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Our Sponsors"





The purpose of the club is two-fold:

- 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). Membership with MAFCA is encouraged.

2016 Club Officers

CLUB OFFICERS

President Vice President Secretary/Historian Treasurer

APPOINTED POSITIONS

Web Page Instagram Facebook Photographer Activities Awards Newsletter Nicholas Mack Vern Cope Robert Mack Diane Brimley

Nicholas & Greg Mack Fernando Salazar Clyde Munson Greg Mack Clyde Munson Kelly Barker Robert Mack

A Message From Our President

MAKING MEMORIES

Leaves are changing high in the mountain ranges. Every day it seems the temperature drops a degree or two lower, and every morning the changing leaves creep ever so slowly closer to the valley. Star gazing nights require a jacket to keep the chill off the back of your neck. We now look forward to the crisp air, and enjoying fall harvests, summer has officially come to a close and it has treated us well. We have been able to enjoy the West Desert looking for beautiful Wonderstone. And while getting caught in a rain storm, we saw the Model A had little problem getting through a muddy obstacle course. Yet our modern cars required pushing, and Howard had to drive a mini van almost perpendicular to the road to make it out alive.

We've pushed our cars through busy Salt Lake traffic to the aeronautical museum in Clearfield and found that as cool as Model A's are, you still can't get past military security. While it was a hot drive, we were able to meet up with neighboring clubs, create stronger bonds, and appreciate those that have gone before us to protect our wonderful country.

Colorado is now the furthest east state that I have taken a Model A, and learned that Colorado's state meal is BBQ meat, coleslaw, and beans. You can sit down at a table with strangers, and with in 15 minutes of talking about Model A's you've become best friends. We can now say our club has been represented well at the highest point of 11,000 feet, and the famous "Berts Model A Store" has been visited.

Our club members have received several awards at car shows, and have been asked to return and honor our veterans in parades. Some of our members have had the opportunity to represent us by touring southern Utah, and admire the beautiful red rock that represents our state so well. They have ridden on the famous Burr trail.

While we leave this summer behind we take with us the memories, the laughter, the experience, and the pride of owning a Model A. I listen to "the old timers" recite historical stories of their Model A's as if from a chapter book. This summer has completed a chapter in my book of fond memories. I am so grateful for all of you that have helped to create this chapter of memories. In the coming months I look forward to opening a new chapter and filling it with more memories. I will close with a thought from Cesar Pavese.

"We don't remember days, we remember moments"



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2016 Calendar of Events

September

- Labor Day Payson Onion Days Car Show
- 10th International Model A Day, Cook-off
- 16 & 17, 2016 -- Hickory Corners, MI. 6th Annual Model "A" Day at the MAFFI, Model "A" Museum on the campus of the Gilmore Museum. Era fashion show, self-guided tours, seminars, and swap meet. Join us for two days of Model "A" fun. <u>Website: GilmoreAutoMuseum</u>
- 12th Board Meeting
- 15th Club Meeting, Larry H. Miller Ford, Provo
- 16th MAFFI Museum Model A Day 8:00 to 5:00

October

- 3rd Board Meeting
- 5-8, 2016 -- Hershey PA, Hershey Swap Meet MAFCA will be at Hershey again this year, but at a new space: Chocolate Field, Row CF 78-83. Look for the MAFCA Yellow Balloon above our booth.
- 8th -Progressive Dinner
- 20th Club Meeting, Larry H. Miller Ford, Provo

November

- TBA Murder Mystery Dinner
- 7th Board Meeting
- 17th Club Meeting, Larry H. Miller Ford, Provo

December

- 5th Board Meeting
- 7th MAFCA National Awards Banquet, Reno, NV
- TBA Annual Dinner
- TBA Christmas Light Tour

2017 Calendar of Events

June

• 22-24, 2017 -- North West Regional Meet, Coos Bay, Oregon, Hosts: The Myrtlewood A's



Time and money spent in helping men to do more for themselves is far better than mere giving..







August's Monthly Meeting

Attendance:

Karl Pope Kelly Barker Vern Cope Joe Fazzio Colette and Bill Thompson Fernando Salazar Brim Brimley Robert Mack Tony Jacobs Richard Tucker Nicholas Mack Clyde Munson Mike Turley Dick & Aniece McCulloch Richard Judd Roger Davis Howard Eckstein Pat Hansen Karl Furr Elie and Ron Sessions Wendall Gadd Greg Mack Tim Ericsson

Guests:

Wendall Gadd introduced a new member, Roger Davis. Roger has purchased Wendall's 1929 Fordor. Welcome Roger!

