¢	27 G 5574—Tan; 27-inch. Per pair... 8¢ 12 pairs .89¢

This listing is for silk laces with tassels and tubular cotton laces with fiber tips. They came in 18" and 27" lengths.

Famous "107" Reduced

NOW at the Lowest Price Ever!

Leather Sole
24 Y 107—Brown. \$1.65
24 Y 11—Black..... \$1.65

Composition Rubber Sole
24 Y 396—Brown. \$1.65
24 Y 12—Black..... \$1.65

SIZES: 7½ to 8. Width E. State size. Postpaid.

Every one knows this famous "107"—the shoe that has carried thousands of feet on sports and pleasure jaunts. If you are not a member of the "107" club, order your first pair now. Everyone declares it's wonderful as a house shoe. Positively the lowest Sale price we've ever quoted on this popular "107."

STITCHDOWN SOLE CONSTRUCTION. Your choice of black or brown calf grain leather; also choice of two flexible soles both famous for long wear. Springy, live rubber heels.




These laces have tasseled ends.

The white canvas shoes came in a strap with center buckle style as well as a lace up style.



Usual Value \$2.50

Cool Steps in White Canvas \$1.89

Two Stunning Styles
24 Y 24—Cutout tie. \$1.89
24 Y 25—One-strap..... \$1.89

SIZES: 2½ to 8. Widths D and E. State size and width. We Pay Postage.

For all those cool, smart steps, whether for mornings in the airy cutout ties, or for afternoons in a dainty one-strap—here is the bargain of bargains in fashion's indispensable White Canvas Shoe, with stunning white leather trim. Both styles are rare "finds" at this Sale Price. 1¼-inch rubber-topped heels; durable leather soles.



Shoe Laces

Round Tubular Laces
Mercerized cotton. Metal tips will not come off. Shipping weight, per pair, 1 ounce; 12 pairs, 4 ounces.

27 G 5622 - Black	Per Pair	27 G 5545 - Black	Per Pair
27 G 5623 - Brown	3¢	27 G 5546 - Brown	3¢
27 G 5624 - White	3¢	27 G 5547 - White	3¢
12 pairs	33¢	12 pairs	35¢
27 G 5626 - Black	Per Pair	27 G 5541 - Black	Per Pair
27 G 5627 - Brown	4¢	27 G 5543 - Brown	4¢
12 pairs	45¢	12 pairs	45¢
27 G 5629 - Black	Per Pair	27 G 5550 - Black	Per Pair
27 G 5630 - Brown	4¢	27 G 5551 - Brown	4¢
12 pairs	45¢	12 pairs	45¢
27 G 5629 - Black	Per Pair	27 G 5542 - Black	Per Pair
27 G 5630 - Brown	5¢	27 G 5544 - Brown	5¢
12 pairs	55¢	12 pairs	55¢
27 G 5635 - Black	Per Pair	27 G 5548 - Black	Per Pair
27 G 5638 - Brown	6¢	27 G 5549 - Brown	6¢
3 pairs	17¢	12 pairs	69¢

Flat Tubular Laces
Mercerized cotton. Shipping weight, per pair, 1 ounce; 12 pairs, 4 ounces.

Round and flat tubular laces came in lengths of 27", 36", 40", 54" and 72" and in black, brown or sometimes, white.

As there is more than one version of the nursery rhyme, there's more than one way to use a buckle or tie a shoe.

Copyright, 1907, by J. B. Lippincott & Co., Philadelphia, Pa.

One, two, buckle my shoe.

Three, four, open the door.

Five, six, pick up sticks.

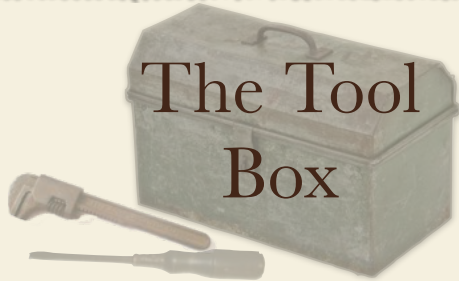
Seven, eight, lay them straight.

Nine, ten, a big red hen.

One, two, Buckle my shoe;
Three, four, shut the door;
Five, six, Pick up sticks;
Seven, eight, Lay them straight;
Nine, ten, A big fat hen.

ONE, TWO, BUCKLE MY SHOE
THREE, FOUR
KNOCK AT THE DOOR
FIVE, SIX
PICK UP
STICKS
SEVEN, EIGHT
LAY THEM STRAIGHT
NINE, TEN
DO IT AGAIN

References: The shoe laces are from the Fall and Winter 1927-1928 Montgomery Ward and Co catalogue. The images of the shoes are from the A H Berry Shoe Corporation 1928 catalogue, Ward's Little Catalogue of mid-summer 1931 and Montgomery Ward and Co's Fall and Winter 1927-1928 catalogue.



The Tool Box

This is a new section that we hope will help those who are actively working on their cars. Listed below are club members who have tools that they are willing to loan to other members. Of course it is expected that if you borrow them you return them in good condition and in a timely manner.

If you have tools you are willing to loan, let Clyde know. Also, if you would rather not lend the tools, but are willing to operate the machinery for them, also let Clyde know so we can add you to the list. Thank you everyone for your willingness to help others

- **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** — we are still collecting all the parts necessary to operate it — Mack's



UVMAC Mercantile

The Used Car

30 minute DVD
only four left
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MOTOMETER

- Model A Club -

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Model A Ford Club of America

Established 1957

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Model A Ford Club of America



I recently received a package of information from MAFCA 50 year member Jim Shaw from Oregon. Jim went to the 12th National Model A Meet in New Zealand, and from what he said and what he sent me; it looks as if it was a huge success. I have to say, our New Zealand friends like nothing better than to

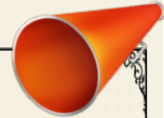
drive their Model A's and aren't afraid of a little dirt and dust. 155 cars took part in the event, and it looks as if everything went off wonderfully. One of these days, I'll knock off one of those bucket list things and visit our friends on the other side of the globe.

National events such as National Tours and National Awards Banquets offer great opportunities to meet up with old friends and make new ones, many of my closest friends were made while attending a national event. Our next national event is the Awards Banquet being held December 2 through 5 in Medford, Oregon. I hope you are planning on being part of this event. For more details, check out the [CALENDAR](#) page and *The Restorer* magazine.

- **June 14th-30th** — “We invite all Model A owners to join us in this wonderful tour of one of our nation’s greatest parks and its surrounding area. We will visit the most picturesque places of this unique locale. The 17-day tour starts in Reno, Nevada, “The Biggest Little City in the World.” It will provide exceptional accommodations, quality meals and activities at a variety of stops along the route.” Tour Co-ordinator, Brad Richter - 559-255-0121.
- **September 19th** —The 3rd annual Model A Day at the Model A Ford Museum will be held on September 19 this year. The Model A Museum is located on the campus of the huge Gilmore Car Museum. Activities during Model A Day include seminars, Hall of Fame inductions, swap meet, special Model A displays and lots of museum viewing. Visit <http://www.maffi.org/index.htm> for more information.



15 FOR 15



“As your Membership Director, I would ask that you work hard to increase the number of members you have in your chapter. We have all heard people say that there is little outside interest in the Model A hobby. But, families given the free MAFCA memberships are buying cars and have become active members of our chapter. I encourage you all to talk about the hobby and do your part to recruit new members for your chapters. Then offer them the free membership to MAFCA. I know this will be a great boost to your club.”

Jay McCord

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.



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