We had another "new guest" – Fernando Salazar. He is 16 now, so once he gets his permit, he can drive legally. He wants to accomplish this as soon as possible to he can drive his "A" on the Cook-off trip.

Treasury:

Brim reported on the treasury status. We have \$1,468 in savings and \$224 in checking with a total of \$1689.78.

Club Business:

Howard gave a power-point presentation about the manifold cooking trip up Tibble Fork



Canyon on International Model A Day, September 10th. Since about a third of the group had not participated in last years trip, a discussion followed Brim also let us know that the Cook-off will be at Mile Rock Campground, not at Granite Flats The departure time is 10:00 a.m. at Hart's gas station in American Fork.

We are growing in numbers so Joe recommended that we should consider organizing a swap meet. In Oregon his club brought in revenues of \$11,000 or more each year. This is, of course, is after years of hosting the meet. But it is also in a state that has quite a few swap meets each summer.

Clyde gave Greg the 500, 1000, 1500 mile badges for their Phaeton.

Richard Judd will bring refreshments next month.







Up-Coming Activities:

Start thinking of recipes you can try during the Model A Manifold Cook-off on September 10th. We will be having two chefs judge the meals for those who want to compete. An apron and toque (hat) will be given to the winners. Last year the Crocketts won by cooking Salmon and rice. Remember, we will <u>leave</u> Hart's at 10:00 a.m.

The Salty A's Scenic Byway 12 tour will have 19 cars participating. The tour starts on August25th and runs through August 28th. The will be leaving Salt Lake City on Thursday at 9:00 will be arriving Crossroads/AF about 12:00. This would be the best location to join the group. They aren't traveling in a tight-knit group, but cars will be touring leisurely at your own pace. There will be a trouble trailer bringing up the rear.

Our annual progressive dinner will be a lunch again this year. It is scheduled for October 8th. We still need two homes to host two of the courses.

Nicholas talked about the Murder Mystery from last year. Because of the great turnout and the fun time, we are doing it again in November. Bring your wife for next month's club meeting on October 20th Jenn will be giving a presentation, "Looking your part," on how to dress for the era. What better way to make the Model A era come alive than to dress the part.

Other Business:

Richard Tucker showed a metal picture of his car. He got it at the 24th of July fair in Spanish Fork. At the booth he also found some nicely framed lenticular (3D) pictures. If you are interested, watch the county fairs. The vendor is likely to be there.

Clyde and Joe were working on Richard Judd's car and ordered a distributor body and rotor. The nubs were positioned so far out that they ripped the rotor apart. Examine the reproduction parts you receive very carefully before installing them.

Joe and Karl Furr are designing a tool to swedge lug bolts on the drums. Joe showed what they had machined so far. It will make swedging a lot easier.





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Technical Presentation:

Clyde brought a manifold and talked about ways to eliminate leaks. The first step is to have the ports plained.

Proper fitting gaskets can help eliminate leaks. Clyde prefers the green cloth twopiece gaskets with silicone on both sides. Joe likes the copper one-piece gaskets. Ford put rings on the exhaust ports only, but there are mixed opinions about how effective the modern rings are.

When installing the washers and bolts, there are a couple of things to be aware of. The washers need to $\frac{1}{4}$ to $\frac{3}{8}$ in thick with the dome side of the washer on the outside. Torque the bolts down to 35 lbs. If it is plained even you can torque it to 50 lbs. (same as the head bolts). But be careful, or the flanges might break.

The connection to your muffler is another common place for leaks. The narrow part of the clamp needs to point down and it need to be clean. If it is corroded, it is best to get a new one. Use fine threaded bolts with brass nuts (able to get them off easier) and double-nut them.

Aries mufflers have less back pressure than "regular" midas-type mufflers. By using Aries mufflers (manufactured from Ford blueprints) there seems to be fewer problems with the clamps leaking. Use two people to install the muffler so that the connection is straight. Don't tighten the frame clamp on the gooseneck on the muffler pipe. It needs to be loose to allow movement of the pipe when it heats-up and cools-down.

Les Andrews recommends using a muffler and tailpipe sealer on the clamp between the muffler and tailpipe. It's not a silicon but more like a clay. It will harden when heated. Clyde uses the Permatex brand and says it does a good job.

Thanks Clyde, for a very informative presentation.



Parts photos compliments of Mac's Auto Parts

Clyde's parting thoughts:

Definition: mixed emotions - your motherin-law driving off the cliff – in your Model A.

A man had a bad accident and lost his, left leg and left arm. Now he's all right.



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

On the Southern Utah Tour, **Clyde, Joe and Karl** made some roadside repairs so we thought that this would probably be the only time the club could give



either Joe or Clyde the bent rod award. But, as it turns out, both of them fixed the problems and drove home on their own power.

Karl Furr

had some heating

issues with his 1934 Chevrolet. They thought it might be a problem with the thermostat Karl said was installed in the car,. But once they got the housing off they found there was no thermostat. After putting it all back together, He and Diane made it to 400 South in Orem and started climbing the hill toward home when the car quit. After all that way (640 miles) they had to tow the Chevy home the last four or five miles!

The Sanpete branch of the UVMAC has been terrorizing Manti by driving up and down Main



Street. But it is working.

Out of the 10 Model A known to reside in Manti half are members of the club. And it looks like there may be more joining. We thank **Bill Thompson** for his missionary spirit. **Carlsons** should be home from their mission soon. We look forward to seeing them in our midst again.

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Karl Furr is making progress on his Roadster and Joe is happy, since it is in Joe's garage.



Howard is taking over The Restorer. He has TWO articles in the current issue. One article about brakes and the other about Gemma's experience in fashion judging during the 2016 National Meet in Loveland. Both excellent articles. Congratulations Howard!



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Cruzin' the Sanpete County Fair Car Show

BY BILL THOMPSON

Sanpete County has been holding a county fair for 102 years in Manti, UT. Robert and Marie Miller of Centerfield, Utah started the "Cruzin' the Sanpete County Fair Car Show" over 20 years ago and are still organizing the show each year. This year they created a class just for the Utah Valley Model A Club because they have never had a car club attend the show together. I got permission from them to rope off an area front and center in the show area on Friday afternoon. We were guaranteed a shady spot all day.

When I arrived at 6:30 a.m. in my Model T to see if anyone had moved into our spot I was surprised to see a beautiful black '29 Model A pickup parked just next to our reserved spot. That was a pleasant surprise. Lanny Carter of Mayfield had brought his wife's grandfather's truck. They are potential new club members.

I returned home to get my '29 Special Coupe. Shortly after that, Ron Sessions arrived in his 1930 Sport Coupe which he purchased about 2 months ago. Ed Stilson in his '29 Sport Coupe and Alan Justesen in his '28 Coupe arrived soon after, and we now had 5 cars from Manti. Howard and Gemma Eckstein left Orem at 5:30 a.m. in their '31 Standard Coupe and arrived about 8:15 a.m. Their drive down to Manti was uneventful except for stopping to assist the driver of a 1937 Oldsmobile. Howard said the car would have been fine if he had left the original Oldsmobile engine in, but it had been replaced by a 289 Ford V8. It now looked like 'Coupe City' with pickups for bookends in Manti. Howard set up the club banner in front of the lineup of A's and we looked like quite a professional group. Later the wind kept blowing the banner over so I relocated it to a tree.







backdrop for about 75 beautiful cars. The cars were entered into about 35 different classes with each class having a 1st and 2nd place trophy. Each city in Sanpete County also had a trophy to present to the car of their choice, usually selected by the mayor or a city council member. That added around 13 more trophies. Not bad for a small town car show. Each trophy was sponsored by a business in the county.

The fairgrounds are located directly across the street

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As is normal for car shows these days, there were lots of muscle cars, hot rods, street rods, and rat rods. Old originals like our Model A's were the minority. I heard comments from people throughout the day about how happy they were to see these cars. There were lots of smiles as I allowed the horn to be honked and pictures to be taken with people inside the car.

The weather was perfect for an August car show, cool, partly cloudy, and a breeze. It was one of the most comfortable car shows I can remember. During the day there was ample time for participants to take in fair exhibits, a sanctioned horse-pulling contest, tractor show, carnival, Cattleman's BBQ Steak lunch, and food trucks, Fun on the Farm exhibit for little kids, small and large animal barns, and local talent under the pavilion next to the car show. Those who purchased raffle tickets were being awarded prizes throughout the day.

At 3:30 p.m., the Millers started giving out the trophies. Winners were determined by the car owners themselves. Each car entry was given a ballot with all the classes listed and it was up to the owners to walk around, look at the cars, and pick their favorite in each class which was listed on the windshield of each car. We had our own class which was 'II' - Model A Ford Stock. My model T was in class 'X' - Pre 1940 Truck Stock. In between awarding the trophies they continued to give away prizes





When the 1st place trophy for class X was awarded I received it for my 1917 Model T Ford Pickup. I then found out it was the only truck in that category. Finally, they got to the 'II' Model A Stock category. 2nd place went to Ed Stilson for his trophy red '29 Sport Coupe and there was a tie for 1st place so I received a 1st place trophy for my '29 Special Coupe and the owner of the black pickup also received a 1st place trophy. As I was packing up the chairs and cooler to get ready for the parade I heard my name called again. I had received the trophy for the Town of Mayfield Mayor's Pick for the Model T. Wow! What an honor.

Following the car show, we drove to the south end of Manti where we were assigned a position in the parade. I

had sent in entries for each car and the club ahead of time so we had a good spot in the parade starting with entry 21. The parade had a large crowd and a huge amount of entries. It traveled for a mile north on Main Street to the fairgrounds. The crowd was very appreciative of the cars and especially the honking of the ahooga horns which we obliged often.

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It was a great day for all of us and a chance for Howard and Gemma to get better acquainted with the Manti branch of the Utah Valley Model A Club and see where we hang out and drag main. It is hoped that in future years club members from Utah Valley can join us for this event.





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Model A Brake Drums

BY HOWARD BECKSTEIN

For most of the production of the Model A, the brake drums were made of pressed steel. In about September 1931, cast iron drums were introduced both front and rear. There are a variety of advantages of cast iron over steel that likely contributed to the decision to make the switch. We'll take a look at some of the attributes of these metals to see why grey cast iron is a good choice for brake drums.

Fig 1 shows a steel brake drum with an aftermarket cast iron strengthening band shrink-fitted onto it. We'll talk about why the reinforcing band is helpful later.



Fig 2 shows the front cast iron drum introduced in late 1931. Some might confuse it with the 1932 drum, but the Model A drum is 11 inches in diameter and 1932 drums are 12 inches.



Notice that a reinforcing band is not installed. One reason is that the rough surface of the cast iron drum will not conduct heat very well to a retaining ring. Another reason is that in order to withdraw a pattern from a mold, the surfaces have to be at a slight angle causing the finished cast to have that same angle; so a retaining ring wouldn't stay on anyway. A single reinforcing ring is cast into the outside of the drum which also acts as a slinger to try to help keep water off of the linings. The wheel mostly seals off the open face. This spider-like face was likely an experiment to reduce brake fade. It would also reduce the amount of metal needed to produce the drum. The design was dropped after a few years in favor of a solid face.

How Cast Iron Drums are Made

Cast iron is a product of the foundry where molten metal is poured into molds. Fig. 3 shows the upper and lower open boxes of a foundry *flask*. The *drag* is the bottom part and the top is called the *cope*. They are keyed together with a pin system that keeps everything including the pattern in the right place as sand is packed in the boxes against the pattern. A specific moisture content is needed for the body of sand to keep its shape once formed.

In the enlargement circle for Fig. 3, the draft angle of the foundry pattern is illustrated. Without this angle, the damp green



sand that is packed in hard against the form would break away when the pattern is withdrawn. After the cavity is made and the pattern removed, a core made of packed sand is placed into the cavity to create the internal shape of the brake drum.

MOTOMETER

The cope is also rammed with sand against the other side of the pattern and placed on top of the drag.

A *sprue* hole in the cope's sand allows molten metal to be poured into the mold. A similar shape called a *riser* is placed opposite the sprue to vent the mold during pouring. The pour is complete when liquid metal fills the riser.

As the formed drum starts to cool, the extra liquid metal that is in the sprue and riser "feeds the melt" so that as it contracts during cooling, the integrity of the brake drum's shape is maintained.

After the metal has cooled, the sand is broken out of the two parts of the flask and the drum is ready to be cleaned and machined. The sprue and riser are cut off of the rough drum to be recycled and the sand is reused. It is the grains of sand that gives cast iron its rough surface.

Components of Steel and Cast Iron

To better appreciate why grey cast iron is a good choice for making brake drums besides being more economical to produce, we should take a look at some basic metallurgy.

The components of steel and cast iron are essentially the same. Iron is the main part of both alloys. The basic difference between steel and cast iron is the percentage of Carbon that goes into the final product. Steel alloys have a Carbon content of 0.002% to 2.1% by weight. Alloys which contain between 2.5% to 4% Carbon with 1% to 3% Silicon are cast irons. Some other elements added to iron in small amounts for both steel and cast iron in addition to Carbon are Silicon, Manganese, Phosphorus, Nickel, Colbalt, Chromium, Tungsten, Molybdenum and Vanadium.

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The Society of Automotive Engineers (S.A.E.) has set standards for the percentages of these elements in various compositions to meet certain performance criteria for the steels and cast irons used in automotive production. Ford used many different steel and cast iron alloys for the Model A depending on their intended uses.

There is a lot more to the making of steels and cast irons than just the percentage of their component elements. One example is heat treating which changes the molecular structure of steel alloys to control hardness through quenching and tempering as they are worked in rolling mills, forging presses and stamping presses, etc.

Cast iron, on the other hand, can be heat treated to alter its internal structure, but it is not malleable and therefore can't be reshaped after it is cast without fracturing.

Desired Metalurgical Attributes

The various alloys of steel and cast iron have some but not all of the attributes shown in Fig 4.

This table tries to show the broad features of steel and cast iron in general. Of course this chart will change depending on the alloys of each being compared. Green is generally good and red indicates poor performance for that attribute.



Attribute	Description	Steel	Cast Iron
Malleability	Plasticity, the ability to be shaped without		
	breaking.		
Ductility	The ability to deform under tensile stress		
	such as being drawn into a wire.		
Hardness	The resistance to deformation under		
	localized stress.		
Strength	Resistance to fracture under impact.		
Wear Resistance	The ability to withstand abrasion.		
Damping Capacity	The ability to absorb vibrations without		
	transmitting them.		
Heat Transfer	The ability to get rid of heat applied to it.		
Machinability	The ease to which a material can be shaped		
	with conventional cutting tools.		
Corrosion Resistance	The ability to resist oxidation and		
	insolubility to etchants such as salts.		
Weldability	The ease with which metals can be joined		
	by localized melting and filling processes.		

In looking at this table, it would seem that cast iron is not so great. What really matters is its intended use.

- *1. Wear Resistance* Is a plus. This is due to the graphite in the alloy.
- 2. *Damping Capacity* mitigates the chattering and squealing that can occur during braking.
- *3. Heat Transfer* can shorten stopping distances and fade recovery times.
- 4. *Machinability* makes it fast and economical to produce.
- 5. *Malleability* is not desired. Brake drums should not change their shape

- 6. *Ductility* really has nothing to offer brake drums where stability of shape is needed.
- 7. *Hardness* is irrelevant since the brake drums are not subject to localized deformation.

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- 8. Strength relates to impact and drums are not subject to sudden heavy stresses.
- 9. *Corrosion Resistance* would be nice, but the abrasion of the linings against the drum keeps the business surface clean of rust. The rest can be painted.
- 10. Weldability is not needed for brake drums.



The secret to the great performance of grey cast iron for brake drums is the structure of its carbon component. In the cooling process after the brake drum is cast, the carbon turns into graphite flakes and is fairly evenly distributed throughout the metal. Fig 5 is a photomicrograph of grey cast iron showing various components. (Pearlite is a three-dimensional laminate consisting of 88% ferrite and 12% cementite.)

When grey cast iron is fractured, it is the graphite in it that gives it its color and hence its name.

It is this graphite that makes grey cast iron so machinable; it actually helps lubricate the cutting tool. It also helps to resist wear of the braking surface when the linings are pressed against the drum. Graphite gives grey cast iron great damping capacity because it absorbs energy and converts it to heat, which is what brakes are supposed to do.

Switching to Cast Iron Brake Drums

By the end of the 1920's, making brake drums out of pressed steel was an old habit with the automotive industry. For Ford, this habit was finally broken during the last months of Model A production. Pressed steel drums require many stamping steps to properly form them. They are then attached to a steel hub which itself requires many machining steps. Those spider style cast iron drums could be poured into a mold and with a bit of machining for the bearings and the brake surface were ready for stud installation and off to the production line.

One other advantage of cast iron is that different parts of the drums can be made to any thickness desired; thus permitting the resurfacing of their lining surfaces on a lathe. As the braking surfaces wear and get scored, they can be trued up to give them new life. The maximum amount of metal that can be removed from cast iron brake drums is .030" or .060" overall. Any Model A drum that measures more than 11.060" inside diameter must be replaced.

Steel drums <u>must not</u> be resurfaced! In a service bulletin sent to dealers in December 1930, it says: "Under no circumstances must any attempts be made to turn down brake drums on A cars and AA trucks. The brake drums we supply have a rolled braking surface to lessen any possibility of scoring and it is very essential that this surface not be touched with any kind of machining tool." In those days, dealers were to exchange worn drums for their customers at a modest price.

The Causes of Brake Fade

Nothing is more frightening than to be driving down a long hill with your brakes quickly losing their effectiveness. The only safe thing to do is to pull over and let them cool down.

There are two major factors that contribute to brake fade. They are heat-soaking of the linings and drums and expansion of the outer edge of the brake drum. The brakes slow the car by converting kinetic energy to heat energy. This heat has to be rapidly dissipated for the brakes to remain effective.

As brake linings get hotter, they become so saturated with heat that it gets hard for them to generate any more. The same thing happens with the metal drum. It takes time for the heat to dissipate through conduction to heat sinks such as the web of the shoe and the face of the drum and the hub. Heat also dissipates into the air by radiation. This overwhelming of the lining material and metal drum by heating it faster than it can throw off the heat leads to brake fade.



In addition to heat soaking, the drums expand due to the heat generated during braking. The inside of the friction surface of the drum is restrained by the face of the drum. The outside is not restrained from expansion by anything, so it gets larger in diameter as it gets hotter. Fig 6 shows how the drum becomes "bell shaped" as it heats up. Under these conditions, the lining only contacts the inside portion of the drum surface, further contributing to brake fade.



By installing an aftermarket reinforcing band on a steel drum, it is restrained from expanding too much. The band also acts as a heat sink and as cooling fins; thus creating more surface area for heat dissipation into the air.

Counter Measures to Brake Fade

Good driving habits involve using the compression of the engine and lower gears to slow the car down in conjunction with the brakes. The rule of thumb is to go down a hill in the same gear used to go up. Shifting the car into neutral in regular traffic and using the brakes to do all the work to bring the car to a stop will require longer stopping distances, possibly induce brake fade sooner and wear the linings down more quickly.

Brake adjustments are to be made when the drums are cold. If adjusted when hot, the drums have expanded and the adjustment will be too tight when the drum cools and contracts, thus causing binding and quick overheating of the drum and linings leading to fade.

> Inspect the brakes at least annually to be sure the linings are not worn down to the rivets. Although often made of soft brass, the rivets are hard enough to cause scoring in a brake drum.

Cast Iron Drums are not Indestructible

Fig 7 shows a cast iron rear drum with a nasty crack through it. This was found on the author's car after a rear wheel locked up while rolling out of a parking lot driveway under light brake pressure. The cause of this fracture is unknown. In thinking back, the only thing that comes to mind was a hard hit to the chassis when driving too fast over a deep storm gutter that crossed the road in a neighborhood unfamiliar to the driver about a week or so before. It seems that Model As should be driven with a little more care when gouges in the pavement are a clue to the hazard One word of wisdom about installing replacement drums on your hubs. Don't try to do it yourself; have them installed professionally. You'll be glad you did.

-. Model . A Club

In Conclusion

MOTOMETER

So well suited is cast iron for brakes that the material is used today for drums and rotors. In the interest of safety, MAFCA and MARC fine point judging allows cast iron drums in lieu of steel and the installation of reinforcing bands on steel drums for only a slight point deduction.

If you want the original steel or late 1931 cast iron drums, go to the swap meets; but take a precision measuring tool with you. Otherwise the only new brake drums in the catalogs are solid-faced cast iron. As far as safety is concerned, they're a good



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Classified Ads

•Karl Pope knows of a 28/29 chassis with hydraulic brakes, rebuilt motor and tranny for \$3,500; (801) 374-8083

•Six 5.25/5.50-17 wheels and one 19" wheel with new Sears tire \$100.00 Call Tony (801)796-0396.

• Clark Christensen is selling 2 Chevy barn finds. Clark's got all the info you need (801) 362-0210

If you would like to have an item included in the Classified Ads, call Robert at $(801)\,489\text{-}9808$.

MAFCA Pattern Project

The Pattern Project video is now available via the <u>MAFCA YouTube channel</u>. The video highlights the enormous work spearheaded by Helen Christensen of the Santa Clara Valley A's in San Jose, California. Ladies, go check it out!



by Danny Enos compliments of the Oueen City Model A Club



Henry the Farmboy

Editor's Note: I've enjoyed reading Queen City Model A Club's newsletter, "The Distributor." Danny Phillips has done a great job as editor. I was intrigued with a series written by Danny Enos about the Henry Ford's life. so I contacted them and received permission from Queen City Model A Club and Danny Enos to reprint his articles as long as nothing was changed (including typos), (okay, I added photographs) so sit down in a comfy chair and enjoy...

Continued from the August issue of Motometer

Henry Ford's first car, the Quadricycle, was an early indicator of his ability and propensity to think for himself. He trusted his logic and instincts, and was not encumbered by the conventional way of doing things.

The car that he drove through the streets of Detroit in the early hours of June 4, 1896, was a product of thought and testing. He did not simply hang one of



those new fangled internal combustion engines on a carriage and go. He strove for light weight, strength, and simplicity.

To me, the completion of the Quadricyle also provides relief for those of us who pull the

occasional "I can't believe I did that" sort of mistake w h i l e working on our own cars. I'm of course referring to the fact that



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Ford's first factory, 1896, a coal storage building on Bailey Street

Henry had not allowed for the fact that his Quadricycle was wider than the doorway of the shed/workshop in which he had built the Quadricycle. That mistake required his breaking out the doorframe with an axe to get the car out.

The Quadricycle was not up to long trips to start with. It needed steering improvements and frame strengthening. After improvements were made he was ready to venture the eight miles to Dearborn to visit family in Dearborn. He made the trip without mechanical breakdown (no Golden Wrench for Henry). His sister Margaret later remembered the Ford's visit in their little car, "Clara and Edsel were on the front seat with him and all of them were sitting on the slanted seat (due to heavily rutted road). I remember Edsel was a very small boy in dresses at this time and he was held tightly by his mother on her lap".



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Henry and Clara had a picture of Detroit's mayor, .William C. Maybury, in their house in Detroit. Maybury was a friend of Irish background and helped the pioneer Ford family when they arrived in Michigan. Henry's parents, William Ford and Mary Litogot, had their wedding reception at the Maybury's mansion. And now in 1897, William Maybury was extending a helping hand to their son in the form of financial backing to build a successor to the Quadricycle.

The new Ford looked much like a proper car. A car built for commercial appeal. It had high wheels, a padded double bench seat, brass lamps, running boards, and mud guards. In terms of style and mechanical reliability it equaled or surpassed any horseless carriage of the day.



Charles Duryea

engineer for automotive pioneer Charles Duryea* stringently inspected He knew the car. He reported cars. that aside from needing "compensating gear" for the rear axle, "The design of the motor is excellent...similar to that of the Springfield Duryea's wagon. The sparker is better however...

The cooling tanks show

ingenuity and thought. The idea is not original... The Duryea wagons have no device for cooling...The carburetor is good. The measuring device is complete and ingenious... The whole design strikes me as being very complete, and worked out in every detail...the carriage should equal any that has been built in this country. The success of a motor-wagon seems to rest on its ability to keep in order and run over all kinds of roads without breakdowns or hitches, and the first wagon to do this will be the successful one." Henry fashioned a tiller



1896 Duryea Motor Wagon

for steering, and used a domestic doorbell for a horn. He covered up the workings with a thin wooden cabinet that gave the machine a resemblance to a baby carriage. The machine was light - little more than 500 pounds, and could be easily lifted by one man with the engine removed.

Another one of Detroit's leading Irish was William H. Murphy. The Murphy's, like the Maybury's, had interests ranging from real estate to the Edison Illuminating Company. William had been bitten hard by the horseless carriage bug.

Sometime in the first half of 1899, Murphy



MOTOMETER

proposed to Henry Ford that if Henry could drive him northwest of Detroit to Farmington and back to the city via Pontiac, a triangular distance of sixty miles, without a breakdown then he'd consider a fi n a n c i a l arrangement with Ford.

-. Model AC

A few months later, probably July, they made the trip. Murphy closely noted fuel consumption, road conditions, and overall performance of the car. Upon arriving back in Detroit in good time and accident free he stated that he was completely satisfied. "Well", William Murphy declared, "now we shall organize a company."

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* Post Script. Charles Duryea (1861-1938). On September 20, 1893, along with brother Frank, successfully tested his first car in Springfield Massachusetts. Charles then founded the Duryea Motor Wagon Company in 1896. It was the first company to produce and sell gasoline powered vehicles in America. The country's first recorded automobile accident occurred in a Duryea vehicle in New York City when Motorist Henry Wells hit a bicyclist. The rider suffered a broken leg, and Wells spent a night in jail.





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The Ladies Fashion Journal

SHOES FOR THE BEACH & OTHER CASUAL ACTIVITIE



When dressing in era styles, finding the appropriate shoes can be difficult. Even more so if you have a beach or sports outfit.

Well, look no further than your Keds shoe store of 1931. Right out of the vintage catalog are the following styles. The illustrations and descriptions are off the pages of the Keds Catalog for 1931, United States Rubber Company, Buffalo, NY.

Finding the right look in modern shoes is often challenging, however, these styles have not changed much. Good Luck!





TAH

- Model A Club -

MOTOMETER

These Beach Clogs and Paloma shoes are made of striped awning cloth. The strap on the left shoe is self-adjusting. Strap on the right shoe can be tied around the ankle as well as over the instep.



A colorful sport oxford for women. Bleached and mercerized combed duck upper with black, tan, jade, blue or crimson saddle straps. White small ridges on the sole and white molded heel on shoes.

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A dainty, stylish one-strap pump. Made in white linen with covered Cuban heel, and a light-weight sole.





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An attractive oxford and one-strap pump. Upper of bleached white or black duck. Outsole and heel matching in color with the duck upper. Low heel and welt-type sole.





The Rover pump is a durable two-strap pump with a white or brown duck upper. It features a corrugated sole and gum toe cap. The Midway, an oxford for women, features attractive tan and white printed duck.



The Holyoke is an ideal oxford for tennis and beach wear. Uppers are unlined and of open-weave duck.



Model A Ford Club of America



"International Model A Day is September 10th, don't forget to drive your "A" on a tour, to the grocery store, or around the block. The idea is it to get them all on the road. The weather has been strange across the country with flooding, excessive heat, and wildfires. I hope all of

you are safe and getting to enjoy your Model A's in spite of these challenges.

Membership renewal and ballots are coming in. If you haven't already sent in your ballot, please do so as everyone's opinion counts. Ballots must be received by October 15 to be counted, and they will be counted on October 22. We will post the results on the website as soon as they are available.

The Model A Ford Club of America (MAFCA) Board of Directors will hold its next meeting at the Kalamazoo Four Points Sheraton Hotel on Friday, September 16th beginning at 8 AM. The Board would be pleased to have local Model A hobbyists attend as they conduct the business of MAFCA. The Four Points Sheraton is located at 3600 E Cork St., Kalamazoo, MI 49001.

Saturday, September 17th is Model A Day at the Gilmore Museum. It will be a great all day event with seminars, a swap meet, and of course Model A fellowship. Several hundred Model A's attend. The Board will be there and we look forward to seeing and talking with our members.

We are receiving a great response to the digital Restorer along with the hard copy. It seems many of It seems many of you want the magazine with you and on your computer. We currently plan to keep issues on line for three years, so ultimately there will be 18 issues available for viewing. The number on line may change overtime.

This year seems to be flying by and the National Awards Banquet in Reno is only three months away. Registrations are coming in for the event on December 5 thru 8. I urge you to attend, as the banquets are always fun and relaxing. Reno, Nevada has excellent weather this time of year. Reno is located just east of the Sierra Nevada Mountain range and offers spectacular views. Our website has more information and registration forms

mafca.com/2016NAB.html.

MAFCA News

"The long awaited Revision 4 of the Model A Restoration Guidelines and Judging Standards has been announced, with shipping starting in October. The Standards are a collaboration of both MAFCA and MARC and are the definitive guidelines for restoring a Model A Ford to factory original.

Revision 4 was a huge effort. 16 of the judging areas were rewritten. The new Guidelines is 2.5 times larger, 330 pages as opposed to the original 135 pages. Many new photos have been added as well. It will be available as a complete volume for \$55 or just the Revision 4 update that you can add to your existing Standards for \$30, both plus shipping.

To order online, <u>click here</u>. Or to order by phone, contact MAFCA Headquarters (562) 697-2712 Monday - Friday from 10AM to 4PM Pacific time."





"And Now A Word From Our Sponsors..."





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We bought a truck from them and have been very pleased. Robert Mack

